

## QUEEN DECEIVES WOMEN ON SHIP

### Rescue Expected by Valencia Victims.

### ALL STAY ABOARD AND PERISH

### Captain Cousins Abandons Them to Terrible Fate.

### SEA WAS NOT BOISTEROUS

### Chief Cook Hancock Tells Special Commission That Raft and Boat Were Worked Clear of the Wreck Without Difficulty.

than when McCarty got away with his boat 24 hours earlier. Not much trouble was experienced in getting clear of the Valencia, and good headway was made in working out toward the Queen. There was a long rolling swell, but it was not so bad as to prevent the men from walking around on the raft at times.

After rowing for about two hours, in which the women were left on the raft, they saw the Queen abandon the scene, and they then headed the raft ashore again, beaching her on Vancouver Island at midnight. Two of the men on board became insane and jumped overboard and a third died of exposure.

**Lack of Discipline on Steamer.**

The burden of the questioning today seemed to be for the purpose of ascertaining whether or not it would have been possible for lives to have been saved by other boats had an attempt been made. Incidental to this, more evidence of lack of discipline kept coming to light. Charles Brown, seaman, the only one who has yet admitted that he knew to which boat he was assigned, spoiled the credit thus earned by stating that he abandoned his own boat without orders and went to another.

There is a persistent rumor that there was no lookout in the bow when the vessel struck, or if there was one, he was asleep. Nearly every witness was testifying that the lookout of the surf could be heard quite plainly as soon as they came on deck. As the vessel was proceeding slowly, it is argued that the lookout, had he been awake, should have heard the breakers before the vessel struck.

**Like Wreck of St. Paul.**

Hancock was chief cook on the steamer St. Paul when she was wrecked last Fall. After leaving the stand he stated that there was a striking similarity in the scenes aboard the two vessels immediately after they got on the rocks. Both disasters happened at night, in a fog, and in both cases the water came in so rapidly that the lights were extinguished. In the case of the St. Paul, the excellent discipline on board prevented the lowering of a single boat until daylight, and no lives were lost. The Valencia, of course, was in a more dangerous locality than the St. Paul, but had discipline been maintained and no boats lowered until daylight, and with passengers and crew under control, the disaster would never have demanded a hearing by a special Government commission.

**Like Wreck of St. Paul.**

Hancock was chief cook on the steamer St. Paul when she was wrecked last Fall. After leaving the stand he stated that there was a striking similarity in the scenes aboard the two vessels immediately after they got on the rocks. Both disasters happened at night, in a fog, and in both cases the water came in so rapidly that the lights were extinguished. In the case of the St. Paul, the excellent discipline on board prevented the lowering of a single boat until daylight, and no lives were lost. The Valencia, of course, was in a more dangerous locality than the St. Paul, but had discipline been maintained and no boats lowered until daylight, and with passengers and crew under control, the disaster would never have demanded a hearing by a special Government commission.

## STAVE OFF VOTE ON RATE MEASURE

### Senate Factions Not Ready for Preliminary Test of Strength.

### ATTITUDE OF DEMOCRATS

### President Consulted by Conservatives on Court Review Provision.

### Cullom May Return to Give Deciding Vote.

WASHINGTON, Feb. 15.—Agreement to vote on a railroad rate bill tomorrow in the Senate committee on interstate commerce is an issue that neither faction on the question of judicial review of orders of the Interstate Commerce Commission seems inclined to force. Neither knows the strength of the other, and unquestionably the Democratic members of the committee are the balance of power. Neither of the Republican factions has issued a formal statement setting forth their differences, but the Democrats, in an authorized statement from Bailey, have made it clear that "an adequate bill" must be reported or the minority will have a measure of its own. In this statement, however, it is admitted that the Democrats are divided on the question of judicial review.

**Much Depends on Cullom.**

The members of the committee insisting upon an amendment to the House bill—Elkins, Aldrich, Foraker, Keane and Crane—do not believe the amendments providing for any change in the court features of the bill can be voted upon tomorrow. Dooliver and Chapp, the champions of the House bill in its present form, are not disposed to insist upon a vote. They desire to have Cullom paired against amendment, but the conservative faction will not permit this. If the vote is postponed, as seems likely, Cullom may return to Washington before a vote is taken.

Different reports are circulated concerning his position, the conservatives admitting the claim that he is against an amendment that would suspend a review by the Commission pending a review by the courts, but insisting that he is not opposed to a more moderate amendment.

The positions will be outlined clearly tomorrow, even though a vote is not obtained.

**Attitude of President.**

Late tonight it was stated that, so far, no agreement has been reached on any amendment, despite the fact that numerous conferences have been held during the day among the President, members of the Cabinet and Senators to prepare a compromise draft.

Aldrich and Allison and Secretary Taft conferred with the President this evening concerning the alleged necessity of an amendment providing for judicial review. The Secretary of War has joined forces with the conservative Senators in declaring that such an amendment is required to make the bill constitutional. Attorney-General Moody does not agree to this. It is said that the President announced today that he would like to see the amendment to be proposed and submit it to the Attorney-General before he indorses any proposition to amend the House bill.

**What Democrats Will Do.**

Bailey, who is the minority floor leader in the absence of Gorman, today explained the attitude of Democratic Senators. He said that if a bill is presented by the Republicans which, in the opinion of the Democrats, is inadequate to meet the demands of the situation, the Democrats both in the Senate and in the committee will not support it. In the event of a division of the Republicans, the Democrats will support the bill presented by the faction offering that which comes nearest meeting the demands of the situation. The Texas Senator says that if no adequate bill comes from any Republican source, then the Democrats will present a bill of their own.

**Include Express and Sleepers.**

From the same authority it is learned that in any bill presented all the Democrats will unite in supporting a provision that express companies shall be placed under the Interstate Commerce Commission.

## CHINESE ATTACK FOREIGN MISSION

### Viceroy Now Take Lead in Enmity to the White "Barbarians."

### ENCOURAGED BY PEKIN

### Japan Believed to Welcome Trouble as Opportunity to Exact Concessions—Shanghai May Enlarge Police Force.

LONDON, Feb. 15.—The correspondent at Shanghai of the Standard telegraphs as follows:

News has reached here of another attack on a foreign mission at Nanking. Province of Nanking, on the left bank of the Yangtze River. No loss of life is reported.

Yesterday an attempt was made here by a trusted Chinese servant to murder the secretary of the French Municipal Council while he was asleep. The attempt was frustrated and the assailant was arrested.

Many of the great provincial viceroys are displaying a marked anti-foreign attitude, which they would hardly dare so openly to assume unless they thought that Pekin approved their conduct. In the foreign settlements of treaty ports efforts are being made quietly to recover privileges granted to foreigners.

In some quarters Japan is believed to view the possibility of armed intervention being necessary with equanimity, since it would provide her with occasion to obtain from China what she failed to exact from Russia.

In Shanghai two additional companies of volunteers are being raised. It is reported that the Municipal Council favors strengthening the Sixth police force by 500 men. Unfortunately, it is at this juncture that it has been decided to reduce the British China squadron.

## WHOLE TOWNS WRECKED

### AWFUL DEVASTATION BY SOUTH AMERICAN EARTHQUAKES.

### Hundreds Perish, Survivors Fleo Mountains, Tidal Waves Overwhelm Ports of Ecuador.

GUAYAQUIL, Ecuador, Feb. 15.—The first shock of the earthquake which caused so much damage and loss of life in the province of Esmeraldas was felt at 11 o'clock on January 31, the disturbance continuing at short intervals until February 5. The inhabitants, panic-stricken, abandoned their homes and families and are still living in the open air, fearing a repetition of the shocks.

In the neighborhood of Port Limones, four small islands disappeared. These islands were inhabited by fishermen, who were at sea for three days until the water became sufficiently calm to enable them to reach the mainland.

The city of Esmeraldas was nearly inundated by a tidal wave, which entered the port, flooding the principal streets. All the inhabitants ran for the mountains in the neighborhood.

All the towns in the Province of Esmeraldas and other parts were gravely damaged, especially Rio Verde, Camarones, La Tola, Limones, Borbon and Pingaqui, the most of the inhabitants of which are homeless.

The Colombian towns of Mosquera, San Juan and Domingotira more than 200 persons perished. Antioquia and other Colombian departments suffered heavy damage. At Truqueras five persons perished under the ruins of falling houses. Mapizales suffered heavily.

## COAL OPERATORS DENOUNCED

### WASHINGTON, Feb. 15.—A delegation of prominent coal operators from the West and Southwest waited on Senator Elkins, chairman of the committee on interstate commerce today, and entered a protest against any rate legislation giving to the Interstate Commerce Commission power over rates except with provision for the review of the acts of the commission in the courts. The coal men also made the statement that "judging the future by the past record of the Interstate Commerce Commission, the Hepburn bill as passed by the House means demoralization, retrogression and confiscation."

### OREGON IS NOT THE WORST

### Hitchcock Says Louisiana Leads in Land Fraud Cases.

WASHINGTON, Feb. 15.—Light was thrown on the land-fraud investigation by Secretary Hitchcock at an executive hearing before a subcommittee of the House appropriation committee today. In connection with his estimates of \$30,000 for a continuance of the prosecutions, Mr. Hitchcock explained that 99 indictments and 499 convictions already have been obtained by the Interior Department, in 19 states.

To the great surprise of the subcommittee, Mr. Hitchcock said that Louisiana leads in the number of land frauds uncovered by his department, and has more than Oregon, Washington or any of the states which are supposed to be the worst offenders. California also comes a long list of frauds.

## GENERAL ATTACK ON FOREST POLICY

### Heyburn Rallies Others to His Support.

### OPPOSITION TO NEW RESERVES

### Movement to Take Away Power From President.

### HE HAS SUSPENDED ACTION

### Senate Will Decide Whether Congress Should Exercise Power of Creating Reserves—Both East and West Divided.

OREGONIAN NEWS BUREAU, Washington, Feb. 15.—Before the close of the present session of Congress an effort will be made by a number of Western Senators to secure the enactment of legislation curtailing the power of the President and the Forest Service in the matter of the creation and administration of forest reserves. A number of Western men in the Senate are in partial sympathy with Senator Heyburn, of Idaho, but none is as radical as he, and not one of the number would go to the extreme which is urged by him. Nevertheless, there is a very marked divergence of the manner in which reserves are being created and controlled, and it is quite possible that some form of legislation may be enacted which will, in a measure, restrain the Administration in the enforcement of its present forest policy.

No Senator except Mr. Heyburn would abolish the Forest Service or abandon all the existing reserves, but quite a number have come to the conclusion that the reserve area is adequate to meet the demands of the present as well as the future, and these Senators would put a stop to the extension of the reserve area, except by act of Congress. This is one of the things for which Mr. Heyburn contends.

**Argument Against Reserves.**

The main argument advanced against the creation of new forest reserves is the claim that they retard development; that they restrain legitimate settlement; that they materially reduce the taxable area of the Western States, in some instances virtually disabling certain counties, and in this way, it is claimed, do more harm than good. The opponents of the enactment of such a law question the benefits that come from reserves of moderate area, both as a guard against the destruction of the forests and a protection of the water supply, but they believe that such a policy, when carried out as fully as the President and Forest Service have planned, would work injury, and it is against this extension that they protest.

These Senators would enact the Heyburn bill, or some similar measure, taking from the President the power to create forest reserves and giving that power solely to Congress. The enactment of such a law would not put a stop to the creation of reserves, but it would have a restraining effect and would mean that reserves would be created with less frequency and in smaller areas.

**President Will Suspend Action.**

The President is not in sympathy with this movement, for it is directly at odds with his own policy and his own Administration. He would prefer to go ahead with the creation of reserves whenever and wherever it is shown that such reserves would be of benefit to the community generally, either as a protection to sources of water supply or as a protection to the timber itself. Nevertheless, inasmuch as Congress has already questioned the President's right to create forest reserves at will, and has questioned his right to make such regulations as are now in force in every reserve in the West, it has been decided to hold back new proclamations and wait to see what Congress intends to do. If Congress shall deny the President the right to create reserves, the Administration will be bound by that enactment, but if, after due consideration, Congress rejects all bills of this character, the Administration will be justified in concluding that its course has the approval of Congress, and the old order of things will be resumed.

**How Senators Will Line Up.**

Before any forestry law is passed upon by Congress, Eastern Senators will be drawn into the discussion and the subject will be fully aired. Up to this time only the one side has been heard in the Senate, the side of the opposition. There are Western Senators who approve the existing policy just as strongly as Mr. Heyburn denounces it; these Senators will be heard at the proper time. And some Eastern Senators will have something to offer, as well. Mr. Beveridge, of Indiana, while he has no forest reserves in his state, has demonstrated his sympathy with the President's policy, and will come to the aid of the Administration at the proper time. Mr. Lodge, a close friend of the President, will probably come out in defense of the existing policy and practice. So will other Eastern Senators who have heretofore shown not the least interest in forestry matters.

The opposition also counts on the support of Eastern Senators, and Mr. Spooner of Wisconsin is regarded as

### BY E. W. WRIGHT.

SEATTLE, Wash., Feb. 15.—(Staff Correspondence).—The trend of the Valencia wreck investigation, now being conducted by a special commission, indicates that considerable explanation will be demanded of Captain Cousins and his friends of kindred nerve on the steamer Queen. Boat-swain McCarty and Chief Cook Hancock were the star witnesses at today's session. McCarty's examination being taken up where he left off yesterday. He was in charge of the first boat to leave the wreck, and Hancock was in charge of the last raft to get away. Second Officer Peterson, who testified yesterday, was in charge of the first raft.

Each of these prominent actors in the awful sea tragedy tells his story in a different vein, but standing out clear and distinct in the testimony of each of these men is the cold, hard fact that rescuing boats or rafts, had they actually been made to send them out, could have safely reached the Valencia and saved some of the people.

**Indifference of Rescuers.**

The alleged sudden change in the weather does not explain the brutal indifference of the rescuers to the fate of the perishing victims, for more than 24 hours elapsed after Boat-swain McCarty left the wreck and made good weather with his boat before Hancock got away with his raft and also made good weather with that craft.

These men did not state voluntarily that conditions were such as to admit of rescue, but vigorous questioning by the commission has brought the evidence out quite clearly.

Second Officer Peterson admitted yesterday that a boat properly handled could have reached the Valencia. Boat-swain McCarty stated under oath today that he could, without much difficulty, have returned safely to the wreck with the ordinary ship's boat with which he escaped, and Hancock testified today that they could have pulled the raft on which they escaped back to the Valencia without taking a very serious risk.

**Testimony Corroborated.**

These sworn statements, which can hardly fail to place the alleged rescuers in an extremely bad light, are flanked by a mass of corroborative testimony. What Captain Cousins and his friends on the comfortable steamer Queen will have to explain is how ordinary boats and rafts launched from the Valencia under the worst possible circumstances could make good weather on a sea which the men on the Queen contended was too rough for launching a boat or a raft.

Boat-swain McCarty resumed his testimony this morning. He said that as soon as daylight disclosed the impossibility of landing on the beach, Captain Johnson asked him to call for volunteers to man the only remaining boat and try to get ashore and send for assistance. He had but little difficulty in getting five men to accompany him and cleared the wreck and pulled out into deep water without any trouble.

**Sea Smooth Near Wreck.**

A remarkable feature of his testimony was the statement that when only 50 yards past the bow of the Valencia he turned the sea smooth enough for him to row north and run parallel with the beach. As the Valencia was lying within 150 or 200 yards of the beach, it is thus apparent that the sea was not breaking over 300 yards from shore.

At the time McCarty left the Valencia, he was under the impression that the steamer was on Flattery rocks, and the volunteers worked with a will in the belief that they were going to Seah Bay for assistance. As has been related previously, they landed at Pachena Bay and wandered around the woods until they struck the trail leading to Cape Beale. On reaching that point McCarty sent out a call for assistance.

Samuel Hancock, chief cook on the Valencia, has been in many a wreck, and his familiarity with such scenes may be partially responsible for his statement that there was not much excitement. He remained on board for two hours after the Queen came in sight and then decided to leave on a raft, as the condition of the steamer was becoming serious.

**Decieved by the Queen.**

Hancock asked the stewardess to try and coax some of the women passengers to go on the raft, but as the Queen was in plain sight they all thought they would be safer on the Valencia, and refused to leave. The chief engineer was of the same opinion, and 19 men were all that could be induced to leave the wreck.

Hancock testified that the sea was no worse when this last raft was launched

### TULE LIFE RAFT IS TESTED

### Twenty-Two Men Sustained by Craft That Saved Lives.

SEATTLE, Feb. 15.—The Federal Commission conducting the rehearing of the Valencia investigation are attempting to find out the manner in which the Valencia was handled when she struck the rocks. One of the facts brought out is that the Valencia was in the habit of overrunning her course while on route north on former trips, and that her log book shows a drift of about 5 percent.

Second Officer Peterson, C. Brown and Boat-swain McCarty have been called. Peterson was on the stand three hours today. His testimony was mostly confined to the navigation of the ship. Boat-swain McCarty testified that several of the vessel's life-preservers had been condemned when she left San Francisco.

Captain Cousins, the member of the commission, emphasized the fact that no attempt was made to protect the boats from passengers.

This afternoon the members of the commission made a practical test of the tulle life raft on which Chief Cook Samuel Hancock and nine others left the wreck of the Valencia. Twenty-two sailors of the Pacific Coast Steamship Company manning the raft and it took up to the weight. The carrying capacity of the raft is 15 persons.

The afternoon session of the special investigation was taken up with the examination of Chief Cook Hancock, Frank Richley, fireman's mess boy; George Belong, Greek coal-passer, and Mark Steintzler, fireman. No new evidence was developed.

The inspector's investigation a portion of one of the life lines fired from the Valencia's life gun was submitted as evidence. The line was found to be perfect.

The investigation was held, owing to the non-arrival of an extra stevedore.

## ATTACK OIL TRUST NEXT

### GOVERNMENT WILL INDICT OFFICERS OF STANDARD.

### Another Monopoly and Rebating Prosecution Will Follow Case Against Beef Trust.

### PITTSBURG, Feb. 15.—The Post tomorrow will say:

Indictments of Standard Oil and railroads made a practical test of the tulle life raft on which Chief Cook Samuel Hancock and nine others left the wreck of the Valencia. Twenty-two sailors of the Pacific Coast Steamship Company manning the raft and it took up to the weight. The carrying capacity of the raft is 15 persons.

The afternoon session of the special investigation was taken up with the examination of Chief Cook Hancock, Frank Richley, fireman's mess boy; George Belong, Greek coal-passer, and Mark Steintzler, fireman. No new evidence was developed.

The inspector's investigation a portion of one of the life lines fired from the Valencia's life gun was submitted as evidence. The line was found to be perfect.

The investigation was held, owing to the non-arrival of an extra stevedore.

### AWFUL DEVASTATION BY SOUTH AMERICAN EARTHQUAKES.

### Hundreds Perish, Survivors Fleo Mountains, Tidal Waves Overwhelm Ports of Ecuador.

GUAYAQUIL, Ecuador, Feb. 15.—The first shock of the earthquake which caused so much damage and loss of life in the province of Esmeraldas was felt at 11 o'clock on January 31, the disturbance continuing at short intervals until February 5. The inhabitants, panic-stricken, abandoned their homes and families and are still living in the open air, fearing a repetition of the shocks.

In the neighborhood of Port Limones, four small islands disappeared. These islands were inhabited by fishermen, who were at sea for three days until the water became sufficiently calm to enable them to reach the mainland.

The city of Esmeraldas was nearly inundated by a tidal wave, which entered the port, flooding the principal streets. All the inhabitants ran for the mountains in the neighborhood.

All the towns in the Province of Esmeraldas and other parts were gravely damaged, especially Rio Verde, Camarones, La Tola, Limones, Borbon and Pingaqui, the most of the inhabitants of which are homeless.

The Colombian towns of Mosquera, San Juan and Domingotira more than 200 persons perished. Antioquia and other Colombian departments suffered heavy damage. At Truqueras five persons perished under the ruins of falling houses. Mapizales suffered heavily.

### MARCHES AGAINST BANDITS

### Yuan Shi Kai Makes Good Use of New Army.

LONDON, Feb. 15.—The Tribune's Pekin correspondent telegraphs that Yuan Shi Kai, commander of the Chinese forces, has moved an expedition of over 300 men, with 24 guns, from Paochung to Chichau against Chinese bandits.

### STANDS BY EXCLUSION LAW

### Fulton Declares Boycott Cannot Accomplish Its Repeal.

OREGONIAN NEWS BUREAU, Washington, Feb. 15.—In response to a request for his views on the Chinese boycott, Senator Fulton today made the following answer:

The real purpose of the Chinese engaged in the boycott of American goods is to secure the repeal of the exclusion law. No doubt the manner in which the law has been executed has in some instances given just cause of complaint and tended to intensify and accelerate the growing resentment engendered by the law, but the real animus is opposition to the law as a whole and the purpose is to enforce its repeal. To that we cannot accede. It is of great interest and concern to us that cordial and friendly relations with China shall be maintained and our trade and commerce with her increased, but if such conditions can only be purchased by sacrificing the rights and impeding the welfare of American labor, the price is greater than we can afford to pay.

We must not repeal or substantially modify the present exclusion law. So to do would work great hardship on and be unpardonable injustice to our own wage-earners. We of the Pacific coast have learned in the school of experience how serious a menace to the peace, prosperity and morals of the community is a large influx of Chinese coolies and we will never consent to legislation making such conditions again possible.

### FIRE RAGES IN MINE SHAFT

### Miners at Ouray Have Narrow Escape; Mules All Perish.

OURAY, Colo., Feb. 15.—Fire is raging in shaft No. 1 of the Revenue tunnel, near here. It began shortly before midnight of shifts at 3 o'clock this morning, and smoke quickly filled the portion of the tunnel in which shaft No. 1 is located. A number of miners had narrow escapes from asphyxiation. Nearly all of the mules at work in that portion of the mine were suffocated.

The fire has been held in the shaft, where it started, and it is not thought that it will spread. It has not been necessary to stop work in other sections of the tunnel. No statement of the damage can be given at this time.

### PREDICTS GREAT ATROCITIES

### Eye-Witness of Shanghai Riots Describes Event.

SAN FRANCISCO, Feb. 15.—"The hatred of foreigners among the Chinese is such that only a leader is needed to incite the natives to atrocities worse than those of the Boxer uprising. I expect an uprising within the next few months. The foreigner who visits Canton does so at the risk of his life, and in the smaller interior towns conditions are much worse. Trade

### WHOLE TOWNS WRECKED

### AWFUL DEVASTATION BY SOUTH AMERICAN EARTHQUAKES.

GUAYAQUIL, Ecuador, Feb. 15.—The first shock of the earthquake which caused so much damage and loss of life in the province of Esmeraldas was felt at 11 o'clock on January 31, the disturbance continuing at short intervals until February 5. The inhabitants, panic-stricken, abandoned their homes and families and are still living in the open air, fearing a repetition of the shocks.

In the neighborhood of Port Limones, four small islands disappeared. These islands were inhabited by fishermen, who were at sea for three days until the water became sufficiently calm to enable them to reach the mainland.

The city of Esmeraldas was nearly inundated by a tidal wave, which entered the port, flooding the principal streets. All the inhabitants ran for the mountains in the neighborhood.

All the towns in the Province of Esmeraldas and other parts were gravely damaged, especially Rio Verde, Camarones, La Tola, Limones, Borbon and Pingaqui, the most of the inhabitants of which are homeless.

The Colombian towns of Mosquera, San Juan and Domingotira more than 200 persons perished. Antioquia and other Colombian departments suffered heavy damage. At Truqueras five persons perished under the ruins of falling houses. Mapizales suffered heavily.

## GOVERNMENT COMMISSION TO INVESTIGATE VALENCIA DISASTER



Herbert Knox Smith, Deputy Commissioner of Corporations. Lawrence O. Murray, Assistant Secretary of Commerce and Labor. Captain W. T. Burwell, Commandant Puget Sound Navy-Yard.

### CONTENTS TODAY'S PAPER

- The Weather.
- YESTERDAY'S—Maximum temperature, 52 deg.; minimum, 40. Precipitation, none. TODAY'S—Occasional rain. Southerly winds.
- Foreign.
- Attack on minister in China; Shanghai increases police; British send gunboats. Page 1.
- Austria will crush Hungarian liberty and reduce the number of troops in the Balkans. Page 2.
- Rumors of mediation in Morocco dispute. Page 3.
- Campaign of assassination in Russia. Page 3.
- Costs of Castilian scores alimony from wife. Page 4.
- Awful results of earthquake in South America. Page 4.
- National.
- House refuses to abolish useless customs houses. Page 4.
- Statehood debate begins in Senate. Page 4.
- Senators will try to stop creation of forest reserves. Page 5.
- Senate committee delays decisive vote on rate bill. Page 1.
- Contracts let for Bote-Payette irrigation work. Page 5.
- Government refuses concessions to Germany to get tariff reduction. Page 5.
- Standard Oil Company soon to be prosecuted under trust law. Page 5.
- Politics.
- Negro bishop makes savage speech against American flag and the white. Page 5.
- Domestic.
- Anthracite miners and operators hold first conference. Page 5.
- Prominent Peoria man commits suicide. Page 5.
- Lebanon gets marriage license and gives last stag party. Page 2.
- Former Chicago judge accused of starting bank for swimming purposes. Page 3.
- Pacific Coast.
- Valencia investigation tends to show cowardice on part of captains of "rescuing" boat. Page 1.
- Hawaii estimated buying slaves the eyes of the Seattleites. Page 6.
- Rippling now has no opposition as Republican candidate for Mayor of Seattle. Page 7.
- Body of young Hamard, who lost life on Valencia, is identified. Page 6.
- Sheepmen win victory in Idaho court. Page 6.
- Commercial and Marine.
- Famine in fruit sugar in local market. Page 15.
- Oregon potatoes sell better at San Francisco. Page 15.
- Stock prices crumble at the close. Page 15.
- Free selling causes 1/2-cent break in wheat futures. Page 15.
- Port of Portland committee returns from bridge-inspecting tour in the East. Page 14.
- British ship Drummerlag quoted at 90 percent reinsurance. Page 14.
- British ship Bardowie arrives at San Francisco a year out from England. Page 14.
- Leyland liner Devonian goes ashore at Bletchley Beach, but is floated without serious damage. Page 14.
- Portland and Vicinity.
- Gas graft at Kansas City compared with that in Portland. Page 10.
- Tillamook railway situation. Page 10.
- "Tattoo" Kelly convicted of murder in the second degree for killing Thomas Fleming in Centennial bar hold-up. Page 10.
- Record of a day in the Municipal Court. Page 14.
- Seventh-Day Adventist conference begins. Page 7.
- Fire limit wanted for East Side warehouse district. Page 14.
- Rabbi Wise suggests that Oregon send food ship to alleviate starving Japanese. Page 11.
- League delegates tell why travelers should see America first before taking a European tour. Page 11.
- Many are in the scramble for the office of Sheriff. Page 16.

### CONCLUDED ON PAGE FOUR.