A RAILROAD ISSUE

Brought to the Front by Governor McBride.

FAVORS A STATE COMMISSION

Free Passes, Unjust Rates and the Railroad Influence in Politics Discussed at Length—Appeal to Party Conscience.

OLYMPIA, May 15.—Governor McBride today furnished the members of the press with the following statement:

Now that the date of the next Republican convention has been fixed, the time would seem to be opportune for discussing some of the questions that must necessarily come before that convention. The people have a right to expect that the Republican party, among other things, will clearly define its position upon the railroad question. The party has always had the courage to face every problem presented to it, and the wisdom to solve it for the best interests of the country; and I have no fear that it will now prove false to its trust. In my judgment our platform should contain resolutions in favor of a State Railway Commission and of an anti-pass bill, and should pledge to the support of these measures every Republican member of the next Legislature. In addition to this it should declare in favor of enlarging the powers of the Interstate Commission, and pledge the efforts of our Representatives at the National Capital to work to that end.

With State Commissions, and an Interstate Commission clothed with the necessary power, the people would be in a position to protect themselves against any abuse on the part of any railroad or any combination of roads; and, at the same time, they would not be able, under the decisions, to deal unfairly or unjustly with the railroads, even if so inclined.

This state has long been infested with an insolent and corrupt railroad lobby; and one of the most potent weapons for evil in its hands is the free-pass system. This lobby is not recruited from any one party alone; among its leaders, as well as in the rank and file, may be found Republicans and Democrats and Populists. It is recruited from all political parties alike; or rather, it would be more accurate to say, it has no party. For the railroads first—for itself second—its individual members then graciously bestow the poor remnants of their much-worn affections upon the various political parties; and if, in return for this priceless gift, they are not permitted to control conventions—to shape the policies and guide the destinies of the different political organizations, they whimper that an assault is being made upon vested rights.

The Reign of the Annual.

The people of the state are not unacquainted with this lobby. Those who have closely observed its workings know that it is tireless in its efforts to prostitute conventions and Legislatures to the service of the railroads, and to incline our public officials in favor of the hand that feeds it. Is this strong language? It is more than warranted by the facts. Is there an Assessor today in the whole state of Washington, in any county where is situate railroad property, who has not in his pocket a free pass? If so, it is safe to venture the assertion that it is because he has refused to accept it. Our Boards of County Commissioners sit as Boards of Equalization for the purpose of equalizing assessments, and also exercise the power of rebating taxes. Is there in the state, in any county where the railroads have property, such a board whose individual members are not recipients of favors from the railroads? If so, it is not the fault of the railroad lobby. Our Prosecuting Attorneys are the legal advisers of the Boards of County Commissioners in matters relating to assessments and taxation, as well as in other matters. Is there in the entire state, in any county where the railroads own property, a Prosecuting Attorney who does not travel at the expense of the railroads? If so, it is because he has conscientious scruples on that score. Members of the Legislature, for going to and returning from the State Capital, are paid mileage by the state at the rate of 10 cents for each mile traveled. Has there been for years a single member of the Legislature who, in his journeyings to and from Olympia, has not traveled on a free pass? If so, it was not because the opportunity was not open to him.

Now, I do not mean to say that every public official accepts these proffered favors. Indeed, I know that quite a number have declined them—a number larger than is generally supposed. Nor do I mean to say that every official who accepts them becomes biased in favor of the railroads. I am not condemning individuals; it is the system I am arraigning. Some of our officials accept free transportation as a matter of custom, thoughtlessly, and without any intent of wrongdoing. But why are the leaders of the lobby so lavish in the distribution of free transportation? Do they give out of pure delight in giving? If so, why do their gifts always seek out those whom they desire to influence or control? Are they the agents and representatives of charitable institutions whose mission it is to confer favors upon our public servants? A man of whom they never heard before is elected to office, and to this temporary incumbent of official position they come bearing gifts. Why?

Courtesy's Wide Range.

The giving of free passes for the purpose of influencing our public servants extends beyond the official circle. If a member of the Legislature, or other official, whom it is desired to control, cannot be reached directly, indirection is resorted to. Search is made for those who may have his ear; and, such a person being found, there is joy in the railroad camp. The discovery is made that the sought-for individual is of such commanding influence in his own locality that courtesy requires him to have free transportation. He may, or may not, prove susceptible to the wiles of the lobby. Perhaps he has long suspected his own greatness. If so, his suspicions are now confirmed—for has he not been recognized by the great corporations? Will he not henceforth be permitted to hobnob with and act as errand boy for the leaders of the lobby? His free pass becomes worth more to him than its intrinsic value. It has added to his stature. It is the visible token of his greatness. And that he may show his gratitude for courtesies extended he is assigned the noble task of assisting in debauching his friend, a servant of the people. And thus the despicable game goes on! Courtesies are extended not only to such of our public officials as can be induced to accept them, but also to all who it is thought can and will aid in influencing such of them as cannot be reached directly. It has been claimed that at the last session of the Legislature the "men of influence" there for the purpose of inducing that body to look at things through railroad glasses outnumbered the Legislature itself. Of course, this army was given free passes and was allotted, besides, a generous supply of rations.

And free transportation is not unknown in connection with state conventions. Courtesies to the delegates the lobby regards as a potent influence in shaping platforms, and considers favors extended an invincible argument in opposition to any specific declaration in favor of railroad legislation. Another source of influence not neglected is the rebate system in favor of the shipper who is in a position and may be willing to aid the lobby.

The People Pay the Bill.

Who pays for all this? Laying aside the question whether money ever finds its way directly into the pockets of any of those who do the bidding of the lobby, the free transportation would, if this transportation were charged for at the rate charged the public generally, amount to a very large sum. In addition to this the salaries of high-priced professional lobbyists—the "feed" of their satellites, and the rebates in favor of the susceptible shipper, constitute no small item. Do the railroads pay for this? No. The cost of it all is taken from the sum collected from the ordinary passenger and shipper; and thus tribute is levied upon the people and they are made to furnish the "sinews of war" for the purpose of an attempt to influence their public servants—to control their conventions and debauch their Legislatures. And if one but even mildly protests against this, some loud-lunged Hessian, whose pay and feed are threatened, yells, "Confiscation!" It is urged, in some quarters, as an argument against a Railroad Commission, that the expense of establishing it would be too great. And yet the cost of a commission composed of broad-gauged, honest men, who would deal justly and fairly with every interest in the state, would be but small in comparison with the sum levied upon the people for upholding the political supremacy of the railroad lobby.

What are the motives of the lobby in its lavish distribution of favors? In what light should its leaders be regarded? Are they genuine philanthropists, aiding the needy and smoothing the way through life for the unfortunate? Are they good and holy men, unselfishly casting their blessing broadcast—men before whom we should humbly bend the knee in reverence? Or are they insidious enemies of the state, seeking to corrupt the individual and to undermine public virtue? If the former, monuments should be erected in their honor; if the latter, they should be scourged from the temple of party councils.

Our state constitution, article 12, section 20, uses this language:

No railroad or other transportation company shall grant free passes, or sell tickets or passes at a discount, other than as sold to the public generally, to any member of the Legislature, or to any person holding any public office within the state. The Legislature shall pass laws to carry this provision into effect.

This constitutional command should be obeyed. A law should be passed making it punishable by fine, imprisonment and forfeiture of office for any public official to accept a free pass, or ticket, or to buy a ticket or pass "at a discount other than as sold to the public generally." And any one connected with any railroad, or other transportation company, giving, or offering to give, a free pass, or ticket, to any public official, or selling, or offering to sell to him, a ticket, or pass "at a discount other than as sold to the public generally," should be punished by fine and imprisonment.

Enforce the Law.

Would there be a single element of injustice in such a law? Would it be unfair to our officials, or to those who contemplate becoming such? Should they be permitted to add to their compensation as fixed by law, even if inclined so to do, by accepting valuable gifts, or "courtesies," from the railroad lobby?

Would such a law work any hardship upon the people? Would the material from which to select for filling the offices be of an inferior grade? Would they have less confidence in the integrity of their public servants? For instance, would they have less confidence in the fairness of assessments if they knew our County Assessor did not have "courtesies," in the shape of free passes in their pockets? Would the wisdom of our laws be more apt to be called in question were it known that the Legislature, in the enactment of those laws, had dispensed with the assistance of the railroad lobby?

Would such a law be unjust to the railroads? That depends whether their charters confer upon them the right of bribery—the right through their mercenaries of attempting to corrupt those whom the people have entrusted with the management of public affairs.

But to see the railroad lobby in all its glory, or deformity, one must be at the Capitol during a legislative session. Its leaders come early. Temple Flat is furnished for the fray. At the first sign of insurrection against railroad rule an alarm is sounded, and the recruits come pouring in from the four quarters of the state until the hotels are crowded and the streets resound with the tramp of the Hessians. Party pledges are sneered at; civic virtue and integrity are openly derided; and the motley gang, harlot-like, flaunts its political vices in the face of the passer-by! The lobby has always owned a part of the legislature as absolutely as a railway company owns its own box-cars. This contingent, composed of members of all parties, is thrown for or against measures regardless of their merits. Through its pliant members, always ready to be used as trading stock, and by means of inspired telegrams and petitions—and promises of Federal positions and offices—the lobby has not only prevented the passage of just bills relating to railroads, but has also insisted that every measure before becoming a law shall run the infamous gauntlet of Temple Flat. It has at times invaded the legislative chambers themselves and brazenly issued its orders; and it has even been known to hide a venerable State Senator in the woods back of the Capitol that he might escape voting upon a railway measure. And if one has the hardihood to object to this, the cry is raised that he is imperiling our trade with the Orient!

Railroad Lobby a Bad Lot.

In all its life this lobby has never performed a single act conducive to the public good. On the contrary, rotten to the very core, it has persistently sought to corrupt the individual and to undermine public virtue. Its pathway is marked by broken pledges—base betrayals of trust—and ruined reputations. An enemy to the state, it seeks to befoul the very fountain source of popular government—being on a par with those who, in war time, poison wells and fire upon flags of truce. It has become a foul and festering sore upon the body politic, calling loudly for the surgeon's knife lest the entire body politic become corrupted and diseased.

The lobby, alarmed at the fact that the public conscience is aroused, is making a desperate attempt to prevent its own downfall. It is seeking to have its creatures returned to the legislature, offering to pay all expenses connected with securing nominations and elections. To meet the suggestion that this is wrong—that a member of the legislature should not be a mere chattel, it is answered that the rights of capital should not be interfered with. Object to bribery and corruption—to the prostitution of legislatures and conventions to the service of the railroads, and you are told that big ships are being built, and that the population of China is sufficient, when induced to forego its chopsticks, to consume the entire wheat crop of the Pacific Coast. If the logic of these answers does not seem to you convincing, you are soothed with the statement that, after all, the "enlightened self-interest" of the "captains of industry" is your best protection. It is time to brush these sophistries aside. The railroad lobby should be treated as a political outlaw—the hand of every man should be against it. It should be made to pay the penalty of its manifold crimes against the state. It should be mercilessly hunted to its death, and every political party should join in the chase, for no party that knowingly approves its methods—that affords it aid or comfort—is worthy of the confidence of the people.

The lobby, sneering at civic virtue—mocking at good citizenship, is hard at work throughout the state seeking so to shape things that it may control primaries and conventions. One of the questions confronting the Republican party today is this: Shall the lobby and its hirelings be permitted to write the next Republican platform? Shall that lobby be permitted to send to conventions and to the legislature men already bought and branded, there to speak for the Republican party? I APPEAL TO THE CONSCIENCE OF THE PARTY TO PREVENT THIS.

Laying the Pacific Cable.

VICTORIA, B. C., May 16.—Messrs. Taylor and Lucas, of the Pacific Cable Board, who were on the steamer Anglia during the laying of the cable from Brisbane to Suva, arrived here today on their way to London, where they will join the steamer Corona, which is now loading cable at Greenwich for the section of cable between Vancouver Island and Fanning Island, 2500 miles, the longest stretch. The Anglia, after laying the first section, started for England to load the cable, for the section between Suva and Fanning Island, where she will meet the Corona. During her trip from Brisbane to Suva, the Anglia was in a cyclone and suffered considerable damage, but it did not interfere with the work. Suva is to be the headquarters of the repair steamer, but later there will be two steamers operating from either end. New Zealand is anxious for a connection with the proposed American cable to Honolulu by means of a branch from Fanning Island, but the other colonies interested are not agreeable.

Wreck on the Soo.

RHINELANDER, Wis., May 16.—Passenger train No. 84, on the Soo line, collided with a through freight train near Pembine late last night, demolishing both engines and injuring four men of the train crews. Engineer Meagher probably will not recover. Several passengers were also badly hurt.

Will Exterminate Mosquitos.

MOBILE, Ala., May 16.—The City Council has adopted an ordinance and made an appropriation for the extermination of the mosquito by the use of kerosene and paraffine oil.

ON EASTERN DIAMONDS

CHAMPION PITTSBURG NATIONALS STILL WINNING.

Close Game at Cincinnati—Detroit Again Heads American League—Yesterday's Scores.

PITTSBURG, May 16.—Philadelphia scored one in the sixth inning on a base on balls and two hits. At no other stage of the game did they have a chance. The feature was Bransfield's batting, which scored the first five runs for Pittsburg. Attendance, 2400. Score:

	R	H	E		R	H	E
Pittsburg	6	10	0	Philadelphia	1	7	1

Batteries—Chesbro and O'Connor; White and Jacklitsch. Umpire—Emslie.

New York Beats Cincinnati.

CINCINNATI, O., May 16.—New York pulled the game out in the ninth by landing on Hahn for four singles and a double. The three runs of the locals were the result of errors in the eighth. The new grandstand was decorated before the game. Attendance, 5000. Score:

	R	H	E		R	H	E
Cincinnati	3	7	4	New York	5	9	3

Batteries—Hahn and Peitz; Taylor, Sparks and Bowerman. Umpire—Cantillon.

Brooklyn Beats St. Louis.

ST. LOUIS, May 15.—Brooklyn won today's game by slugging Murphy for 14 hits. St. Louis fielded poorly and was unable to bat Kitson consecutively enough to make the game interesting. Attendance, 800. Score:

	R	H	E		R	H	E
St. Louis	5	12	7	Brooklyn	9	14	0

Batteries—Murphy and Ryan; Kitson and Ahearn. Umpires—Powell and Brown.

Chicago Shuts Out Boston.

CHICAGO, May 16.—Chicago defeated Boston today by bunching three single and two scratch doubles in the fourth. Taylor had the visitors at his mercy throughout the game, only two of them reaching second. Attendance, 2400. Score:

	R	H	E		R	H	E
Chicago	5	9	3	Boston	0	4	2

Batteries—Taylor and Chance; Willis and Kittredge. Umpire—O'Day.

AMERICAN LEAGUE.

Chicago Beats St. Louis.

CHICAGO, May 16.—Two bases on balls, two sacrifices and Green's timely single scored Chicago's runs. Two gifts and an error saved St. Louis from a shut-out. Attendance, 2500. Score:

	R	H	E		R	H	E
Chicago	2	4	1	St. Louis	1	1	3

Batteries—Platt, McFarland and Sullivan; Powell and Sugden.

Boston Beats Philadelphia.

BOSTON, May 16.—Boston defeated Philadelphia today in a slow game. Many of Umpire Carruther's decisions occasioned much objection. Ferris was put off the grounds in the fourth inning, Gleason taking his place. Attendance, 2310. Score:

	R	H	E		R	H	E
Boston	4	9	3	Philadelphia	2	5	2

Batteries—Winters and Warner; Wiltz and Powers.

Washington Beats Baltimore.

BALTIMORE, May 16.—Washington won from Baltimore here this afternoon after 10 innings of heavy batting on both sides. Shields gave way in the third inning to Howell. McGraw's error in the tenth lost the game. Attendance, 3255. Score:

	R	H	E		R	H	E
Baltimore	7	15	3	Washington	9	18	2

Batteries—Shields, Howell and Robinson; Orth and Drill.

Detroit Beats Cleveland.

CLEVELAND, O., May 16.—Despite the fact that he gave eight bases on balls, Miller won his game from Cleveland. Wright was hit hard in but one inning, Elberfield's single driving in two runs. Attendance, 1587. Score:

	R	H	E		R	H	E
Cleveland	1	3	1	Detroit	2	6	1

Batteries—Wright and Bemis; Miller and McGuire.

STANDING OF THE CLUBS.

National League.

	Won.	Lost.	P. C.
Pittsburg	21	4	.840
Chicago	14	7	.667
New York	14	9	.609
Boston	11	11	.500
Philadelphia	10	13	.435
Brooklyn	10	15	.400
Cincinnati	8	17	.320
St. Louis	6	16	.273

American League.

	Won.	Lost.	P. C.
Detroit	11	6	.647
Boston	12	8	.600
St. Louis	10	7	.588
Philadelphia	11	8	.579
Chicago	10	8	.556
Washington	9	12	.429
Baltimore	8	12	.400
Cleveland	5	15	.250

WESTERN LEAGUE.

At Kansas City—Kansas City, 3; Des Moines, 0.

At Milwaukee—Colorado Springs, 1; Milwaukee, 2.

At Peoria—Peoria, 1; Denver, 4.

Utah League Scores.

At Ogden—Ogden 0, Lagoon 1.

At Salt Lake—Salt Lake 8, Logan 9.

Chemawa Defeats Eugene.

UNIVERSITY OF OREGON, Eugene, May 16.—The Chemawa Indians won the baseball game this afternoon over the University of Oregon by a 5 to 0 score. The Varsity boys played in good form, but were very weak at the bat. Regan, the Chemawa pitcher, did some particularly effective work.

Monday afternoon the Berkeley nine will arrive from California, for a game with Oregon, which will be played on Tuesday.

Indefinitely Suspended.

CHICAGO, May 16.—Manager Fred Clark, of Pittsburg, and First Baseman Tenny, of Boston, have been indefinitely suspended by the board of control of the National League for engaging in a fist fight on the Pittsburg grounds yesterday. John T. Brush, president of the board, wired James A. Hart today of the action.

Gold Locket for Ball Player.

Tom Tracey and Martin Denny, the popular boxers, have offered a handsome gold locket to the best all-around player on the Portland baseball team. The award will be made at the end of the season, and will be determined by popular ballot at one of the big games.

No Game—Rain.

The Portland-Helena baseball game, scheduled for yesterday, was postponed on account of rain. If the weather permits, a game will be played today, and another tomorrow. The unfinished games of the series will be played off when Helena returns to Portland late in July.

Pitcher Bolin Suspended.

SPOKANE, Wash., May 16.—John Bolin, pitcher for Spokane's baseball team, has been suspended by Manager Grim, it being charged that Bolin has jumped his contract and gone to Colfax to pitch for an independent club.

THE DAY'S RACES.

Races at Morris Park.

NEW YORK, May 16.—The Morris Park results were:

Mile and a half, the Zoo hurdle race, over six flights of hurdles—Valdez won, McGrathiana Prince second, Fabius third; time, 2:54.

Four and a half furlongs, the Kinder selling race, for 3-year-olds, over Eclipse course—Faust won, Squid second, Blue Banner third; time, 0:54.

Last 6½ furlongs of withers mile, second selling race—Flirimer won, Knight Templar second, Stella W. third; time, 1:22.

Last seven furlongs of withers mile, apprentices' race—King Rain second, Roysterer third; time, 1:29¼.

Last seven furlongs of withers mile, selling—Swamp Lands won, H. L. Coleman second, Caithness third; time, 1:22.

Withers mile, the Bronx Handicap—Surmise won, Carbuncle second, Fly Wheel third; time, 1:43 1-5.

Races at Worth.

CHICAGO, May 16.—The Worth results today were:

Six furlongs—Senora Maria won, Ran After second, Lucy Locket third; time, 1:18 3-5.

Four and a half furlongs—Pure Dale won, Filly Deckla second, Caroline third; time, 0:58 1-5.

Seven furlongs—Lecturer won, Dodie S. second, Drummond third; time, 1:32 1-5.

Six furlongs, selling—Brigade won, Clorita second, Haidee third; time, 1:17 1-5.

Five furlongs — Boy Wonder won, Brookston second, Prodigal Son third; time, 1:05 2-5.

Mile and a sixteenth—Domage won, Santa Teresa second, Precursor third; time, 1:51 3-5.

Races at St. Louis.

ST. LOUIS, May 16.—Fair Grounds results were:

Four and a half furlongs, maiden 2-year-olds—Stand Pat won, Budweiser second, Sly Boots third; time, 0:55¾.

Mile and 70 yards, selling—Genova won, Ida Penzance second, Josie F. third; time, 1:46¾.

Steeplechase, about 1½ miles, selling—Eva Moo won, Gennerose second, Torreone third; time, 3:05¼. Falella finished first, but was disqualified for fouling.

Six furlongs, purse—Colonial Girl won, Helen Print second, King Daly third; time, 1:14¾.

Five furlongs, purse—Scorpion won, Ogle second, Okla third; time, 1:01¼.

Mile and 70 yards, selling—Eda Riley won, Salinda second, Edgardo third; time, 1:45½.

Races at Louisville.

LOUISVILLE, Ky., May 16.—Churchill Downs results:

Five furlongs—Early won, Mary Lavan second, Lady Phillura third; time, 1:01.

Six furlongs, selling—Optimo won, Belle of Milnio second, Little Rock third; time, 1:16½.

Five furlongs—Linguist won, Right and True second, Ben Chalice third; time, 1:01¾.

Selling, six furlongs—Aules won, Imp, Judicious second, Jigger third; time, 1:15.

Mile—Monarkh won, Mada second, Death third; time, 1:41.

Selling, mile and 100 yards—The Czizton won, Lady Bramble second, Dissenter third; time, 1:49½.

FIELD SPORTS POSTPONED.

Oregon-Washington Athletic Meet Prevented by Rain.

SEATTLE, Wash., May 16.—The Oregon-Washington dual field meet, which was scheduled for this afternoon, was postponed on account of rain. The protest made by Oregon against the Pearson brothers has not yet been decided, the Washington men refusing to arbitrate the matter. If the weather permits, the meet will be pulled off tomorrow.

Games for Academy Nines.

The Portland Academy baseball team will play the Vancouver High School team on Portland Academy field at 1:30 P. M. The second Portland Academy team will play the Bishop Scott Academy team on the Bishop Scott Academy field at 10 A. M. There will be no admission charged.

Berkeley Team Starts North.

BERKELEY, Cal., May 16.—The University of California baseball team departed today for a six weeks' tour of the Northwestern cities. Their itinerary includes Eugene, Portland, Everett, Seattle, Tacoma, Vancouver, Butte and Helena.

Golf Contest Today.

The first round for the Voorhies trophy cup will be played off on the Waverly golf links today.

BIG RALLY AT SALEM.

(Continued from First Page.)

cials and employes, but should take great care to familiarize myself with all of the business affairs of the state, recognizing efficiency and devotion to duty, with the good of all the people of the state in mind.

"I expect to make my home with you in Salem and devote my whole time and energies to the welfare and interests of the state, and to use all of my power to enforce and uphold all the laws of the state with perfect justice to each and all classes of citizens and to every section of the state. In other words, I shall expect to use all the power and influence which I may have to give the state a vigorous, honest, upright, business-like administration in every department thereof and in every detail.

"I am in thorough accord with the Republican party of Oregon as defined in its declaration of principles adopted by the state convention. I stand fairly and squarely upon the platform as adopted. The Republican party has declared absolutely against all proposals looking to the abandonment by the United States of the Philippine Islands. This question is probably by far the most important question before the people today, and the one in which the people are the most deeply interested, and especially the people of this Coast and this state, who have so much to expect from the development of our new-found possessions. I am in hearty accord with the Republican party upon this question. I am proud to be identified with the party which has the manhood and courage to declare boldly for the right, and which insists upon a fight to a finish to uphold our National honor and good name among all the nations of the earth.

"I agree with the Republican platform in reference to the recognition of organized labor. Having been a day laborer for a great part of my life, I know how to sympathize with the laborer in the unequal struggle for his rights.

"I am in favor of the proposed amendment to the constitution providing for the initiative and referendum, and I trust that the people will see to it that there is a large majority in favor of the amendment at the coming election.

"I am also in favor of placing all public officers of the state upon reasonable and fixed salaries, which, in the language of the Republican platform, shall not be increased during the incumbent's term of office, and beyond such salary that they shall receive no compensation as fees or otherwise."

The speech was received with every demonstration of popular approval.

George Snyder sang a patriotic song, and at the proper time a large flag was unfurled amid uproarious applause. Mr. Fulton was the next speaker.

Fulton Discussed Issues.

Senator Fulton's address covered both state and National issues and was one of those masterful efforts which have made him so popular on the stump in Western Oregon. He praised the fearless, independent course of Mr. Furnish in leaving the Democratic party when he could no longer support its policies, and in coming into the Republican party when it had need of such men to save it from defeat. He referred briefly to the glorious history and achievements of the Republican party, but declined to review the record of the Democratic party, for the reason that the picture would not be pleasing to his Democratic friends.

He discussed state finances, showing up the defects in the statements made by Mr. Chamberlain in a manner that proved his familiarity with state affairs.

Senator Fulton was repeatedly interrupted with hearty applause, at no time with so much heartiness as when he denounced the Democrats for proposing to impeach the testimony of such men as Funston, MacArthur and Chaffee by calling as a witness to contradict them the rebel Aguinaldo, whose perfidy had led him to play traitor even to his own people.

At the conclusion of Mr. Fulton's address, which was enthusiastically received, Chairman Gatch proposed three cheers each for "Old Glory" and for "The next Governor of Oregon, Hon. W. J. Furnish." These were given under the leadership of Frank Davey in an emphatic manner that left no doubt as to the sentiment and purpose of the immense gathering of voters.

The meeting was resolved into a handshaking love feast, and hundreds met the Republican gubernatorial candidate. Five Democrats appeared and asked to be introduced to Mr. Furnish. The quintet announced their purpose of abandoning the Democratic party to affiliate with the party of progress. Of the five men, two had served in the Philippines. This incident serves to indicate the fruits that will be reaped from tonight's meeting.

AT THE HOTELS.

THE PORTLAND.

H H Hess, N Y
R R McFarlane, M P, Dawson
W D Palmer, Denver
J F Haskins, Chicago
Mrs I S Agnew, do
Frank B Stone, do
S B Lafferty, Davenport
C E Davidson, Juneau
B F Salzer, Denver
Geo A Hurd, Seattle
Daniel Kelliher, do
J V Chais, Napa, Cal
Mr & Mrs S M Haskins, Los Angeles
Jos Gardner, San Fr
D Riddell, N Y
E F Brittingham, N Y
G E Viburt, Boston
F F Rogers, Denver
Mrs F L Charles, N Y
Mrs R H Ross, Binghamton, N Y
B F Durphy & wf
L Mollander, Mass
John O Slemmons, NY
H B Phinney, N Y
Miss F Haverleigh, do
Nell Thos O'Brien, do
Bud Woodthorpe, N Y
Geo J Appleton & wf, N Y
Chas E Maxwell & w, Chicago
F E Morris, Columbus
W P Hayes, St Paul
P Lawler
E G Dewald, Dayton, O
Peter Koch, Bozeman
A H Notman, Toronto
Wm Stone & wf do
Misses Taylor & Sloan, Toronto
Joe Demkker & w, Chgo
M Goldsmith, N Y
Mr & Mrs N C Goodwin & maid, N Y
Miss M McClaine, Silverton, Or
Max Greenwald, N Y
A E Green & wf, S F
Chas K Garey, N Y
Geo W Sanborn & wf Astoria
G H George & wf, do
L Schwabacher, S F
M Bushfield, U S A
Geo E Tilney, Boston
W A Thatcher, Bak C
Capt & Mrs French, U S Army
Misses McCammon & Heard
Y M Wolff, N Y
Jos Israel, San Fran
F H Irwin, city
Wm Res, Jr, St Paul
F F McHenry, San Fr
Jas L Houston, St Jos
Mrs S Moore, Salem
Minnie Moore, Salem
C W Stults, N Y
A L Tomlinson, Phila
W Y Langdon, San Fr
A B C Dennison, Seattle
W S Coburn, city
Mrs E H Moore, Pittsburg
Miss C E Moore, do
W Gibson, Los Angls
W C Talbert, Colo Spgs
W S Sherwood, St Paul
C F Welbenahn, Chgo
R B Daggett, San Fr
R F Voight, San Fr
A K Fauil, N Y
Mrs E G Richards, NY
Wm Grant, San Fr
Mary Grant, San Fr
E B Palmer & wife, Seattle
G K Patterson, Phila
J P Tabb, Baltimore
C F Wentworth, Tacoma
N M C Silva, Vancouvr
W P Richardson, do
P Snodgrass, Eugene
L W Ball, Quincy, Or
Mrs Ball, do
F P Derby, Billings
Chas Konigsberg, Chg
Mrs Konigsberg, do
Mrs Murdock McDonald & 2 ch, Arlington, Or
Mrs J W French, The Dalles
J S Yeager, Heppner
Miss Anna Johnson, Junction
Rev W W Saint, Hamburg, Germany
Geo D Rushmore, S F
F M Morris, Wasco
J M Short, Gresham
J W Howard, Priney
Jas Winton Keating, Astoria
F D Winton, Astoria
Dr W J May, Baker C
F O Robertson, city
W H Braden, Portland
W E Mallory, Centralia
Mrs Mallory, do
Lou Dyke, do
M E Fogue, Salem
Mrs E H French, The Dalles
Mrs H Haynes, Forest Grove
H H Turner, San Fr
T E Hudson, San Fr
F W Converse, St Pl, Minn
J M Berry, St Louis
F Oerchliman, Colfax
C W Meneley, Chicago
Hazel Meneley, do
Ivanette Joiner, do
W E Knox, Chicago
Chas A Payne, Chinook
G W Tape, Hot Lake
L E Selig, Astoria
D W Sears, Indp
A Bowman, Newberg
O Woods, Vancouver
Mrs L Devenmon, Everett
Mrs J G Walls & fy, St Helens
Mrs A J Demming, do
G G Mowat, San Fran
A Charpenter, San Fr
Mrs Charpenter, do
Wm A Kelly, Sitka
Anson Wilson, Vancvr
M L Coovert, do
Donald McMaster, do
A J Bigham, do
E M Greer, do
H Burger, do
J P Stapleton, do
J J Keane, do
J B Markley, San Fr
W H Kenoyer, Chehalis
John M Freeman, Racine, Wis
Jos Wessly, Scio
Jos Wessly, Jr, Scio
S D Lemmarson, Colfax
Mrs Lemmarson, do
L Michaelson, Colfax
Mrs Michaelson, do
C W Hutchinson, Menominee, Mich
Mrs Hutchinson, do

Regulator Line Steamers. Dalles, Cascade Locks. Return daily, Oak-st. dock.

THE IMPERIAL.
C. W. Knowles, Manager.

Robt Gibson, Astoria
C C Darling, Tacoma
W W Raymond, S F
P Harvey, San Fran
Ray A Whidden, do
Mrs Whidden, do
W K Macfarlane, Seattle
Leopold F Schmidt, Olympia
E J Sherman, Seattle
Mrs Sherman, Seattle
Jas Keating, Astoria
Mrs Keating, Astoria
Wm Timson, Fairhavn
Rev Montague N A Cohen, Victoria
P K Parkhurst, city
G A Boyer, city
Harold Hartsell, N Y
G Frye, Boston
E M Shafer, Cal
E Sterling, Cal
Mrs Sterling, Cal
C A Marks, Buffalo
Mrs Marks, Buffalo
Mrs P Inscho, ColoSpr
J R N Bell, Baker Cy
Dr H T Hooper, Vale
Mrs E L Barrett, Athena
C W Fulton, Astoria
H Stevens, N Y City
R F Steidl, St Paul
C W Keene, Canyon C
H F Marsh, San Fr
J E Levy, Portland
Mrs H F Dayton, do
O G Cross, Ogden
E W Warren, Spokane
M R Bosh, Sioux City
Mrs Bosh, Sioux City
C B Sperry, Ione
C T Walker
B F Mulkey, Monmouth
Mrs Mulkey, do
J S Cooper, Indp
Mrs I H Lemon, Centralia
E D Cusick, Albany
Chas Friedel, Eugene
H J Rosenberger, St Cloud
H G Nicholson, Medfrd
J R Wilson, Medford
Emma K Gruber, Winlock
Zina Harrington, do
W D Dickinson, Great Falls
Mrs H H Wood, do
J Burns, Dalles
Mrs Burns, Dalles
R J Moylan, Carrollton
C W Kinns, Spokane
A W Williams, San Fr
C Dick, San Francisco
G C Fulton, Astoria
Master Fulton, Astoria
H F Prael, Astoria
J A Hartman, Pendltn

THE ST. CHARLES.

Geo Tillotson, city
A H Allison, Tillamook
L A Witt, Tillamook
Jas Brown & w, Dalles
Chas Crowther, StHlns
N C Hillsary, Seaside
B E Paterson & wife, Astoria
Wm Farrell, Marshfld
Victor Carlson, Stella
Wm Smith, N Yamhill
R G Riker, city
E L Wing, McMinnvill
Chris Yates, do
Elmer Thompson, do
J H Church, do
J R Murray, do
H H Marble, Mt Pisgah
B J Hecker, Albany
W G Prescott, Astoria
W S Anderson, Vancouv
C W Lovegren, Goble
C R Hill, Goble
H Morton, Bridal Veil
Frederick Jones, do
Geo McKinley, Spokan
J Ames, Seattle
C Cooper, Kalama
L Leaman, do
Mrs Chas Margerum, Clatskanie
John Hildebront & wf, Albany
J J Harris, Albany
J J Harvey & wf, Aberdeen
H D Townsend & son, Eugene
C A Paterson, Goble
Mrs Jas Porter, Spokn
Henry Porter, do
Miss May Martin, do
P Olsen, Astoria
J H Johnson, do
Miles B Trainer, Seattle
R Hanson, Tillamook
Mrs Thos Payne, Cheha
John J Hayes, Maine
Geo H Chase, do
T J McFall, Astoria
Mrs L De Vecum, Everett
Frank R Bebee, Kelso
R E Wills, Alameda
L J Speck, Roseburg
L S Cornelius, Astoria
Frank Weiss, Gervais
I G Wilkstrom, Kalama
C C Burgess, Ridgefld
W D Case, Pittsburg
Myrtle Swiesey, Astoria
E W Howell & wf, do
Mrs E Gilliland, do
G Peterson, do
W Shurburne, do
Mrs Burrow, Ridgefield
G A Schneider, N Yam
Martin Jaksha, do
J W Ware, Salem, O
Mrs W H Malone, Alsea
Chas Vieneseth, city
Adrian Bowman, Newberg
W H La Frenien, S F
Mrs W H Powell, St Helens
W H Sheldon & wf, Castle Rock
A D Sheldon, Castle Rk
Clifford Thayer, do
Geo Halleck, do
W O Parsons & wf, city
A Marcuson, city
J M Doyle & wf, Castle Rock

Columbia River Scenery.—Regulator Line steamers, Dalles, Cascade Locks and return daily, except Sundsy, from Oak-st.

THE PERKINS.

A H Henry, San Fr
B J Perry, San Fr
A D Gardner, Stayton
F O Stout, Camas
H S McClowan, McGowan, Wash
F Lambardi, San Fr
A A Mackley, Wash
Mrs H M Read, Seattle
Mrs W F Durkee, do
A F Criswell, Chicago
J W Revington, S F
B P Wren, city
A H Richier, Battle Grove, Wash
T B Masters, St Johns
Mrs H A Young, Oak Point
Miss Young, do
Mr Roberts, Seattle
Mrs Roberts, Seattle
H P Holt, Nome
A W Cronk, Minnpls
S Caratt, St Paul
Mrs P Inscho, Colorado Springs, Colo
Geo A Kelly, Pleasanton, Cal
Dr Ducheane, Salt Lk
Mrs J D King, do

Hotel Brunswick, Seattle.
European plan. Popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.
European plan. Rates 50c and up.

Will Investigate Spotted Fever.

MISSOULA, Mont., May 16.—T. R. Wilson, professor of bacteriology and pathology at the State University of Minnesota, arrived in this city last evening, having come here to investigate the spotted fever epidemic in the Bitter Root Valley under the instructions of the State Board of Health.

Greatest Nerve and Blood Tonic

No. 2. M. I. S. T. No. 2.

I have given personal inspection to the working of M. I. S. T. on the human system, and must say that it entirely meets with my professional sanction.
D. H. LOOMIS, Late Demonstrator of Anatomy, Philadelphia Medical College.

WHAT WE GUARANTEE M. I. S. T. No. 2 WILL CURE.

RHEUMATISM, no matter how long standing. Any case of Inflammation of the Bladder or Enlarged Prostate Gland, no matter if the patients have been for years forced to use a catheter. SYPHILIS IN ANY STAGE. ANY CASE OF DIABETES.

All cases of Impotency that can be cured, and permanently restore youthful vigor and vitality. It is no stimulant. Its effects are permanent and lasting. Will cure any case of STRIC