

HEROES OF WAR

Japanese Emulate the Feat of Hobson.

ESCAPE A GREAT SURPRISE

Officers and Jackies on Ships at Port Arthur

MANY VOLUNTEER SERVICES

Daring Seamen Bid Comrades Good-Bye, as They Are Sure They Cannot Withstand the Fire of the Land Batteries.

TOKIO, Feb. 27.—Naval officers commanded and "Jackies" manned the five steamers that were sunk at the entrance to Port Arthur. Merchant sailors volunteered for the dangerous undertaking, but their services were not accepted. Admiral Togo deciding to entrust the perilous mission only to regulars. There were 10 officers and 67 sailors in the crews, and all volunteered for service. They bade farewell to their comrades, expecting to die under the fire of the batteries of the enemy. The rescue of the entire crews surprised even the Japanese, who expected that a majority of the daring seamen would be killed.

The steamers did not carry lights and were not armed, and consequently were not discovered until the operation of sinking them was practically completed. Japan is singing praises of the volunteers who participated in the dangerous work. It is expected that the Emperor will publicly thank them and give them medals to commemorate the daring act. It is understood that Admiral Togo's main fleet is still in the vicinity of Port Arthur, and it is expected that this fleet will continue bombarding the place until it is untenable or until the Russian fleet is destroyed.

Searchlights Caused Failure. The official report of the naval officers who attempted to block the entrance to the harbor differs in some respects from the accounts already printed. From this report it appears the Russian searchlights discovered the approach of five Japanese steamers before they had reached the point where it was proposed to sink them, and that the Russian guns disabled three of the five. Another new feature is that a portion of the crews of the sunken steamers were not picked up until the afternoon of February 24. The report of the officers in substance is as follows:

Five vessels intending to obstruct the entrance to Port Arthur advanced about 4 o'clock in the morning of February 24 from the southwest through the Tiao Shih Shan channel toward the mouth of the port. It appears that the Tenshin Maru, which was in the van, was steered too far to port and when she was about three miles to the southwest of the shore she was shot and seriously damaged. She was run on the shoals intentionally. The other steamers which were in her wake changed their course to the northeast and advanced, but the enemy's searchlights flashing upon them impeded their progress. The enemy's fire first struck the steering gear of the Bushu Maru, disabling her. She grounded near the Tenshin Maru, and after striking her officers and crew, she sank. Next the Bujo Maru was seriously damaged by the enemy's shells, and she sank before reaching the harbor entrance.

Give Cheer, Then Leave Ships.

In the meanwhile, the Hokoku Maru and the Jinsen Maru had advanced with great rapidity and had reached the entrance to the harbor with considerable difficulty. The Hokoku Maru was on the outer side of the stranded Russian battleship Retvizan and the Jinsen Maru on the eastern side of the Retvizan. The crews of each lighted explosives to destroy the merchantmen, and after giving a loud cheer, got into their small boats. When they found their vessels sinking, the crews endeavored to row to the Japanese torpedo-boats, which were ready to pick them up, but the Russian searchlights lit up their path and the Russian fire became very severe. The crews in the small boats were compelled to row around under cover and they were unable to reach the torpedo-boats. The sea became heavier at sunrise and the crews suffered great hardship. They finally succeeded in reaching the Japanese squadron at 1 o'clock in the afternoon of the same day.

NO DESIGNS ON MANCHURIA.

Japan Will Let It Remain Chinese Territory, Even if She Wins.

SPECIAL WAR SERVICE.

NEW YORK, Feb. 27.—The Times prints the following from its Berlin correspondent: "An important statement was made at the Japanese Legation here today. It was stated that if Japan were successful in the war, she would allow Manchuria to remain Chinese territory. It was also declared that as Russia had spent much money on railroads in Manchuria, even in the event of victory, Japan would not try to prevent Russia from keeping troops there to guard the lines. The Japanese

official who made these statements added that Japan guaranteed the neutrality of China before the war began."

JAPAN WILL LODGE PROTEST.

Russian President of The Hague Court Under Fire for Speech.

THE HAGUE, Feb. 27.—Mitsuhashi Nobukuni, the Japanese Minister here, has been instructed by his government to lodge a protest with the President of the Council of the Permanent Court of Arbitration against the language used by M. Muraviev, President of the Arbitration Tribunal and Russian Minister of Justice, in a speech he made after announcing the tribunal's decision in favor of the blocking power as against Venezuela.

It is expected in diplomatic circles that the only result of the Japanese protest will be that a copy of the complaint will be sent to the powers represented before the Arbitration Tribunal.

(M. Muraviev, in the course of his remarks, said the findings of the tribunal had been reached after a most minute and most impartial investigation. Like all human acts, the decision was susceptible of criticism, but now it was made, everyone should accept it. The arbitration, begun in times of peace, had ended amid the sinister acts of war, which was a terrible obstacle in the path of light and progress. In spite of all good will, alas, no one was secure against an unexpected hostile attack. A nation was obliged to accept a war when the legitimate defense of honor and liberty was involved. The just Providence which ruled the battles would distinguish between right and unfounded pretensions. At the end of this war between a European and an Asiatic people the right, he concluded, would shine out afresh.)

SAY THEY BELONG TO GUNBOAT

Japanese Arrive at Chefoo From Port Arthur in Small Craft.

CHEFOO, Feb. 27.—Japanese officers and sailors who landed here from an open boat early today refused to give any information as to where they came from. At the Japanese Consulate it was given out that they belonged to a gunboat which was damaged during the fight off Port Arthur and which was trying to reach this port.

The statement that they were members of the crews of the merchant steamers sunk near the entrance of Port Arthur for the purpose of blockading it, and that they were sailors of the Japanese fleet, was positively denied. They crossed the gulf in the open boat in which they arrived. The Consul said that he has not seen any of the survivors of the action off Port Arthur.

HOLDS JAPAN VIOLATED FAITH

Professor of International Law Upholds Contention of Russia.

PARIS, Feb. 27.—F. Demarens, professor of international law at the University of St. Petersburg, who represented Russia at the Peace Conference at The Hague, has, as a member of the Institute of France, made public a letter written apparently for the French Republic. He states that he established legally that Japan was guilty of violation of international law in committing acts of war before making a declaration of war.

"The facts," Professor Demarens writes, "it is impossible to hold that the failure of Japan to declare war was not a maneuver of bad faith. It was premeditated for a long time and executed without scruple. It consequently appears to me impossible to find that Japan acted correctly, in the light of the usages adopted by the civilized nations of Europe and America. In any event, the conduct of Japan has wounded the Russian nation deeply, and I do not know how many generations must pass before this deep wound can be healed."

SPAIN'S ONLY CARE.

Ambassador Declares Her Activity Is Simply to Maintain Neutrality.

PARIS, Feb. 27.—The Spanish Ambassador, Senor Leon y Castillo, in the course of an interview on the new Franco-Spanish arbitration treaty today, explained the recent reports of Spain's military and naval mobilization. He said:

"I was particularly glad to see this treaty signed while war is going on elsewhere for pledges of peace are particularly precious during such a conflict. In the present crisis Spain's only care has been to take measures which will properly safeguard her neutrality, if, through any possibility, it may be menaced. While such a menace is improbable, yet we adopt the same safeguards as the rest of the world. My government has sent several battalions to all strategic points in Spanish territory. But it is sheer folly to attribute ulterior motives to those measures of precautions."

RUSSIANS ARE SPREADING OUT

Force Now Extends From Near Wigo to Takushan, on Bay of Corea.

MOSCOW, Feb. 27.—According to the latest information in high military circles, Russian infantry has occupied the road between Liauyang, on the railroad, from Mukden to Port Arthur, and the Yalu River, its front and flanks being strongly supported. The right flank is at Takushan, and the left near the town of Wifu. The Russian cavalry crossed the Yalu between Antung and Yungampho, and occupied the road toward Sukchon, and Cusack scouts advanced along the greater and lesser caravan routes. Scouts are now ten miles east of Pheng Yang. The cavalry is 25 miles north and the infantry 125 miles northwest of Pheng Yang.

Griscom Cables Account of Battles.

WASHINGTON, Feb. 27.—The State Department has received from Minister Griscom at Tokyo, by cable, a report of the naval encounter at Port Arthur on February 23 and 25. His dispatch adds nothing to the detailed accounts already given in the press dispatches.

Toistol Contributes to War Fund.

ST. PETERSBURG, Feb. 27.—Count Leo Toistol has contributed 500 sets of his works, the profit from the sale of which is to be expended for the benefit of the troops taking part in the campaign in the Far East.

French Soldiers Can Contribute.

PARIS, Feb. 27.—The Minister of War, General Andre, has issued a circular, authorizing the army to make contributions for the benefit of the wounded in the Russo-Japanese War.

ONLY MEET ONCE

Republican Convention on May 11.

M'BRIDE IS TURNED DOWN

He Favored Two Conventions in Washington.

TACOMA GETS THE PRIZE

State Committee Ignores All Appeals in Its Action and Rejects Basis of Apportionment Proposed by the Governor.

SEATTLE, Feb. 27.—(Special.)—But one convention will be held by Washington Republicans this year. The State Committee today, by a vote of 13 to 14, decided in favor of this policy. The convention will be held at Tacoma on May 11, the meeting being fixed a week earlier than originally intended on account of a conflict of dates with the Knights of Pythias meeting at Spokane.

A stubborn fight against the single convention plan has been made during the past few weeks and today recommendations from citizens throughout the state and suggestions from National politicians were presented to favor the double convention plan. The alignment in favor of one meeting was too solid to be disturbed. One vote, that of R. J. Cameron, of Yakima, was lost to the single convention advocates. Though Congressman Jones, of his own county, favored one convention, Cameron voted for two.

McBride on Losing Side.

The solid McBride support was cast for two conventions. The Governor insisted early in the fight upon two conventions and induced Chairman Ellis Morrison to call the State Committee together early in order that the double convention plan could be carried. Recently, as the tide in favor of one meeting has grown stronger, McBride has declared he had no preference, but it is a significant fact that none of his supporters were with the one-meeting crowd.

The McBride people attempted to head off the single convention plan by refusing to recognize proxies given by committeemen to persons outside the county they were presumed to represent. There were just two such proxy-holders, W. B. Blackwell, of Tacoma, and Hal J. Cole, of Spokane, both of whom favored one convention. Blackwell represented Okanogan and Cole Whitman County. The effort to exclude their votes was defeated. Even had they been refused a vote, the single convention scheme would have carried by one majority. The vote was:

One convention—Adams, Clark, Columbia, Douglas, Ferry, Franklin, Kilkittat, Lewis, Okanogan, Pierce, Skamania, Snohomish, Spokane, Stevens, Thurston, Wahkiakum, Walla Walla, Whatcom, Whitman; total, 12.

Opposed—Chehalis, Chelan, Clallam, Cowlitz, Garfield, Island, Jefferson, Kittitas, Mason, Pacific, San Juan, Skagit, Yakima, Lincoln, King; total, 13. No representative from Asotin attended the meeting.

The apportionment of delegates to the State Convention was fixed, each county being granted two at large and one for every 500 votes or major fraction thereof, except for Judge Hiram E. Hadley two years ago. The McBride forces attempted to secure the Cushman vote as a basis for the representation. This would have favored

those counties believed to be friendly to the Governor. The movement was a failure. The Hadley vote gives a convention of 24, apportioned as follows:

Adams	2	Lewis	21
Asotin	2	Lincoln	17
Chelan	1	Mason	17
Columbia	2	McDougal	8
Cowlitz	2	Pacific	10
Douglas	2	San Juan	6
Ferry	2	Skagit	6
Franklin	2	Snohomish	6
Garfield	2	Stevens	15
Kittitas	2	Thurston	15
Klickitat	2	Wahkiakum	6
King	2	Walla Walla	9
Klickitat	2	Whatcom	24
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Klickitat	2	Yakima	24

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PLENTY OF POWER

O. W. P. & Ry. Co. to Build Immense Plant.

ELECTRICITY AT WHOLESALE

Retail Sale to Be Controlled by Portland General.

THE COST WILL BE \$1,000,000

Clackamas River Is to Be Harnessed at Cazadero, and Will Generate 16,000 Horsepower—Plans Inspected by Engineers.

One million dollars will be expended by the Oregon Water Power & Railway Company during the next two years for the installation on the Clackamas River at Cazadero of the largest electric power plant in the Pacific Northwest. The Oregon Water Power & Railway Company will be interested, however, only on a wholesale scale, the company having signed an agreement with the Portland General Electric Company in which it is agreed that the latter company is to have the control of all power generated at the new power plant except that which will be necessary for the use of the Oregon Water Power Company, for its electric freight and passenger transportation lines. The agreement signed in for 25 years, at the end of which time the Portland General Electric Company will be allowed a 25-year renewal privilege.

Frederic S. Morris, treasurer of the Oregon Water Power & Railway Company, stated yesterday afternoon that he had been signing the necessary titles, deeds and rights of way for this purpose since 1890, and having secured every necessary for the complete success of the venture no time would be lost installing the plant.

"Much preliminary work has already been accomplished, all of which has been done in a thorough, practical and up-to-date manner," said Mr. Morris. "Roads and bridges have been constructed, bunkhouses, workshops and nearly all necessary construction buildings erected and the work of harnessing the Clackamas River will be commenced immediately. We will spend at least \$1,000,000 in erecting the plant which will be constructed on the south side of the Clackamas River, across the stream from the new town of Cazadero, 45 miles from Portland. Power will be generated by carrying the water of the Clackamas in a ditch a mile and a half long from a point up the stream to the power-house where a 12-foot head will be had and where the water will be carried down immense steel pipes on water-wheels, from which it will be turned back into the regular channel of the river.

"At the head of the ditch, a mile and a half up the river from the power-house, a dam will be built in order to turn the stream into the conduit. The ditch will be 75 feet wide and at least 12 feet deep and will empty into a reservoir at the power-house which will cover 50 acres of ground, will have an average depth of 16 feet and will hold a supply of water in readiness at all times to supply ten hours' power for the total output of the plant.

"The ditch and reservoir will be of solid rock formation throughout. The ditch will also be utilized to float logs to the reservoir, which is reached by the electric line and will make it possible to utilize one of the finest timber belts in Oregon which otherwise would have been a physical impossibility.

"The power-house where the generators will be located, will be about 200 feet long by 40 feet in width, will be one story high and constructed of stone and cement. Immense steel pipes 400 feet long and 64 feet in diameter will carry the water from the reservoir to each set of water-wheels. Two wheels will be installed for each generator and the wheels will be designed to carry 50 per cent more than the normal output of the generators. On the opposite side of the

river, at the same elevation as the reservoir, the transformer station and switch-board building will be located.

"The current will be taken from the generators at about 2200 volts and will be stepped up by the transformer system to 25,000 volts. The power will be transferred to the city by two sets of pole lines. Each set of poles will have two three-phase lines and each individual line will be capable of carrying 5000 horsepower. The power will be delivered to the Portland General Electric Company at a point between the woolen mill and the golf links, east of the original town limits of Sellwood and south of our electric line.

Five Different Sub-Stations.

"The current required for the operation of our Springfield line will be changed from an alternating to a direct current at five different substations, located at Eagle Creek, Boring, Gresham, Oak Grove and Portland. Just where the Portland substation will be located has not been decided, but it will be on one of the present properties of the company that will be convenient.

"We have sold the entire output of the plant, with the exception of what we will use ourselves, to the Portland General Electric Company, assuring them all the necessary power that will be needed for years to come. We are to add additional units as the business grows, and will furnish power to the Portland General Electric Company as fast as it is needed. At least 2000 horsepower will be sold them as soon as we can supply it, but it is more likely that 10,000 horsepower will be needed. The units will be of 2500 horsepower, and will be designed to carry a constant load for five hours without excessive heating.

"We propose to make this plant the most up-to-date in the Pacific Northwest, both in insulation and operation. The city will be better supplied per capita than any city in the West. Before installing the plant our chief engineer, G. L. Brown, will visit all principal plants in the country in order to take advantage of all the latest improvements. He will also visit all the principal electrical machinery and water-wheel manufacturers, and the machinery installed will be of the best and very latest improved order. In anticipation of a continuation of the present rate of increase of travel over the electric car lines of the company we have already ordered 12 new motor, passenger and trail cars of the latest design, from the Brill Car Company, of Philadelphia. The summer travel has been over the company's lines for 12 years, and the company has increased our motor power, and on account of the increase of the location as a summer resort and picnic place. On the only pleasure building we had last summer we carried over 1000 people to the end of the line. The freight business has also increased, and we have had to increase our freight cars and motor cars to meet the demand, and have doubled the motor power used on the freight service.

Hourly Service This Summer.

"We will furnish an hourly service this summer and will make the round trip of 35 miles in 24 hours. Every one knows that the electric car is the most convenient mode of travel in that section since the line was put in. "We have done a great deal of preliminary work already. All the materials necessary for the construction of the plant, including compressors, hoisting engines, a sawmill, and rock-crushers, are already on the ground. An electric-lighting plant has been installed, and the work will be carried out night and day. We will have the necessary steam derricks and shovels on the ground within 30 days. Bunkhouses, mess-houses, cookhouses, engineers' buildings and all other necessary buildings will be provided for the company's officers and friends have already been provided.

"Noted engineers from all over the country have been over the site, and have outlined the enterprise, and the only criticism any have passed is that we should have taken up the work before this. I have been acquiring property for some time and have just succeeded in perfecting my titles, deeds and rights of way. Everything that is necessary for the success of the venture without any possible interruption has been secured. The work will be carried out on a large scale, consisting of several thousand acres, along the river where we will make the improvements. There will be no town near the power plant, and we will not own any land, and as we own all the land there will not be any. We will reserve the property and will use it for the company. Parks will be provided and travel will be encouraged by making it an ideal place for pleasure parties.

May Be Ready for Fair.

"We hope to finish the plant before the close of the 1905 Fair, and nothing will be neglected to bring this about, but as to this there is no certainty. Practically all the stock is owned by Morris brothers and Christensen."

"We have contracted with the Oregon Water Power & Railway Company," said President H. T. Foulton of the Portland General Electric Company, "to furnish us with from 7000 to 10,000 horsepower in 1906. The power will be delivered to us near Sellwood, and we will have the entire output of the new plant, except what the company uses for its own purposes. The growth of the city makes it necessary for us to have more power, which we will get at the present time from the old power plant in North Portland, which will be completed in about 90 days at an expenditure of \$250,000. The plant will have a capacity of about 2500 horsepower. With the 12,000 horsepower that we get from Oregon City and the 10,000 horsepower from the new plant we will be utilizing 20,000 horsepower in this city in 1906, all of which will be needed. The power will be used alone for lighting purposes. In fact, the most of it will be used for manufacturing purposes.

"We are constantly improving the city lighting system and are at present changing the entire system to an all-arc system. The rapid growth of the city will necessitate continued demands for electric power, and the new plant will be able to furnish all the power that will be necessary for many years."

About a year and a half ago the Oregon Water Power & Railway Company contemplated the installation of an electric-lighting plant in Portland to run in opposition to the Portland General Electric Company, which would have resulted in electric power rate wars, as well as in honeycombing the streets with hundreds of additional poles. After considerable consideration, however, the two companies managed to get together, with the result that the Oregon Water Power & Railway Company will do the wholesale electrical business, while the Portland General Electric Company will retail the electric power of the city.

The new plant will mean the furnishing through the Portland General Electric Company of power for all the street-car lines of the city. The Portland General Electric Company now furnishes some power to the Oregon Water Power & Railway Company, the company generating 150 of its own horsepower and getting the balance from the Portland General. The City & Suburban gets its power from the Portland General, and the Inman-Powell's mill plant, all of the West Side power coming from the Portland General. Portland Railway Company depends entirely upon the Portland General.

The new plant will furnish power in quantities sufficient to guarantee no further trouble in the electrical service. The high and low water that has so often reduced the power at Oregon City will not affect the new plant, which promises to furnish a service second to none west of the Mississippi River.

OREGON AGAINST

Frye Shipping Bill in Interest of the Few.

COLUMBIA NOT IN GLASS

Mitchell Says Oriental Trade Will Be Destroyed.

DISCRIMINATE AGAINST PORTS

If Government Supplies Have to Go in American Bottoms, Business With Dependencies Will Be Greatly Restricted.

OREGONIAN NEWS BUREAU, Washington, Feb. 27.—While the two Senators from Oregon today voted against the leaders of the Senate, who are endeavoring to force through the Frye shipping bill, they are not opposed to the principle underlying that measure, but rather disapprove of having it become operative. In a brief speech Senator Mitchell clearly outlined his position on the pending measure, which proposes hereafter to restrict the carriage of all Government supplies by sea in American-built ships. As drawn, the bill becomes operative upon its passage.

Senator Mitchell unsuccessfully attempted to have the bill amended to provide that it should not go into effect until July 1, 1906, and in behalf of his amendment stated that the immediate restriction of Government carrying trade on the Pacific to American ships would be a rank discrimination against Portland and Astoria, and in favor of San Francisco and Puget Sound.

He showed the Senate that while American ships engaged in Oriental trade are plying from Puget Sound and Oregon, none sail from the Columbia River. To pass the bill in its present form would, temporarily at least, deprive Portland of all Government business, so far as the Philippines are concerned, and would largely tend to compel the War Department to purchase forage, lumber and other supplies for the islands in the country tributary to the two ports from which American ships sail, rather than in the Oregon markets tributary to Portland.

Senator Mitchell stated that he favored the general purpose of the bill, that the word did not scare him, and he believed in legislation that would build up the American merchant marine, but he did not want that legislation couched in terms that would injure his state and restrict the commerce of its leading ports.

"If the bill did not go into effect until July 1, 1906, he said, American vessels would not doubt be put on the Portland run, and by that time Portland would be in a position to compete with other ports on the Pacific Coast.

While Senator Fulton made no public declaration on the bill, his views are similar to those of his colleague. He thinks the general purpose of the proposed legislation is right, but that the bill as it now stands is a discriminating measure which will not meet the approval of his constituents.

NEAR APPROACH TO FILIBUSTER

Democratic Senators Strongly Oppose the Frye Bill.

WASHINGTON, Feb. 27.—The Senate today approached nearer to a filibuster than on any former occasion during the present session. The demonstration was made on the part of the Democratic Senators against requiring the use of American ships for the shipment of Government supplies, and amendment after amendment was offered, only to be laid on the table on motion of Hale, in charge of the bill. The numerous votes were interspersed with debate, so that between the two forms of procedure, the entire session was consumed.

On most of the votes the Senate divided on party lines, but Mitchell three or four times voted with the Democrats. Mitchell tried to change the time when the bill should take effect, and in this he had the co-operation of Dietrich and Fulton, Republicans, and of the Democrats. At the close of the day, Hale consented to make material modifications of the bill, whereupon unanimous agreement was reached to vote on it next Tuesday.

Immediately after convening a rollcall was ordered on Carmack's motion to recommit. The motion was lost, 19 to 23. Hale moved to lay on the table Daniel's amendment relieving the Government of the necessity of enforcing the provisions in the proposed law in cases in which the charge of American vessels exceeds that of foreign vessels to the extent of 10 per cent. The motion was carried, 62 to 20.

Efforts to fix the figures at 15 and then at 20 per cent also were unsuccessful. The votes were all on party lines.

Amendment of Mitchell.

Mitchell offered an amendment to postpone the date when the bill shall take effect until July 1, 1906. He expressed the opinion that the bill as a law would have the effect of restricting trade between the United States and its dependencies in the Pacific. He also charged that the effect would be to discriminate in favor of some Pacific Coast ports as against others. None of the American vessels that would engage in the trade ever enter the Columbia River. He said all Oriental trade from the Columbia River ports would be immediately destroyed if the bill should become a law.

Hale moved to lay Mitchell's amendment on the table, which was carried, 34 to 23. Mitchell, Fulton and Dietrich voting with the Democrats, as heretofore stated. The Senate also tabled amendments giving American vessels the preference where the charges do not exceed by more than 25 per cent those of foreign vessels. (Concluded on Page Three.)

RUSSIAN COMMAND