NEW MAYOR GREETED

Judge Williams Attends Council Meeting.

WARM WELCOME BY MEMBERS

Resolution in Memory of ex-Mayor Sylvester Pennoyer Passed—Petition for Franchise for Electric Street Railway Received.

At the meeting of the Common Council yesterday—

A resolution was passed in memory of the late Sylvester Pennoyer.

A petition for the grant of an electric street-railway franchise for a road to Hillsboro and Forest Grove was received.

A petition for the improvement of Alder street with wood blocks was received.

The new members of the Common Council and Mayor-elect Williams were invited to attend the meeting of June 18.

The meeting of the Common Council yesterday afternoon was attended by Judge George H. Williams, who has been chosen to succeed Mayor Rowe as the head of the city government, and by all the members excepting Messrs. Holbrook, Nealond and Sherrett. Judge Williams entered the City Hall in company with Councilman Glisan. In Auditor Devlin's office he was introduced to several of the Councilmen with whom he was not acquainted. After a conversation with Mayor Rowe, he was congratulated upon his election by a number of his friends. Mr. Devlin also was complimented upon the large vote he had received, and then all stepped into the Council Chamber, and the meeting was called to order by the Mayor. Judge Williams was escorted by Mayor Rowe to a chair to the left of his own, and he remained until an adjournment was taken.

Resolutions on Death of Sylvester Pennoyer.

The first business before the Council was the report of the committee which had been appointed to draft a memorial upon the death of ex-Mayor Pennoyer. The committee, which consisted of Messrs. Branch, Bronaugh and Nichols, presented the following report:

Sylvester Pennoyer was born on the 6th day of July, 1831, in the village of Groton, N. Y. Both of his parents were natives of New York and it is reasonable to believe that he inherited the strong democratic views of government and the constant anxiety for the welfare of the people and the perpetuity of the Republic which characterized his life. His people were in moderate circumstances, and while has was taught the importance of thrift, industry and frugal living, he also received fair educational advantages. He was taught the power of knowledge and his mind was disciplined to study and achievement. In 1853 he entered the law department of Harvard College, and in 1855 he came to Oregon. The latter event is an index to his character. There is something significant in a young man raised amid the associations and influences of the civilization and conservatism of New England at that time, coming from the alluring companionship of college life to a frontier state where patience, courage and industry were essential in gaining the simple necessaries of living. To these qualities he added others. He possessed genial manners, a mind capable of understanding the affairs of men, keen in the solution of community problems and apt in application. He appreciated the resources of a new country and immediately applied himself with commendable zeal to the duties of a citizen. He taught school and continued his law studies until he was admitted to the bar. He engaged in business and was successful. He employed many men and was always deeply interested in the questions of wages, hours of employment and all the principles of domestic economics which affect the happiness and progress of the wage-earning class.

His political career forms one of the most interesting chapters in Oregon history. He was elected Governor in 1886 and re-elected in 1890 and served for eight consecutive years. He was elected Mayor of Portland in 1896 and served from July 1, of that year, to July 1, 1898. His official acts, both as Governor of the state and Mayor of the city, were marked by his strong convictions concerning policies of government. He was honest, as all believe who knew him. He was persistent and fearless, even to the border of eccentricity. He made political enemies among those who differed from his views of public affairs, but no man of liberal culture permitted such enmity to deprive him of the genial companionship of Sylvester Pennoyer as a citizen. His public acts and utterances which shall live longest in the hearts and minds of the people are those which give expression to his broad human sympathy for those who toil or suffer. It was the humanity in him that made him the friend of the poor, a sympathizer with those who were afflicted or in trouble, and the advocate of the toiler, and it will now endear his memory in the hearts of the people in this state. His public life is a part of Oregon history. It is the honorable record of an honest, fearless and capable man influenced only by his conceptions of public policy and the ethics which should govern the acts of a public official in the positions he filled.

His life as a citizen was most exemplary. The messenger of death at times entered his home and his heart was filled with sorrows, but he never lost faith in the rulings of an All-wise Providence. He was a student and his information covered a wide range of subjects. He was companionable and his pleasing address and courteous manner invited acquaintance. He was at all times a gentleman, and his dignity commanded respect. He was impulsive and readily became the helper of the distressed. His charities were numerous and liberal, but he was distinctively and instinctively a philanthropist. His ideas of reform all necessitated improvement in the condition of the poor and those who labor.

His life is ended. He lived the allotted time. He received and merited honor and praise. A study of his business career, his home life, his official service, reveals many wholesome lessons. It is, therefore, with a knowledge of his worth that the people of Portland mourn the death of Sylvester Pennoyer, and in token of our respect for his memory, be it,

Resolved, That the foregoing memorial be entered upon the records of the Common Council and a copy thereof, under the seal of the City of Portland, be sent to the family of the deceased and also to each of the daily papers.

The report was adopted.

Petitions for Railway Franchise.

Two petitions from citizens requesting that the West Side & Suburban Railway Co. be granted a franchise to construct and operate an electric car line on city streets were laid before the Council. One was signed by Archbishop Christie, of the Catholic church, and 71 others, most of whom were residents of the northwest section of the city. The second was signed by F. E. Beach, president of the Board of Trade, and 125 firms and individuals. The petitions stated that two ordinances providing for the franchise had been introduced in the Council, and had been strongly opposed by the stockholders and representatives of other electric railway companies and by the Southern Pacific Company, with which the new company would compete for the traffic between Portland and Hillsboro and Forest Grove. Owing to the opposition to the ordinance the matter was not pressed to a final vote. The company asked only reasonable encouragement, and the signers believed that an electric railway from Portland to Forest Grove would be of great benefit to the city. The petitions were referred to the street committee. The company asks for a franchise from the west end of Lovejoy street east to Twenty-fifth, north to Northrup, east to Twelfth, south to Couch, east to Seventh, south to Pine and east to first. Either double or single tracks may be laid, if the franchise should be granted.

Alder Street Improvement.

A petition for the improvement of Alder street from Sixth to Lownsdale, signed by ex-Mayor Pennoyer shortly before his death, and a number of others. The petition asks for a wood block pavement. It was referred to the street committee. Later in the meeting, Mr. Glison, by request, introduced an ordinance bearing upon the improvement desired. It provides that prior to the improvement all owners of property abutting on Alder street between Sixth and Lownsdale, and all persons and corporations having franchises on or authority to use the street, shall be required to lay all necessary service pipes for water, gas, heat, power, sewerage, or any other purpose, and all conduits for wires or other purposes that are or may become necessary, and all such service pipes and conduits shall be so laid that connections therewith may be made at the curb line of the street, and shall be satisfactory to the Board of Public Works; that the City Engineer and the Board of Public Works be requested not to grant any permits to individuals or corporations for the opening of the surface of the street for any purpose whatsoever for a period of three years after the same is paved and the improvement is accepted by the City Council. The ordinance was referred to the street committee.

New Ordinances.

Ordinances were introduced as follows:

Appropriating $75 for the purchase of a tract of land adjoining the hospital for contagious and infectious diseases; referred to the committee on health and police.

Authorizing the improvement of Union avenue from East Oak to East Burnside and declaring the probable cost to be $2094 07; passed.

Appropriating $1000 from the general fund for the employment of counsel to defend the city in the suit of Sarah E. Knight vs. W. B. Chase, et al.; passed.

To improve Rodney avenue from the south line of block 15, William Avenue addition to Fremont street; passed.

To improve King street from the south line of Main to the end of King, and placing the probable cost at $643 40; passed.

Providing for the time and manner of improving Front street from Madison to Columbia, crushed rock to be used; passed.

For the improvement of Hancock street from Union avenue to a point 40 feet east of the east line of Grand avenue; passed.

For the improvement of East Main street from East Twelfth to East Sixteenth, planks to be used; passed.

For the improvement of Failing street from Union avenue to East Fourteenth, upland gravel to be used; passed.

For sewer in Belmont street from the east line of blocks 19 and 20, Sunnyside, to a connection with the sewer in East Thirty-fifth street; passed.

For sewer in East Nineteenth street from Oregon to the sewer in the Sandy road; passed.

For sewer in Stanton street from East Seventh to Union avenue; referred to committee on sewers and drainage.

For sewer in Borthwick and Prescott streets from Mississippi avenue to a connection with the Shaver street sewer; referred to the committee on sewers and drainage.

For sewer in Union avenue from East Mill to East Clay; passed.

For sewer in Main and King streets from Ford to a connection with the sewer in Main street 200 feet west of Stout street; referred.

For sewer in Broadway from East Twenty-fourth to East Twenty-first; passed.

Making an appropriation for the expenses of the city government during June; passed.

Appropriating $580 56 to apply to the street-cleaning and sprinkling account for May; passed.

Petitions for Improvement.

Petitions were received from Dav Raffety and others for the improvement of East Oak street from East Twelfth to East Third; C. R. Donnell and others for the improvement of Failing street from Mississippi to Maryland, and E. V. Brown and others for improvement of East Madison street from East Sixteenth to East Twenty-fourth, and from Helen L. Stratton, asking that the report of the viewers on the East Twenty-sixth street improvement be set aside. All were referred. Remonstrances were received against the granting of the East Oak street petition, and against the proposed sewer in Borthwick street and against the proposed improvement of Water street and South First street.

The reports of the viewers for the opening of East Twenty-sixth street placed the damages and benefits at $5682 42 and the excess damages and benefits at $2017 99. B. I. Cohen, W. W. Terry and C. G. Sutherland were appointed viewers for the extension of Hooker street, and B. I. Cohen, H. J. Morrison and C. N. Rankin for the extension of East Seventeenth street from Belmont to East Taylor.

New Council to Attend Meeting.

On motion of Mr. Bronaugh the Council adjourned until next Wednesday. The reason for holding an adjourned meeting is that a great deal of business lies before the various committees, and only one regular session remains before the present Council goes out of existence. The members of the incoming Council and also Judge Williams will be invited to attend the regular meeting on the 18th. Mr. Merrill, who has been re-elected, informed his fellow members that his successor would attend in an automobile.

After the adjournment Judge Williams accompanied Mayor Rowe to his office and conversed with him about municipal matters for some time.

Rabbi Hirsch Not Disturbed.

CHICAGO, June 4.—Emil Hirsch, rabbi of the Temple Israel Congregation, is not at all disturbed by a report from New York that the Rabbinical Association of that city has adopted resolutions declaring him no longer a follower of the faith. Their action is openly ridiculed by Dr. Hirsch and is said by him to be totally without effect. Dr. Hirsch also said no body or organization had any control over the various congregations of the Jewish Church, but that each body of worshipers was independent of all others and free to conduct its affairs as it might see fit.

"The suggestion that I am about to establish a separate church of my own is ridiculous," said Dr. Hirsch last night. "The fact that I hold services on Sunday does not make me a Christian, nor does it in the least affect either my belief or that of the thousands of Jews who believe as I do. The New York Association might have power to refuse me membership in their organization if I should apply for it, and they can keep me from preaching in their pulpits; beyond that they cannot go."

Columbia Awards Scholarships.

NEW YORK, June 4.—Forty scholarships, of the total value of $6000, have been awarded by the University Council of Columbia. One scholarship was given to Nachide Yatsu, a Japanese, who is the first foreigner to receive such an award at the institution. His appointment is in zoology. Four of the 40 winners came from Canada, and the others from 19 states, eight west of the Mississippi.

High Rate of Reinsurance.

SAN FRANCISCO, June 4.—The rate of reinsurance on the German ship H. F. Glade has been advanced to 95 per cent, the highest mark that has been reached in speculation on overdues for some years. The Glade is now out 227 days from this port for Queenstown. She has not been heard of since the tugboat cast her off outside the Heads

GRAIN FREIGHTS LOWER

SHIP CHARTERED FOR NEW-CROP LOADING AT PORTLAND AT 27s 6d.

Vessel Is the New North German Lloyd School Ship Herzogin Cecelia—French Fleet En Route.

The list of shipping en route and listed for Portland and other Pacific Coast ports has grown to such proportions that it has become a trifle top-heavy, and new-crop ships have taken a tumble. A month ago nothing was obtainable at less than 30s for ships as far away as next December; two weeks later the John Cooke was chartered at 28s 9d, and yesterday another 1s 3d was knocked off the rate by the charter of the Herzogin Cecelia for November-December loading at Portland at 27s 6d, the lowest rate reported for a new-crop ship since early in the year, when one or two were taken up around 27s 6d and 28s. The Herzogin Cecelia is the new school ship for the North German Lloyds, and will come to Portland from Hamburg with general cargo. She is a new vessel of 4000 tons capacity, and, like the Herzogin Sophie Charlotte, which came here in the same line two years ago, carries as a crew about 100 cadets who are in training for positions as officers on board the steamships of the big German line.

Another charter reported yesterday was that of the British ship Tweedsdale, which will load flour at Tacoma for South Africa. The Tweedsdale was originally under charter to the Portland Grain Company, of this city, at a very high rate, but lingered so long on the voyage that she missed her canceling date and is now taken at a much lower rate. The charter of the Tweedsdale again leaves the Pacific Northwest without a disengaged grain vessel, but this condition of affairs will be for a short time only, as the Sierra Estrella is about due from Liverpool, and the British ship Thistlebank is coming up from San Francisco Heads. She arrived off the Heads Sunday afternoon, and has been loafing around there since, awaiting orders as to whether she should proceed to Portland or Puget Sound. There is something like 20,000 tons net register of idle grain shipping in San Francisco, and accordingly no inducement for her to go in there. A ship or two might be loaded at Portland this month if the rate was sufficiently low, but Puget Sound has more ships than wheat just at present, so the Thistlebank will probably come here.

WHEAT ARRIVING OUT.

Nearly 900,000 Bushels From Portland Reached Europe Last Week.

Portland has cut quite an important figure in the supplies of wheat which have reached the shores of England within the past few days. Pacific Coast arrivals Sunday and Monday reached a total of over 1,500,000 bushels of wheat, and of this amount nearly 900,000 bushels was from Portland. The fleet arriving out from Portland and the amount of cargo carried by each was as follows:

Vessel—	Wheat, bushels.
Jean Bart	111,722
La Rochefoucauld	111,144
Seestern	85,369
Olivia	73,969
Latinier	88,686
Lamoriciere	93,254
Nelson	63,715
Emelie	95,995
Ilala	72,619
Balene	67,641
Total	874,054

The San Francisco fleet was as follows:

Vessel—	Wheat, bushels.
Stratheon	114,456
Glaucus	120,628
Alcinous	89,606
Fernbank	85,286
Total	409,975

The vessels arriving out from Tacoma and Seattle were the Glenericht, with 127,892 bushels, and the Euphrates, with 89,455 bushels—a total of 217,347 bushels, or for the three ports 1,501,406 bushels. The steamship Guernsey arrived out Tuesday with over 200,000 bushels from Tacoma, and it is probable that a number of others will be reported before the end of the week, so that the amount on passage will be materially reduced this week by unusually heavy arrivals out of Pacific Coast wheat.

FRENCH FLEET GROWING.

Bounty-Earners Loaded for Coast Have 4,500,000 Bushels Capacity.

The French fleet of bounty-earners now headed for the Pacific Coast ports is of greater proportions than ever before, and has now reached a total of 43 vessels, with a carrying capacity of over 4,500,000 bushels of wheat. Portland dispatched nearly 20 of the French vessels last year, but has not made such a good start this season, although seven of them have already been listed for here, and more will probably follow. The latest addition to the en route list is the French ship Biarritz, which has just arrived at Hobart from St. Nazaire. This is the only square-rigger of the French fleet for Portland, all of the others being bark-rigged craft. Of the others, the Cornelie Bart, a new vessel, and the Jacobsen, now due, are coming from Nantes, the Europe and the Grand Duchess Olga front Swansea, the Cambronne from Leith, and the Nantes from Shanghai. Last year the fleet for Portland was larger than that for San Francisco, but this year the situation has been reversed, and there are 31 of the bounty-earners listed for the Bay City, as follows:

From Antwerp, Marguerite Mirabaud, Amiral Halgan, St. Donatien, Bourbaki, MacMahon, General Millinet and Belen; from Cardiff, Jeanne Cordonnier, Duchesse de Barry and Anne de Bretagne; from Cork, Marguerite Molinos; from Glasgow, Ville de Mulhouse; from Hamburg, Marechal Davout end Eugenie Fautril; from Hobart, Jules Gommes; from Leith, Edouard Detaille; from London, Duc d'Aumale and Genevieve Molinos; from Nantes, La Fayette; from Newcastle (England), Brenn, Jane Guillon, La Bruyere and Empereur Menelik; from Newcastle (Australia), Commandant Marchand; from Swansea, Emelie Galline, Socoa, Marechal Villiers, Leon Blum, Jean, Marechal Turenne and Anjou; from Tahiti, Jean Baptiste. The following are listed for Honolulu from Cardiff: Montebello, Vincennes, Champigny, Brizeux. For San Diego the Daniel is en route from Swansea.

While a few of these vessels have been chartered for new-season loading at Pacific Coast ports, the greater part of them are sailing out here for the purpose of earning the bounty and taking chances on finding something here on arrival.

SPOKE THE TWEEDSDALE.

Steamship Australia Supplied Overdue Britisher With Provisions.

The British ship Tweedsdale, which arrived at Port Townsend last Saturday, had her crew on a starvation diet a short time before she reached port. Monday's San Francisco Bulletin has the following regarding her plight:

"The steamship Australia, which arrived yesterday from Tahiti, spoke the overdue British ship Tweedsdale, which reached Puget Sound on Saturday from Hongay. It was on May 8, in latitude 15 north and longitude 135 west, that the lime-juicer was picked up flying signals of distress. Captain Lawless, of the Australia, bore down on her. All hands were on an allowance, practically a starvation diet. From the Australia's store of provisions the wind-jammer was given 30 days' supply. Captain Jones, of the Tweedsdale, said that he had reported himself at Java Head, and it is considered very strange that the news was never forwarded. After dropping the land of Java the ship made a long reach across the Pacific, coming up with Pitcairn Island in about the same condition as when the Australia met her. It was a Saturday, and the islanders, who are Seventh Day Adventists, refused to turn to and to supply the vessel's needs. In consequence a crew had to go ashore on a foraging expedition."

CUNARD IS WANTED.

Morgan Syndicate Makes Big Offer for Steamship Line.

NEW YORK, June 4.—The American shipping syndicate has offered the Cunard Company $52,500,000 for their fleet, including two big steamers recently ordered, says a Herald dispatch from London. The Cunard directors are in communication with the government with a view of obtaining such increased subsidies for mails and cruisers as will enable them, in the interest of the shareholders, to resist the tempting offer of the American syndicate.

Astoria Marine Notes.

ASTORIA, June 4.—The lighthouse tender Manzanita towed the lightship outside this morning and anchored her in her proper position. The gas buoy which has been there while the lightship was inside was taken up and placed where the inner bar buoy has been located.

The gasoline schooner Anita, belonging to John Kiernan, of Portland, and which has been laid up here over the Winter, has been chartered to take a cargo of piling from Westport to San Pedro.

Camorta Wreck Located.

RANGOON, British Burmah, June 4.—The British steamer Camorta, from Madras for this port, with 650 passengers, all natives, which was believed to have foundered on May 6 in a cyclone, has been discovered sunk at Baragua Flats, in the Irrawaddy Delta, directly in the track of shipping. The topmasts of the vessel protrude above the surface of the water.

Domestic and Foreign Ports.

ASTORIA, June 4.—Arrived at 6 and left up at 9 A. M.—Steamer Columbia, from San Francisco. Arrived at 8 and left up at 10:15 A. M.—Steamer Lakme, from San Francisco. Sailed at 11 A. M.—British ship Lord Shaftesbury, for Queenstown or Falmouth, for orders. Condition of the bar at 4 P. M., moderate; wind northwest; weather clear.

San Francisco, June 4.—Arrived at 5:30 A. M.—Steamer Geo. W. Elder and schooner John A., from Portland. Sailed at 3:10 A. M.—Steamer Alliance, for Portland.

Hoquiam, Wash., June 2.—Arrived—Steamer G. C. Lindauer, from San Francisco for Aberdeen.

Seattle, June 4.—Sailed—Steamer City of Topeka, for Skagway; steamer City of Seattle, for Skagway. Arrived June 3—Steamer Chas. Nelson, from San Francisco. Arrived June 4—Steamer Bertha, from Valdez; steamer Eureka, from Honolulu; steamer Grace Dollar, from San Francisco.

New York, June 4.—Sailed—Majestic, for Liverpool; St. Paul, for Southampton; Zeeland, for Antwerp.

Queenstown, June 4.—Arrived—Ivernia, from Boston for Liverpool.

Moville, June 4.—Arrived—Numidian, from Montreal for Liverpool.

Glasgow, June 4.—Arrived—Anchoria, from New York.

Liverpool, June 4.—Arrived—Oceanic, from New York. Sailed—Rhynland, for Philadelphia; Teutonic, for New York.

Southampton, June 4.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York.

Rotterdam, June 4.—Arrived—Staatendam, from New York, via Boulogne.

Southampton, June 4.—Arrived—Philadelphia, from New York.

Cherbourg, June 4.—Sailed—Kaiser Wilhelm der Grosse, from Bremen and Southampton for New York.

Antwerp, June 2.—Arrived—Mathilda, from Tacoma, via Callao, Montevideo, etc., and St. Vincent, C. V.

Bristol, June 4.—Arrived—Steamer Horda, from Tacoma, via Coronel, etc., and St. Vincent.

San Francisco, June 4.—Arrived—Steamer Aztec, from Nanaimo; ship Spartan, from Seattle; schooner Ida Schnaur, from Port Gamble. Sailed—Steamer Ryba, for Blaine; steamer Lyra, for Seattle; schooner Newberry, for Gray's Harbor.

Tacoma, June 4.—Arrived—German steamer Hathor, from Hamburg; American schooner John F. Miller, from San Francisco; steamer Queen, from San Francisco; steamer Charles Nelson, from Alaska. Sailed—Steamer City of Topeka, for Alaska.

AT THE HOTELS.

THE PERKINS.

W Ballons, Pendleton
Mrs J Brooks, Boise
Miller J Brooks, do
Miss E Roth, Dallas
W L Hendricks, Dallas
Claude Hendricks, do
J E Booth, Kingsley
W A Hendricks, do
Mrs G G Parman, Condon, Or
Blanch McHaffie, do
C W Cooke, Seattle
Mrs C W Cooke, do
P C Portrude, Tacoma
F W Jacobs, Bridal Vl
Jas McIntyre, Olymp
J Brown, McIntyre
M A Begg, St Pl, Min
C R Mathews, Amity
Geo W Bridwell, do
Mrs J P Bradley, Chehalis
J H Robbins, McCoy
A Lane, Ione, Or
H G King, St Anthony
O Burke, do
A E Imbler, Huntingtn
Mrs H A Foster, St Joe
Mrs Helen D Hosford, Newberg
F Auburn, Tillamook
H J Savidge, Ord Rpds
C H Bidwell, Island C
Mrs C H Bidwell, do
Mrs R H France, Huntington, Or
Miss J A Drew, do
J H Greenes, La Center
S W Brady, San Fran
A O Hogans, Oakland, Cal
Mrs A O Hogans, do
J G Adams, San Fran
Miss Adams, San Fr
Miss Pulford, San Fr
P Scheifer, St Louis
Mrs P Scheifer, do
Mrs A C Smith, Salt L
Ed Detlenty, San Fran
C H Eaden, San Fr
Marguerite Dills, S F
C Stanford, Dallas
C E Ridgefield, Heppnr
T F Holly, Bay City, Or
R L McCroskey, Colfax
Mrs R L McCroskey, do
J F Walker, Memphis
Victor Soul, Oregon
Mrs A M Joys, Milwaukee, Wis
Miss F Wadsworth, do
Miss Mary Davidson, Carthage, Ill
Frank Estabrook, Nampa, Idaho
Master Estabrook, do
B S Weed, Ellensburg
J C Chittlams, Elgin, Or
Thos Bonner, do
C K De Neffe, Sumpter
A Thompson, do
John Dysart, Condon
Mrs John Dysart, do
John Graham, Toronto
Wm McBride, Athena
R C Cross, Memphis
Geo E Johnson, do
W B Harper, Tacoma
H T Prince, Dundee
Mrs H T Prince, do
H C Vining, Seattle
E W Cord, Salem
Mrs E W Cord, do
A J Haley, Camas
Frank Fisher, Monmth

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

THE IMPERIAL.

C. W. Knowles, Manager.

Mrs J A Fulton, Astoria
Madge Fulton, do
F P Kendall, San Fr
F P Plowden, San Fr
G J Farley & fy, The Dalles
F W Parke, La Mar, Idaho
J I Purcupile, Omaha
Chas H Stephens, Cinn
Mrs Chas H Stephens, Cincinnati
J Chenoweth, Ottawa, Kan
Mrs Chenoweth, do
J Nathan, N Y
C M White, Chicago
M A Butler, Baker C
Mrs M A Butler, do
M K Hall, Spokane
E W McComas, Pendleton
A F Shultz, Jefferson
Mrs Shultz, do
Dr D Y K Deering, Union
E C McMahon, Salem
Mrs F Newell, La Grd
W H Burr, III
H W Bloom, San Fr
Mrs J K Weatherford, Albany
E B Lane, N Y
Mrs Carter, Kalama
Mrs Sannal, Kalama
R Silberberg, San Fran
E C Johnson, St Paul
H E Johnson, St Paul
Geo H Burnett, Salem
C H Moor, Stevenson
Mrs Moor, Stevenson
Mrs P Westfall, Indp
Mrs D Calbreath, do
Miss Westfall, Indp
J Bonebrake, Boise
J W Smook, Skagway
C Bloom, city
W S Connell, Medford
Mrs F L Dowley, Chgo
R I Lyons, Oakland
J P Kelly, Oakland
O H Huntington, Bak C

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

THE ST. CHARLES.

W L Houston, Junct C
J W Bennett, Ridgefld
P Gray, Molalla
O Nelson, Molalla
Mrs J Nelson, do
D M C Gault, Hillsboro
F M Williams, Seattle
W F Brouchelt, Kalama
E S Hanson, Detroit, Or
E C Judd, Hopewell
John Cates, Cascd Lks
Geo Steel, do
Ed Cushman, Goble
Louis Lengacher, do
R Davis, Albany
Wm Davis, Oregon C
John Butler, do
S Washburn, Lebanon
Wm Adkins, Toledo
A W Blackburn, Salem
B V Bloon & wf, Astoria
F McKinnon & wife, Clatskanie
H W Grabb, do
J A Hurbke, do
J F Cooley, Pomona, Cal
Abby Roberts, Kalama
Quincy Roberts, do
H E Fox, Salem
H A Thomas, Salem
P L Stohr, Elgin, Ill
E S Bramhall & fy, Ione
J H Wilson & wife, Everett
M Nagle & wf, do
David Bennett, Seattle
Miss Minnie M Bennett, Seattle
Mrs D Bennett, do
J H Dunlap, Cascd Lk
Henry Keene, Stayton
G L Shelton, Arlington
Anthony Moore, do
J E Alcaraz, San Fran
Mrs D T Bundy, do
W J Slater, Newberg
H W Filkins, Ione
R M Logan, Ashland
C E Fisher, Ashland
J L Pollang, La Center
Alice Hemphy, Tacoma
S L Shaw, Tacoma
J Nelson, Oregon City
Mrs Mersham, do
Chas J Cook, Seattle
B J Cook, Seattle
John Malcomb & wife, Mrs J C Taylor, Everett

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.

GREAT TRADE AT OUR DOOR

FUTURE COMMERCE OF CHINA WORTH STRIVING FOR.

President Hill Talks of Prospects in the Orient, Irrigation, Tariff, Trusts and Railroads.

CHICAGO, June 4.—James J. Hill, president of the Great Northern Railway, speaking tonight on commercial expansion, at a banquet of the Illinois Manufacturers' Association, said:

"Today we have about reached the limit of our public domain which can be made to furnish homes for an intelligent and enterprising population. In many of the Western States are enormous areas of the best land, which, with irrigation, can be made productive in the highest degree. President Roosevelt, who has spent a great deal of his time in the semi-arid regions of the West, has taken an active interest in this subject, and if his efforts and those of others who are working for the same end result in success, future generations will rejoice in the memory of this work, while they build for themselves comfortable homes in the thousand valleys covering that portion of the country which is now given up to grazing ranches for cattle and sheep.

"Considering the question from a National standpoint, the next interest in importance to agriculture is the railroad interest of the country. I think I am safe in saying that next to the Christian religion and the common schools, no single work enters into the welfare and happiness of the people of the whole country to the same extent as the railways; no other work could have made it possible to occupy the enormous stretches through the interior of our country and people them with cities, towns and villages. While railways have to answer for many mistakes of judgment, or of intent, on the whole the result has been to create the most effective, useful and by far the cheapest system of land transportation in the world.

"Much has been said about the increase of traffic in the far East. Twenty years ago the foreign trade of Japan amounted to about $40,000,000, and today it amounts to $250,000,000, of which the United States' share is less than one-fifth. Ten years ago we exported about $5,000,000 annually to Japan and imported from her about $26,000,000. Now our exports to Japan amount to $30,000,000, or six times as much as they were 10 years ago, and the increase in our imports has been very small. In 1890 the entire foreign trade of China amounted to about 50 cents per capita. Should the Chinese trade increase to $3 or $4 per capita, it would amount to more than the entire exports of the United States, and surely this trade is worth striving for.

"With Manila as an American port in the East and the best ships that can be built, we should be able to maintain ourselves as a Nation in the control of a large share of this traffic.

"We have enjoyed all the benefits of a protective tariff for many years, and whatever good it can do in the way of building up infant industries has already been accepted. The growth of our enormous iron and steel industries, which are pointed out as the result of our protective tariff, can be more surely traced to our enormous resources in the iron mines of Michigan, Wisconsin and Minnesota than to all other sources.

"In a country as large as ours, large amounts of capital are necessary, and this capital can be more readily furnished by corporate ownership than in any other way. The only serious objection to so-called trusts has been the method of creating them, and not for the purpose of manufacturing any particular commodity in the first place, but for the purpose of selling sheaves of printed securities which represent nothing more than good will and prospective profit to the promoters.

"If it is the desire of the general public, through Congress, to prevent the growth of such corporations, it has always seemed to me that a simple remedy was within their reach. Under the constitutional provision allowing Congress to regulate commerce between the states, all companies desiring to transact business outside the state in which they are incorporated should be held to a uniform provision of Federal law, that they should satisfy a commission that their capital stock was paid up in cash or in property at a fair valuation, just as the capital of the national banks are certified to be paid up by the Comptroller of the Currency. With that simple law, the temptation to make companies for the purpose of selling prospective profits would be at an end and at the same time no legitimate business would suffer."

Appraiser Hall Resigns.

NEW YORK, June 4.—Charles H. Hall, president of the Board of United States Appraisers, has, it is announced, tendered his resignation to the Secretary of the Treasury, to take effect August 1. Continued ill health is given as the cause. Mr. Hall was at one time law partner of Chief Justice Fuller, of the United States Supreme Court. Later he was appraiser at the port of Chicago. No announcement has yet been made of his successor.

Seeks Aid of the Courts.

NEW YORK, June 4.—Claims presented by more than 100 heirs of her first husband, Frederick P. James, a Wall-street banker, who died in 1884, have impelled the widow of General Daniel Butterfield to seek the aid of the courts in making an accounting of the James estate of $1,000,000, the first in the 17 years of her trusteeship. The case is being heard by Peter B. Olney as referee.

Funston Invited to Speak.

TOPEKA, Kan., June 4.—General Frederick Funston, in command of the Department of Colorado, has accepted the invitation of William Allen White, the president of the Kansas Day Club, to deliver the address at the next meeting, January 29, 1903.

Steamships to Spain.

NEW YORK, June 4.—A new direct steamship service is to be inaugurated between New York and Northern Spanish ports, to be known as the Larrinag Steamship Line. The first vessel, the steamer Bernilla, is scheduled to sail about June 18.

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