

To the Sunday Oregonian tomorrow Professor Wilhelm Ostwald contributes a startling article on artificially-created life.

HYMEN IS KING IN WASHINGTON

White House Wedding at Noon.

ALL MINDS ARE ON EVENT

East Room Scene of Eleventh Historic Marriage.

GUESTS TO OVERFLOWING

Ceremony Rehearsed While Wagons Bring in Loads of Costly Gifts From All Lands—Bridal Tour Is Kept Secret.

WHITE HOUSE WEDDINGS OF THE PAST.

Miss Todd, of Philadelphia, to Representative John G. Jackson, of Virginia, great uncle of General "Stonewall" Jackson, in the winter of 1811, during President Madison's administration.

Miss Maria Monroe, second daughter of President Monroe, to Samuel L. Gouverneur, March, 1829.

Miss Helen Jackson, daughter of President Andrew Jackson.

Miss Estlin, niece of President Jackson, to Mr. Polk of Tennessee.

Miss Elizabeth Tyler, third daughter of President Tyler, to William Waller, of Virginia, January 21, 1842.

Miss Nellie Grant, daughter of President Grant, to Algeron Charles Frederick Sartoris, May 21, 1874.

Miss Emily Platt, niece of President Hayes, to General Russell Hastings, June 19, 1878.

Miss Frances Polk, to President Grover Cleveland, June 7, 1886.

WASHINGTON, Feb. 16.—Miss Alice Roosevelt, daughter of the President, and Nicholas Longworth, Representative in Congress of the First Ohio District, will be married tomorrow at noon in the historic East Room of the White House. This room, which has been the scene of the most elaborate social events of America, will be decorated more beautifully than it has ever been for any other occasion, but great care has been observed by the decorators to preserve perfect taste. Several days have been spent by White House Decorator Brown and several local florists in perfecting arrangements for these decorations, and they will be finished tonight.

A dais or platform will be arranged in the windows of the East Room, just opposite the broad corridor leading into it, so that those who cannot get into the room can see the bride party from their positions in the hall. A huge marriage bell is planned, and the temporary altar will be of exquisite design, banked round with magnificent flowers.

Rehearsal of Wedding.

Late this afternoon the wedding ceremony was rehearsed, but as President Roosevelt was busy in the executive offices, engaged in a conference with Secretary Bonaparte and Admiral Sands, only the immediate wedding party was present. Mr. Longworth and his party of best man and ushers walked from the Longworth residence across Lafayette Park to the

OFFICIAL INVITATIONS LIMITED.

The invitations in what might be called the Administration circle have been limited strictly to the Vice-President and Mrs. Fairbanks, the members of the cabinet and their wives, the chiefs of the embassies and legations, the Chief Justice and Associate Justices of the Supreme Court and their wives, the Ohio delegation in Congress, and the greater part but not all of the New York delegation in the House of Representatives. All those named, less than 200 persons, as in nearly every instance only the wife of the official is included in his invitation, and in no case both wife and daughter. The members of the Philippine party are invited, as also are certain Senators and Representatives from other states than New York and Ohio. As stated a week ago, few of the younger diplomats are asked, while Miss Roosevelt's personal friends in resident society who have been honored by a card of invitation number less than 20.

Next Roosevelt Bride.

Interest is already beginning to center in Miss Ethel Roosevelt, who will attend her sister as maid of honor at tomorrow's ceremony and will eventually take her place in society as the daughter of the White House. She is only a bashful schoolgirl now, but the Roosevelts are all made of the kind of stuff which responds when called upon, and there is no doubt that this little girl will come up to all requirements made of her in the future. The Roosevelt relatives are all on hand, and the majority of them have visited the White House to wish the bride-elect happiness and view her wonderful collection of gifts.

Mr. and Mrs. Longworth will use the

present and, if the limit is reached, some of them will go into the green room. Every train is bringing many prospective guests into Washington and the leading hotels have many reservations until Sunday. Few, if any, of those fortunate enough to receive an invitation will not attend, and for that reason it is expected that the capacity of the famous East room will be tested too severely.

Will Congratulate Couple.

At the conclusion of the ceremony

ALICE ROOSEVELT BORN WITH A GOLDEN SPOON.

Alice Roosevelt can be said to be the most prominent young woman America ever produced. Her life has been a long happy dream. Her own mother, who was Alice Lee, of Boston, died when she was a few days old, and her aunt, Mrs. William S. Cowles, took the wee baby to care for. When Mr. Roosevelt remarried after three years of widowhood, the new mother took the baby to her own heart and has loved and cherished her as her own. Little Alice was educated in Boston and New York, associating with the children of the Astors, Vanderbilts and other families of great wealth. When her father entered the White House she was not yet 18—only a slight, rather tomboyish schoolgirl.

Her coming-out party, January 1, 1902, brought a change in the school-girl, however, for while it did not take from her that naturalness of manner which has always been her chief charm, it gave her experience and she rapidly grew into a wholesome, sweet American society girl. She has frequently been remarked that here is a life to turn any girl's head, but it has not done so with this sensible daughter of the President. The homage of Emperors and rulers of the world failed to impress her, and she was looking for a better life in the White House. She has been a constant whirl of visiting, receiving, entertaining and being entertained. No minute of the day has seemed to belong exclusively to her, but through it she has gone happy and good-natured, never looking tired or bored. The whole world will be concerned in her future and the whole world wishes her a long life and a merry one.

ALICE ROOSEVELT'S WEDDING GOWN.

Following is an exact description of the wedding gown:

It is a severely plain Princess dress, high neck and long sleeves, with court train. The gown itself is of plain white satin. The handsome court train, however, starting from the edge of the narrow yoke of lace, is heavily embroidered in silver tulle. This is the special work that was done in the silk mills of Paterson, N. J.

The yoke of the gown is made from real lace worn by Miss Roosevelt's mother on her own wedding dress. From this yoke falls a deep sounce of the same lace. The long sleeves are made with a cuff of the same lace. The long cuff extending from the elbow is made of the same lace as that of the yoke, collar and sounce.

The wedding veil was purchased in New York. This will be topped with a wreath of orange blossoms.

Presents in Wagons.

Presents have been arriving today in greater quantities than before, and messengers and express wagons are being rushing into the grounds since early this morning. Presents are pouring in from all parts of the country, and, in fact, from every quarter of the globe. Many of the most valuable ones arrived several days ago, and have been on exhibition to intimate friends and relatives of the Roosevelt family. They will be placed in a safe deposit vault to await the return of the owner from her wedding trip.

There is a great deal of natural curiosity to see and hear what is going on around the White House on this occasion, but the general interest which is taken in the event is attributed to the personal popularity of Miss Roosevelt. She has endeared herself to Washingtonians during her residence here, and the fact that she is going to marry an American citizen only adds to her popularity and the good wishes every one has for her. A marriage for love is a rare thing in a station like that of Miss Roosevelt, and her choice of a husband has the honest approval of every man, woman and child in the town.

Interest is already beginning to center in Miss Ethel Roosevelt, who will attend her sister as maid of honor at tomorrow's ceremony and will eventually take her place in society as the daughter of the White House. She is only a bashful schoolgirl now, but the Roosevelts are all made of the kind of stuff which responds when called upon, and there is no doubt that this little girl will come up to all requirements made of her in the future. The Roosevelt relatives are all on hand, and the majority of them have visited the White House to wish the bride-elect happiness and view her wonderful collection of gifts.

Mr. and Mrs. Longworth will use the

DISCLOSES LACK OF DISCIPLINE

Government Inquiry Reveals Still Stronger Evidence of Bad Seamanship.

BOATS BADLY MANNED

Witnesses Testify That With Proper Management Lives Could Have Been Saved—Board to Visit Scene of Disaster.

SEATTLE, Wash., Feb. 16.—(Special.)—The utter lack of discipline on board the steamer Valencia was still further disclosed at the hearing held by the special Government Commissioners today.

"There was no discipline at all, none whatever," emphatically stated F. J. Campbell, a steamer passenger, who, with his wife and daughter, got away in boat No. 2, which was the first to leave the wreck. The testimony of Campbell, corroborated by that of Tony Brown, who was also in boat No. 2, proves that had a well-disciplined crew taken charge of the boats and rafts, every one on board might have safely left the wrecked vessel.

There was naturally some excitement at the time, but no evidence yet offered indicates that it could not have been quelled easily by any officer vested with authority. Campbell's testimony disclosed the fact that weather conditions were not so bad as to prevent a crew of green passengers from getting safely away from the wreck in a boat in which the oars were not unsharpened, until she floated past the bow of the Valencia.

According to the testimony of Campbell not a single member of the crew, or any of the officers, came near his boat, either before or after she was launched, although the passengers repeatedly called for some one to come and take charge. As no one appeared, the passengers themselves lowered the boat, and with about ten people, including Campbell's wife and daughter, she glided away from the wreck without shipping a sea or striking the side of the Valencia.

Eastly Rode the Waves.

No one aboard the boat knew anything about handling her, but she drifted out clear of the breakers without taking a drop of water aboard, and had she been handled for sea, would probably on the following day have demonstrated to Captain Cousins that even green hands could manage a boat in weather which apparently frightened him.

CONTRADICTS CAPTAIN COUSINS

Second Officer Peterson Gives Sensational Testimony Before Board.

SEATTLE, Wash., Feb. 16.—Testimony refuting the statements of Captain Cousins, of the Queen, Captain Patterson and Officer Peterson, of the steamer Captain Cousins, and all the other masters and pilots commanding the rescue fleet, was brought out by United States District Attorney Frye, who is probing the matter fully as diligently as the Government commission.

The special commission will probably finish tomorrow taking testimony from the witnesses now here and will go to the scene of the wreck on the steamer Columbus tomorrow afternoon. They will probably be two or three days on the trip and on returning will examine other witnesses who are now in Victoria giving testimony.

While the elements were kind in permitting this boat to reach a position of safety, the occupants of the craft were so unfamiliar with handling the oars and with the dangers of the surf that they did not keep the good oar from being made, but instead headed in for shore. They made such a poor attempt at rowing that finally Campbell, who in the absence of any one else in authority, had taken charge, told them that if they could not pull together, not to pull at all. As they approached the shore the boat was caught in the breakers and capsized, throwing all of the occupants into the water. Mrs. Campbell and her daughter and five of the men aboard losing their lives at that time.

The survivors were thrown from the rocks sloping down from a cliff, and with extreme difficulty climbed beyond the reach of the sea. Campbell, who had caught an oar, which helped him in floating, was twice pulled back into the sea by the waves before he could climb out of their reach.

This boat, No. 2, was the one previously mentioned in reports of the wreck as having a plug that did not fit. Campbell stated that it was necessary for a passenger named Willets to hold it all the time in order to keep it in place, and even then the water came in pretty lively. One of the thole pins in the boat did not fit, and as it was insecurely fastened it broke off soon after the boat cleared the wreck. So far as has yet appeared, this is the only case of any defect in the equipment which was ample for floating every one on board had it been properly handled.

As to the Third Raft.

One point on which the Commission is endeavoring to secure light is the disposition of the third raft. Two of the rafts saved more than two-thirds of the survivors, but as yet the commission has been unable to get any light on what became of the third raft.

Thomas Shields, one of the sailors who volunteered to go with Boatman McCarty in an effort to reach land and take a line ashore, was before the Commission for about two hours this morning. He handled the line when soundings were made at 9 o'clock on the fatal night, and testified that in three casts taken in about 15 minutes apart he secured from 100 to 120 feet of water, a depth which corresponds with that off Cape Flattery, where the vessel undoubtedly was at that time.

His testimony regarding the trip of boat No. 5 from the wreck to Pachena Bay did not differ materially from that of Boatman McCarty. Like all of the other witnesses who got away on either boats or rafts, Shields thought it would have been feasible to return to the wreck with a boat or raft. He also found but little difference in the condition of the weather and the sea from the time the Valencia struck until she disappeared from view.

Frank Conners, a waiter on the Valencia, who left the wreck on Hancock's raft Wednesday morning, also testified that the sea was not dangerously rough after they got clear of the breakers.

With two inquiries on the same subject running at the same time, there is an excellent prospect for all of the details of this awful sea tragedy to be brought out.

Peterson Shows Up Conspiracy.

At the hearing before the local inspectors this morning, Second Officer Peterson showed his employers up in a rather bad light by stating that with the present crews employed on vessels the lifeboats were practically useless in heavy weather because there were not enough sailors employed to man them, and many of the firemen, coalpassers and other members of the crew were not competent to man a boat. This information was elicited after most diligent cross-examination by United States District Attorney Frye, who is probing the matter fully as diligently as the Government commission.

The special commission will probably finish tomorrow taking testimony from the witnesses now here and will go to the scene of the wreck on the steamer Columbus tomorrow afternoon. They will probably be two or three days on the trip and on returning will examine other witnesses who are now in Victoria giving testimony.

MANY OPINIONS ON RATE QUESTION

Senate Committee Much Divided on Main Features of Bill.

DECISIVE VOTE DELAYED

Amendments Adopted Increasing Commission to Nine and Fixing Railroads' Liability—Spooner's Plan to Discourage Appeals.

WASHINGTON, Feb. 16.—We have heard as many opinions on the railroad-rate question as there are members of the committee and each man is afraid to bring the court-review feature to a vote, said Chairman Elkins today, when the Senate committee on interstate commerce adjourned until next Thursday without having taken a vote on a bill or considered an amendment for judicial review of orders of the Interstate Commerce Commission. This statement was made in the presence of Dolliver and Clapp, who are contending for the Hepburn bill in the form that it came from the House. It was said in jest, but it is believed that it more nearly expresses the situation than any previous alleged authoritative announcement.

Decisive Votes Next Friday.

The committee agreed that important amendments will not be voted on until Friday of next week. Ostensibly the committee adjourned, because Senator Tillman was suddenly taken ill with what threatened to be pneumonia and could not be present, and because Senator Cullum will return from Florida some time next week and cast his vote in the committee. The real reason for adjournment is believed to be the attitude of certain Democratic members in not disclosing their position on the court review feature. Neither Republican nor Democrat in the committee was certain of the outcome and a vote, therefore, was not insisted upon today.

Supporters of the House bill were encouraged, however, by a telegram received today by Elkins from Cullum, asking to be counted against amendment to the Hepburn-Dolliver bill if a vote were taken today.

Votes for Nine Commissioners.

Without taking up the question of judicial review of orders of the commission, the committee considered many amendments offered to other sections of the House bill. Carmack offered an amendment increasing the Interstate Commerce Commission from five to nine members. This was adopted by a vote of 8 to 3, as follows:

Affirmative—Elkins, Aldrich, Keen, Carmack, Foster and Crane.

Negative—Fowler, Dolliver, Clapp, McLaughlin and Newlands.

It was agreed, however, that Cullum and Tillman may have their votes recorded on this amendment and this may change the result, though this is not believed likely.

Railroads Liable for Damages.

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

That any common carrier, railroad or transportation company receiving property or added to the bill as a new section. The amendment is as follows:

ARMY AND FLEET CLOSE TO CHINA

Quiet Preparations for Emergency.

LARGE FORCE IN PHILIPPINES

Could Quickly Reach the Scene of Disturbance.

LESSON TAKEN FROM JAPAN

Secrecy Veils Military Movements.

but Force in Islands Is Largest Since Insurrection—Many Gunboats Suited for Rivers.

OREGONIAN NEWS BUREAU. Washington, Feb. 16.—It has been decreed by the administration that, come what may, American lives and American property in China shall be protected, even if it becomes necessary to resort to arms. Guided by the experiences of the Boxer outbreak of 1900, this Government is quietly mobilizing a small army in the Philippines, within easy reach of Chinese ports, and is maintaining a fair-sized fleet of warships especially adapted to service in the rivers that reach important Chinese strongholds.

Preparing With Japanese Secrecy.

Although it has been officially acknowledged that the unusual mobilization of troops in the Philippines is a precautionary measure, this Government is applying the tactics used with such good effect by the Japanese in their late war with Russia, and is making public very little information about the movement of troops and fleets in the Orient. Indeed, it is almost impossible to obtain any information whatever about military movements in that quarter of the globe; information such as was furnished readily during the Spanish War is now withheld from the public, and only a few salient facts are obtainable.

Small Army in Philippines.

It is a fact that there are more troops in the Philippines than at any time since the pacification of the Philippines. There are now on the way to the islands two additional regiments of infantry and two batteries of artillery. As shown by the records of the War Department, the military strength in the Philippines today includes four full regiments of infantry, in addition to two companies of engineers and three companies of the signal corps. These troops for the most part are in easy reach of Manila, and a comparatively large force could be landed on Chinese soil on very short notice and still leave an adequate garrison in the Philippines.

Warships and Large Mosquito Fleet.

To supplement this land force is the Philippine fleet, which includes the battleships Ohio, Wisconsin and Oregon, the last-named under orders to return to this country. It is found, however, that the Oregon may not be able to undergo repairs at Puget Sound for four or five months, and it may be determined to remain here in the Orient, at least until the Chinese disturbance blows over or comes to a head. In addition, there are the cruisers Baltimore, Cincinnati, Concord and Raleigh, the monitors Monadnock and Monterey, the gunboats Helena and Wilmington, and a number of smaller gunboats, which were captured from Spain and brought into the United States Navy. Three of these gunboats—the El Cano, Quiros and Villalobos—are now cruising up and down the Yangtze River, the gunboat Callao is on the Canton River, and the Monadnock and Monterey are stationed at Canton and from Canton and up and down the coast, as the situation demands.

Can Send Force Up Rivers.

The Army that has been mobilized in the Philippines is prepared for service, the same is true of the entire fleet in Oriental waters.

The three battleships would be of little value as an attacking force in case it became necessary to make an assault upon any of the principal Chinese cities, but the bulk of the fleet consists of light-draft vessels that can ascend rivers, and, in case of need, the fleet could render material aid to any land force that might penetrate to interior cities.

No Show of Aggressiveness.

In sending extra troops to the Philippines and maintaining an unusually large fleet in the Orient, the United States has been careful to avoid an aggressive attitude, and in diplomatic circles it is declared that the "unrest in the Philippines" demands an increase in the garrison in the islands. Officially, everything is being done to make the preparations of this Government appear to have no significance, and the subject is discussed as little as possible. Yet the fact remains that this Government has deter-

(Continued on Page 1.)

HE HAS FLED TO EUROPE

John D. Rockefeller in Naples—William Goes to See Him.

GOVERNOR OF WEST VIRGINIA WANTS RAILROAD MONOPOLY KILLED.

WHEELING, W. Va., Feb. 16.—It was stated here tonight that a special session of the West Virginia Legislature in all probability will be called by Governor Dawson to consider the railroad rate problem. It is learned that a railroad commission which has been advocated by ex-Governor White and now by Governor Dawson is the remedy proposed to cure the evil of rate discrimination, of which the shippers complain, alleging that the domination of the Pennsylvania Railroad in this state is greatly retarding the state's development.

HE HAS FLED TO EUROPE

John D. Rockefeller in Naples—William Goes to See Him.

ROME, Feb. 16.—William Rockefeller, who left Rome on Tuesday of this week for Naples, is expected to return to Rome Saturday evening.

A correspondent at Naples states that John D. Rockefeller arrived at that place on Thursday on board the Hamburg-American Line steamer Deutschland. The report has not been verified.

CONTENTS TODAY'S PAPER

The Weather.

TEMPERATURE—Maximum, 50; minimum, 44. Precipitation, 0.16 of an inch.

TODAY'S—Occasional rain. Southerly winds.

Foreign.

Moroccan gunboat fires on French steamer.

Struggle for supremacy between Witte and Durnovo in Russia.

Strike riot at Fiume, Austria.

Lord de Clifford marries a Gibson girl.

Kaiser waives law of lese majeste.

National.

Senate committee adopts one amendment to rate bill, but defers decisive vote.

Minister to Holland tells how Oregonians are swayed on bond issues.

House committee shows up official graft.

Quiet preparations for military expedition to China.

Domestic.

Fat Crows, acquired by kidnapping, will now be tried for car robbery.

Arrangements completed for Roosevelt-Longworth wedding.

Minister to Congress demands reform in Long State.

Alexander of Equitable fame seriously ill.

Sport.

Benefit games will be given for athletes who will take part in events at Athens.

Baker City bankers favor passage of state banking law.

Seattle, Nephew's indorse municipal ownership.

W. W. Cotton, chief legal adviser for Harman in Pacific Northwest, visits Seattle.

Missionary Day's wife attacks qualifications of Judge in divorce case at Wallace.

Valencia inquiry develops lamentable lack of discipline.

Commercial and Marine.

Apples bring high prices in local market.

General trade is satisfactory.

Share-dumping in wheat at Chicago.

San Francisco grain market lower.

Decline in stock prices checked.

Lighthouse inspector opens bids on repairs to Lightship No. 56.

Steamer Hford arrives from Japan to load lumber for China.

Portland and Vicinity.

Council committee will probe gas graft.

Share-dumping in wheat at Chicago.

Tom Word theme of discussion at Democratic meeting.

Jew Noffs slave testifies against Chinese murderer.

Barnstable street made deadline for disorderly women.

Conferees held over Portland-Alaska steamship line.

Tom Word theme of discussion at Democratic meeting.

Council committee recommends franchise for Cascade Power Company.

New company offers to furnish gas at 60 cents a thousand.



MISS ALICE ROOSEVELT AND NICHOLAS LONGWORTH, WHO WILL BE MARRIED TODAY.