VOL. XXIII.-NO. 1.

PORTLAND, OREGON, SUNDAY MORNING, JANUARY 3, 1904

ONE OF LAST OF NAPOLEONS.

Princess Mathilde, "the Good Prin-

the Napoleon, but because show was always known as "the good Princess."
Count Felury once told this story of her:
"A little cousin of the Princess asked

her, Do you know that through Queen Catherine you are related to almost all of the reigning houses of Europe? The Princess answered: 'Tis good, 'tis true;

Princess answered: "Tis good, its true; but what is that beside being the niece of Napoleon?"

Prince Jerome Bonaparte arranged a marriage between his daughter and Louis Napoleon, but without success. The pretender, who later became Emperor, caused the breaking off of the match, and this rupture was followed by Princess Marriages to Count Demiliorfi a

During the presidency of Louis Napo

leon Princess Mathilde managed his hous

rivacity.
Since the fall of the empire Princesa Ma

thilde had maintained a salon in Paris

PRICE FIVE CENTS.

Rates of Marine Insurance Go Up.

RISKS ARE REFUSED

German Companies Issue No Policies

ON ORIENT-BOUND VESSELS

Neutral Goods Only Insured on Japanese Lines.

CHINA PREDICTS HOSTILITIES

If Russia Refuses to Accept Proposal of Mikado's Government, Japan Will Immediately Resort to Force.

WAR IN A FEW DAYS.

PEKIN, Jan. 3 .- Information in the mats in Pekin convinces them that war is inevitable, possibly within a

PARIS, Jan. 3 .- The Figure this morning says that the big guns for the Japanese battleships Kasaga and Niashin, which were bought from Argentina, have not yet been supplied ment is said to desire that they receive their armament elsewhere in order to avoid an impression that Probability of the control o

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That war between Russia and Japan is regarded as inevitable by the big marine insurance companies is shown by the fact that they have advanced rates on vessels bound to the Orient, or refused to insure them altogether. Policies have been writon every vessel sailing or about to sail from a Pacific Coast port, and the business may be enlarged to take in those already on the way to Asia. According M C. Harrison & Co., marine under writers and brokers, the London market is

given as follows: For cargoes on American and English steamers for Japan, South China and Philippine ports, 14 per cent, For North China and Siberian ports,

For neutral goods only on the steamer of the Nippon Yusen Keisha and Toyo Kisen Kaisha, 75 per cent.

A still more conclusive evidence of their belief that war is imminent is disclosed in the announcement that the London

companies are prepared to take risks at 65 per cent on war being declared this The German underwriters go still farther and flatly refuse to write anything at all

on vessels bound to the Far East. Harrison & Co. tried to get quotations from Hamburg on a cargo for the Orient by the America Maru, salling from San Francisco January 25, but received an answer stating that no insurance would be placed. On the Nippon Maru, another vessel of the Toyo Kisen Kaisha, which is to sail from San Francisco January 30, London quoted Ill per cent for a neutral cargo to Japan.

English and American vessels which the 1/2 per cent rate is made are those of the Portland & Asiatic Steamship Company, Pacific Mail, Occidental & Oriental and the lines running out from the Sound. Large lines of war risks were covered yesterday by Harrison & Co. on the sailing of the steamship Indrapura, which left New Yor's day, and also on the Olympia, from Seattle. The few Orientwill probably be covered today.

Oriental Flour Rate Advanced.

Another indication of the tension is the raising of the Oriental flour rate by all the trans-Pacific lines. An agreement between the Portlandt San Francisco and Northern lines was reached, fixing \$5 as the February tariff. However, as the agreement was not signed, the San Francisco companies yesterday backed down to the extent of a dollar. The Puget Sound lines so far have stood by the advance. The Portland & Asiatic Company has made no announcement of its intentions. It is safe to say that if it finds the \$5 rate cannot be maintained, it will fix its tariff at \$4. Just why all the lines have refused to abide by the proposed to rate is not clear, but it is probable they feared the Portland flour exporters might take the opportunity to enter into negotiations with tramp steamers to move the output of this section. A settlement of the matter is expected today or tomorrow, at the latest. General Freight Agent Miller, of the O. R. & N., is now in San Francisco, and a telegram from him announcing fixed rate for February shipments is expected at any moment

War Prospects Cause Advance.

The advance in the flour rate from 33, now quoted, is attributed entirely to the prospect of war in Asia. At the same time it gives the steamship companies an opportunity to extricate themselves grace-

fully from the ruinous tariffs that hav when the rate war broke out, and shipping men would not be surprised to see a till further advance, if the Oriental situation becomes very serious, that would compense the transportation people for

their losses in the past. Will Not Withdraw Bid.

It was reported on the water front yes erday that Laidiaw & Co. had withdrawn their bids made to the Government for the transportation of fodder to the Philippines on the contract expected to be awarded to Portland grain and hay dealers. The reason for the withdrawal was stated to be the imminence of war in the Far East. Inquiry at the office of the ompany brought out the response that elegram to that effect had been received from the steamship owners in London, but it was countermanded soon after, and the offer to the Government will hold good for a few days longer. Laidlaw & Co. were the only bidders on transportation, the matter of getting the fodder to Manila resting between them and the transpor-tation department of the War Office.

JAPAN WILL NOT HESITATE. Once She Sees Russia Will Not Give In, War Will Be Declared.

WASHINGTON, Jan. L.-Count Cassini, ussian Ambassador, thinks the Far Eastern situation "gloomy, but not without hope of salvation." At the Japanese Legation tonight it was intimated that if the Russian reply does not give definite assurance that in general the concessions asked for by Japan in Corea will be granted, the Tokio government will be impelled to abandon diplomacy for force.

Dispatches received by Mr. Takahira, the Japanese Minister, from Tokio today, tell of the critical state of public feeling there. It is stated that if Russia falls to give a definite reply, Japan will interpret dilatory note as indicating Russia's wish to defer hostilities until the Spring, when her forces on land and sea can be used

to better advantage. If Japan is convinced of Russia's intention not to accept her proposals, the Tokio government, it is declared, will not hesitate to take the initiative and assume the

responsibility for making war. The Japanese Minister does not believe that, after the manner in which he says his people have acted throughout the negotiations, they will forfelt any sympathy which they have in this country by strik-

BEST TERMS OF JAPAN.

Rights in Corea Must Be Equal to Those of Russia in Manchuria.

WASHINGTON, Jan. 2.-The Associated Press learns from an official source that Japan, in her last note to Russia, announced that the minimum proposition which she can accept from Russia are right in Corea equal to those claimed by Russia in Manchuria. In return, it is sald, Japan agrees to recognize the su-premacy of Russia in Manchuria. To this proposition the Russian government will not give its approval, feeling that Japan should contest herself with modifications in the form of concessions in Corea for her compares.

foned hope of a diplomatic settlement of the question in view of the powerful pres-sure which Great Britain and France are bringing to bear upon Japan to consent to a continuance of the negotiations, but it

BELIEVES JAPAN GOT SHIPS.

Chilean War Vessels Reported Sold to Britain Likely for Mikado.

ROME, Jan. 2.-Notwithstanding the distic news from the Far East, oficial circles do not believe that war is

RUSSIAN SHIPS SAIL TODAY.

RIZERTA, Tunis, Jan. 2.—The Rus-sian cruisers for the Far East will start tomorrow for Alexandria. A brilliant reception and banquet was given today aboard the battleship Ossilabyra by Admiral Wirenise, in command of equadron, who tonated the alliance between France and Russia.

tilities will certainly desire to have in the Far East the two warships she purchased at Genoa from the Argentine Re-The crews of these vessels have Japanese Admiral Matsa, who discussed the possibility of the two ships going

near, as Japan before the opening of hos-

(Concluded on Page 3.)

General Longstreet Is III Only Two Days.

PNEUMONIA WINS BATTLE

Equally Famous as a Diplomat and Statesman.

WAS BELOVED BY THE SOUTH

General Gordon Is Now the Last of the Confederate Lieutenant-Genearls--Brilliant Carper of the Deceased.

HIS LIFE AT A GLANCE.

Born in Edgefield, S. C., January 8, Graduated from West Point, 1842.

Served in Mexcan, Indian and Civil Won title of Major at Battle of Motino del Rey. Entered the Confederale Army.

One of its most brilliant Generals. Became Republican after war.

Appointed Surveyor of Customs at New Orleans by Grant. Supervisor of Internal Revenue. Postmaster at New Orleans. United States Minister to Turkey, by

Hayes. United States Marshal for Georgia, by Garfield. United States Commissioner of Pacific

ATLANTA, Ga., Jan. 2.-General James Longstreet, soldier, statesman and diplomat, and the last Lieutenant-General of the Confederate army, with the exception Ga., today from an attack of acute pneumonia. He had been ill two days.

General Longstroe: was a sufferer from cancer of one eye, but his general health had been good until Wednesday, when he was selzed with a sudden cold, developing later into pneumonia of violent nature. He was St years old. He is survived by his wife, two sons and a daughter. He will be buried at Gainesville, which has been his home since the Civil War. (James Longstreet was born in Edge-

field district, S. C., January 8, 1831. His family removed to Alabama in 1831, and a continuance of the negotiations, but it is emphatically stated that Russia will never admit the parallel between her position in Manchuria and that of Japan in Corea.

The was appointed from that state to the West Point Military Academy, where he was graduated in 1842, and assigned to the Fourth Infantry. He was at Jeffer-West Point Military Academy, where h son Barracks, Missouri, in 1842-44, on fron-tier duty at Natchitoches, La., 1844-45, in Texas 1845-46 and in Mexico at the Dattles of Palo Alto, Resaca de la Palma, Monterey, Vera Cruz, Cerro Gordo, San Antonio, Churubusco and Moline del Rey, For gallant conduct in the two latter en-gagements, he was brevetted Captain and Major, and had already been made First Lieutenant, February 22, 1847; at the storming of Chapultepec, September 8, 1847, he was severely wounded. He was chief commissary of the Department of Texas, 1849-51, was commissioned Captain in December, 1852, and Major and Pay-master in July, 1886. In 1881 he resigned to join the Confederate army, of which he was immediately appointed brigadier General, and won distinction in the first battle of Bull Run, where he provided a large force of Federal troops from sup-porting McDowell's flank attack. On May 1862, he made a brave stand at Will lamsburg, where he was attacked by Heintzleman, Hooker and Kearny, and seld his ground sturdliy until Hancock arrived to reinforce his opponents, when he was driven back. At the second battle of Bull Run he commanded the First Corps of the Army of Northera Virginia, which came so promptly to the relief of Jackson when he was hard pressed by Pope's army, and by a determined flank charge decided the fortunes of the day. He led the right flank of the Army of Northern Virginia at Gettysburg, and

# tried to dissuade Lee from ordering the disastrous charge on the third day. When Lee retreated to Virginia, General Longstreet, with five brigades, was transferred to the Army of Tennessee under Brazz, and at Chickamauga held the left wing of the Confederate forces. He rejoined Lee early in 1884, and was so prominent in the Battle of the Wilderness that he was wounded by the fire of his own troops. He was in the surrender at Appointitor. wounded by the fire of his own troops. He was in the surrender at Appomattor, April 8, 1885. Throughout the army he was familiarly known as "Old Pete," and was considered the hardest fighter in the Confederate service. He also had the unbounded confidence of his troops, who were devoted to him, and the whole army felt thrilled with renewed ardor in the presence of the foe, when it became known down the line that "Old Pete was up." General Longstreet took up his restlence in New Orleans after the war, and esimblished the commercial house of Long-street, Owens & Co. He was appointed Surveyor of the Port of New Orleans by President Grant, and was afterward Surveyor of the Port of New Orleans by President Grant, and was afterward Su-

Labor Trouble Impels Him to Resign.

HEAD OF UNION PACIFIC

Surveyor of the Fort of New Orleans by President Grant, and was afterward Su-pervisor of Internal Revenue in Lodiel-ana, and Postmaster at New Orleans; in 1830 he was sent as United States Min-ister to Turkey by President Hayes, and under Garfield he was United States Mar-shal for the district of Georgia.) Harriman Is Almost Sure to Assume the Position.

DIRECTORS' EXPRESSED WISH

cess" to France, Is Dead. PARIS, Jan. 2.—Princess Mathilde, the He Also Desires to Be President of only daughter of Prince Jerome Bona-parte, died here at 7 o'clock tonight. Shortly before the Princess expired the Empress Eugenie and Princess Ciothilde visited the bedship.

The death of Princess Mathilde has caused sorrow throughout Prance, not only because she was one of the last of the Lines He Owns or Controls-1 Burt Will Make Trip Around the World.

Graduated from University of Michigan, 1873. Entered service of Milwaukee-Northwestern, 1873.

HORACE G. BURT.

Superintendent of Iowa division, 1583-88. General manager Fremont-Missourt Valley road, 1888-1896,

vice-president Northwestern Railway, 1896-98. President Union Pacific, 1808-1904.

thilde's marriage to Count Demidorff, a rich Russian. While they were in St. Petersburg Emperor Nicholas conceived a great affection for the Princess and gave her a decree of divorce when she was no longer able to live with her hus-NEW YORK, Jan. 5 .- (Special.) -- Horac G. Burt has resigned as president of the Union Pacific Railroad, and will make an extensive tour around the world. His and dispensed the honors, retiring grace-fully to her personal studies when Louis Napoleon married. During that epoch she was regarded as one of the most beautiful resignation is in the hands of the directors, and will probably be accepted at women in France, combining as she did the French type of beauty with Italian the next meeting, which will be held within a few days

It can be stated with almost official ertainty that Edward H. Harriman will which was frequented by celebrities of the art, literary and military worlds and by diplomatists and foreign Princes. Until her last illness the Princess was deeply cceed to the presidency of the road, as he did to the presidency of the Southern Pacific on the retirement of C. M. Hays, searly two years ago.

Mr. Harriman is now president of the regon Short Line, of the O. R. & N. Co., and it is said to have been his purpose from the start eventually to be

interested in politics, and it is said that after Joseph Reinach's defense of ex-Captain Dreyfus she sent to Reinach her card initialed "P. P. C." (Pour prendre conge), a punishment she meted out to all who displeased her at the head of all the properties which he owns or controls. It is due, it is said, to the expressed wish of the directors of the various railroads which compris the Harriman system.

Although the retirement of Mr. Burt omes in the nature of a surprise, it is stated emphatically by those high in Mr. Harriman's confidence that it is not due to friction nor to the slightest dissatisfaction on the part of Mr. Harriman plained by Mr. Burt's friends that his

than a year to retire from the position. This feeling on his part, no doubt, introubles which, for nearly 18 months, have interfered materially with the efficient

annoyances of railway management has severe effect upon him. Whether the retirement of Mr. Burt, who states that he has no plans for the future other than the world's tour, was of the road. From November 1, 1888, to

as he does with the Southern Pacific, and will have personal direction of all his properties.

of the Union Pacific Mr. Burt has in-augurated and carried to successful conision some of the greatest engineering undertakings in ratiroad bistory. It is nderstood that the suggestion for the big Union Pacific improvements came from Mr. Burt, and that he found little difficulty in securing the support of Mr. Harriman in carrying them through.
rFom Omaha to Ogden the Union Pacific has practically been rebuilt; mountain grades have been reduced materially, tun-nels have been dug and ravines filled, at total cost of nearly \$40,000,000. Mr. Burt also is given a large share of credit for the inauguration of the Ogden-Lucin cut off on the Southern Pacific, which cost nearly \$5,000,000, and which engineers for years had declared could not be con structed.

UNPOPULAR WITH LABOR.

Strikes Under Burk's Regime Cost the Union Pacific Heavily. OMAHA, Jan. 1-(Special.)-Although it

and been rumored from time to time that there were to be important changes on some of the Harriman lines, the resigna-tion of President Burt, of the Union Pa-cific, was unexpected. Mr Burt said today he had no plans for the future, and that his retirement from the company was due his retirement from the company was due solely to his desire to take a long rest after over \$5 years of railroad service. Soon he proposes, accompanied by Mrs. Burt, to make a trip around the world, and after that, he declares, he expects to make his home in Omaha. This being the case, it is probable that Mr. Burt means to retire permanently from railroad service, which his large wealth would easily enable him to do. It is generally thought however, that he will not care to make a permanent retirement at the age of 54, and will again be seen in the railroad service,

The impression exists in Omaha that Mr. Burt's resignation was hastened by been settled, and which have reduced materially the Union Pacific revenues during the last 18 months. The shopmen over the entire system first struck for higher wages, and when the matter was settled and they returned to work, it was only to find that piecework had been inaugurated in all the Union Pacific shops. Another strike was precipitated, and the engine men sympathized with the shopmen, making the situation a serious one. The strike badly crippled the power and equipment of the Union Pacific, and by the uncom promising measures employed by President Burt, he became unpopular with the labor element. Apparently, he was un able to cope with the situation, as on three occasions committees of shopme went from Omaha to New York to consult with E. H. Harriman,

Officials of the Union Pacific, however declare that Mr. Burt's policy met the full approval of Mr. Harriman and the Union Pacific directory. However this may be, the old Union Pacific loyalty among em ployes was severely shattered.

CAREER OF RETIRING OFFICIAL Has Been Actively Engaged Railroading for 30 Years.

OMAHA, Jan. 2-(Special.)-Before he became president of the Union Pacific, on man January 1, 1898, Horace Greeley Burt was exfor 25 years connected with the Northwestand are the Studebaker, Grand O ern Railway. From 1896 until 1898 he was work as president has proved distasteful third vice-president of that company, in to him, and that he has desired for more charge of truffic, and was succeeded by H. R. McCullough. Mr. Burt was born in January, 1849, and was graduated from the reased by the continued and severe labor High School in Terre Haute in 1867, and from the University of Michigan in 1873.

After his graduation he went with the operations of the railroad. Mr. Burt is Milwaukee & Northern, and on March 1, ssentially a civil engineer, and the bent 1873, he accepted a position on the engiof his mind is such that the constant nearing force of the Northwestern. Nine years later he became chief engineer of th road, which position he held for one year, when he was made superintendent of the Northern Iowa and Iowa divisions hastened by criticism, it is undoubtedly the July, 1896, Mr. Burt was general manager fact that'it fits in with the plans which of the Fremont, Elkhorn & Missouri Val-Mr. Harriman has for the Union Pacific, ley road, a part of the Northwestern sysand which do not require the services tem, and during 1896 was made general of an expensive president. As president manager of the St. Paul, Minneapolis & of the company, it is probable that Mr. Omaha.

ChicagoTheatersHave to Lock Up.

ORDER OF MAYOR

Stringent Rules Are to Be Enforced.

ASBESTOS CURTAINS TO CO

Steel-Roll Ones Alone Will Pass Inspection.

"SPOT" LIGHTS UNDER A BAN

Managers Make Great Effort to Secure a Postponement of the Action, but Executive Fears a Second Iroquois Disaster.

THE NEW REGULATIONS.

Steel-roll curtains, Wide exits. Fireproof scenery. No calcium or "spot" lights. Automatic skylights to permit egre-

Separate stairways and exit to each

CHICAGO, Jan. 2.-Tonight every theater in the city of Chicago is dark, and its doors are locked. Not one of them will be open to the public until their managers have compiled in the fullest manner with every section of the ordinances regulating playhouses. The order compelling the theaters to

close was issued this afternoon by Mayor Harrison, after a conference with Corporation Counsel Tolman, who assured the Mayor that ample legal ground existed for his action.

Seventeen theaters and museums were closed last night, and the sweeping order of the Mayor today shut the doors of M more. These last are the leading thanand are the Studebaker, Grand Opera-House, McVicer's, La Salle, Garrick, Illinois and Powers, Calumet, Cleveland, Columbus, Trocadero, People's Institute, Haymarket and Hopkins. The last two are owned and controlled by Messra, Powers & Davis, the managers of the

ill-fated Iroquois. The Garrick Theater closed today is not to be confounded with the Garrick closed resterday, it being one of the largest playhouses in the city, while the one oncerning which action was taken yes terday, is a much smaller house, in the Northwest portion of the city.

The Auditorium is not included in the list. This hall is open occasionally and not regularly as are the other theaters, There is no engagement there at present, and none in the immediate future. While technically a theater, it is generally considered as a hall for great and special gatherings.

Reason for the Order.

The 17 places of amusement which were shut last night were closed for the one reason that they were not provided with an asbestos curtain. The further action taken today is in consequence of violations of other sections of the ordinance regulating theaters.

There was a hasty rush of theatrical managers to the office of Mayor Harrison in the effort to secure the withdrawal, or at least a postponement of the order, but their reception was of an exceedingly frosty nature. They were informed by the Mayor that the Inspectors had reported every one of them violators of the law, and he was determined it should not be said hereafter that the city had neglected anything which could prevent a repetition of the horror of last Wednesday afternoon.

The fact that the asbestos curtain in the Iroquois Theater was so badly wrecked by the fire, that charred portions of it have been carried away by the various investigating committees, caused the committee to decide that asbestos curtains could not be relied upon to afford the most complete protection.

The New Rules.

It was announced that every theater in the city must hereafter comply with the following provisions before they will be

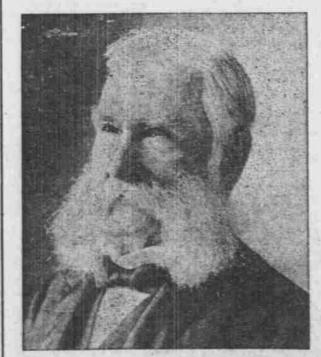
"Steel roll curtains, wide exits, no comustibles of any kind in the house furnishings, fire-proof scenery, no calcium or 'spot' lights to be used in stage, skylights above the stage provided with automatic lids to permit the egress of smoke, fire and gas, separate stairways, each exit having its own stairs leading to the street,"

After issuing his sweeping order, Mayor Harrison said:

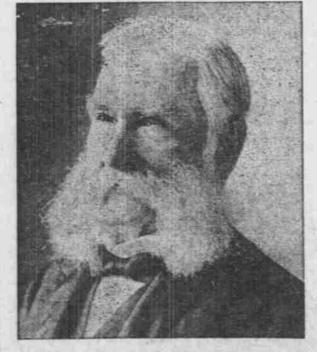
"I do not wish to assume responsibility for these theaters. The order was issued to make it certain that no precaution to insure the safety of audiences had been neglected. It is quite probable that the owners of the theaters may sustain

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# DEATH CLAIMS FAMOUS CONFEDERATE GENERAL



JAMES LONGSTREET.



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Chicago Theater Fire. Mayor closes all the theaters. Page 1. City suspends husiness and observes a day

ene-shifter declares curtain caught flector carelessly left open. Page 2 Managers of ill-fated theater arrested charge of manslaughter. Page 2. Notable Dead general James Longstreet, the famous Co federate general, is dead. Page 1. Princess Mathilde, one of the last of Napoleons, is dead. Page 1.

orace G. Burt, president of the Union Pa cific, resigns; Harriman is almost sure t succeed him. Page 1. Countess Esterhazy sued for \$100,000 for ting affections of Virginia ecu

Sports. Pavorites take only two races on day at Ingleside. Page 14. Lucas is working for a Montana-Utah league.

Pacific Const. Montana farmer meets a gang of white-cappers with blood-letting fusiliade of rifle shots. Page 6. Oregon's expenses for 1904 amount to \$1,498, 310; apportionment of counties. Page 6. Sicholas Eichner, 7-year-old Baker City

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Vashington shingle mill combine expects large profits during the coming year. Page 7. Commercial and Marine. Violent break in stock prices at New York on war rumors. Page 15. leview of week in Wall street. Page 15. Bank statement shows further loan expansion

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Page 28. First steel frame building in Portland is being erected. Page 16. Oregon Fish and Game Association elects of-ficers. Page 12. Features and Departments. Editorial. Page 4.

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# SENATOR FRANCIS E. WARREN, OF WYOMING



A LEADER IN THE FIGHT FOR LAND-LAW REFORM.