# WHEAT FOR 'FRISCO

## Heavy Space Engagements on All Coasters.

## NEARING 1,000,000 BUSHELS

### More Lumber Droghers Are Listed--Alaska Packers' Big Fleet--Only One Ballast Ship En Route For Portland.

The steamer Aurelia is due from San Francisco this morning and will load back with almost an entire cargo of wheat. Two coasters have already departed this month with wheat cargoes for California, and in addition to the Aurelia, the steamers Redondo and Francis H. Legett, which are coming to M. C. Chéal will arrive at Portland this week to load grain for California. From present indications the movement of grain to California this season will be the greatest on record. Since July 1, 1903, there has already been shipped from Portland to various ports in California 282,000 bushels of wheat, while Puget Sound contributed during the same period to the same ports nearly 550,000 bushels. Space engagements already made for March shipments make it practically certain that by April 1 the shipments from Portland to California will reach a total of 1,000,000 bushels, while the remaining three months of the current cereal year will witness proportionately heavy shipments.

As the average foreign cargo from Portland is about 100,000 bushels, it will be seen that these heavy coastwise shipments have cut us out of at least ten foreign ships. As the wheat shipped to California was to take the place of wheat shipped foreign, San Francisco will get the credit for considerable business which rightfully belongs to the Northern ports. Wheat is not the only grain on which the Californians seem to be short, for there are also liberal space engagements made for oats and barley.

### ALASKA PACKERS' BIG FLEET.

#### Over Sixty Vessels Will Be Employed by the Combine This Year.

The Alaska Packers' Association, which employs more seafaring men and more seagoing vessels than are employed by any other company on the Pacific Coast has just completed making up its 1904 fleet. It is slightly larger than that of last year, and includes 17 full-rigged American ships, 12 barks, 1 barkentine, 2 schooners and 29 steamers, with a total of 48,414 registered tons, compared with 42,970 tons last year, and 39,579 tons in 1902. The fleet is made up of the following vessels:

**Ships.**

| | Tonnage. |
|---|---|
| Wm. H. Macy | 2,202 |
| Alexander Gibson | 2,194 |
| Chas. E. Moody | 2,003 |
| Star of Russia | 1,981 |
| Tacoma | 1,738 |
| Balclutha | 1,689 |
| Sintram | 1,656 |
| Star of France | 1,644 |
| Bohemia | 1,633 |
| Star of Italy | 1,614 |
| Eclipse | 1,595 |
| Santa Clara | 1,555 |
| Hecla | 1,529 |
| Indiana | 1,488 |
| Llewellyn J. Morse | 1,395 |
| Columbia | 1,472 |
| Centennial | 1,287 |

**Barks.**

| | |
|---|---|
| Levi G. Burgess | 1,616 |
| Isaac Reed | 1,542 |
| Gatherer | 1,509 |
| Garondelet | 1,438 |
| Palmyra | 1,360 |
| Euterpe | 1,318 |
| Fresno | 1,245 |
| Himalaya | 1,027 |
| Coalinga | 1,001 |
| Electra | 985 |
| Nicolas Thayer | 585 |
| Will W. Case | 583 |

**Barkentines.**

| | |
|---|---|
| Skagit | 507 |

**Schooners.**

| | |
|---|---|
| Premier | 308 |
| Prosper | 241 |

**Steamers.**

| | |
|---|---|
| Kvichak | 1,064 |
| Nushagak | 800 |
| President | 564 |
| Unimak | 254 |
| Chilkat | 172 |
| Island Belle | 143 |
| Jennie | 127 |
| Kayak | 115 |
| Alitak | 115 |
| Kadiak | 114 |
| Thistle | 102 |
| Hattie Gage | 89 |
| Gertie Storey | 73 |
| Afognak | 65 |
| Elsie | 65 |
| Ella Rohlffs | 64 |
| Pacific | 63 |
| Royal | 59 |
| Polar Bear | 57 |
| Novelty | 56 |
| Nakwak | 45 |
| Katahdin | 44 |
| Arctic | 42 |
| Wigwam | 40 |
| Aleut | 38 |
| Reporter | 38 |
| Lillian | 34 |
| Hyha | 32 |
| Quinnat | 31 |
| Total | 48,414 |

All of the fleet will load at San Francisco except the Charles E. Moody, Star of Italy, Hecla, Eclipse, Palmyra, Fresno, Premier and Prosper. The W. H. Macy and Balclutha will take one cargo from San Francisco and another from Puget Sound.

### ONLY ONE BALLAST SHIP.

#### En Route List of Grain Tonnage Made Up of Vessels Bringing Cargo

Prior to the listing of the French bark Asie, which has been chartered for new crop loading at Portland, there was not a single ballast ship on the en route list. All of the others that are headed for Portland are bringing full or part cargoes of merchandise. The Asie, in a manner, may be termed a cargo ship, for she has aboard a full cargo from Antwerp for San Pedro, but will come to Portland from the California port in ballast. Usually at this season of the year the en route list contains a much larger proportion of ballast vessels than of those which are coming with cargo. It is on this scarcity of ballast tonnage that shipowners are relying for an improved freight market. The first new crop charter made last season was the high mark of the season, and now exporters are trying to guess whether the Asie's 25-shilling rate will be high or low for the season. Current opinion inclines to the belief that the rate is not very far out of the way--neither too high or too low.

### MORE LUMBER DROGHERS.

#### C. A. Klose, North Bend and Zampa Added to En Route List.

The schooner C. A. Klose sailed from San Francisco for Portland late Saturday evening, and the schooner North Bend is expected to sail for Portland from San Francisco today or tomorrow. The schooner Zampa, a well-known lumber drogher in this port, is also under charter to come to the Columbia River to load. This trio of lumber-carriers has been added to the en route list of lumber droghers within the past few days, and one or two others, the names of which have not yet been announced, have also been secured to load lumber at Portland. The unfortunate W. F. Garms, which had so much trouble on her voyage to Astoria, left up yesterday morning, and will be in port in time to begin loading today. The Mabel Gale, which has made a number of trips to Portland is coming back again, this time from San Pedro. The coasting steamers have been so busy with the heavy offerings of grain and produce that the bulk of the lumber business has been passed up to the sailors.

### Railroad Ties Float Off the Straits.

PORT TOWNSEND, Wash., March 6.—Captain Olsen, of the schooner James Rolph, which arrived this morning from San Francisco, reports passing through large quantities of railroad ties off the entrance of the Straits. They were sighted on March 5 about 35 miles southwest of Cape Flattery.

Severe southerly gales have been prevalent off Washington during the past week, and the ties were probably part of a deckload lost by some outward bound coaster.

### Manning Sails From Seattle.

SEATTLE, March 6.—The United States revenue cutter Manning sails for San Francisco tomorrow under command of Captain Francis Tuttle. Captain Tuttle came from San Francisco today for the purpose of taking the vessel south.

Since her return from Bering Sea, where she spent the Summer, the vessel has been without a commander, Captain W. C. Coulson, who took her North, having retired. She has been lying up on the Sound all Winter.

### Domestic and Foreign Ports.

ASTORIA, March 6.—Left up at 6:30 A. M.—Schooner W. F. Garms. Arrived at 1 P. M. and left up at 2:30 P. M.—Steamer Alliance, from San Francisco by way of Coast ports. Arrived at 3 P. M.—Steamer Aurelia, from San Francisco, and left up at 6 P. M. Condition of the bar at 5 P. M., obscured; wind south, weather cloudy.

San Francisco, March 6.—Sailed at 1:30 P. M.—Steamer Redonda, for Portland. Sailed—Whaling steamer Thrasher, for whaling grounds; steamer Umatilla, for Victoria; steamer Redonda, for Astoria; steamer Melville Dollar, for Seattle; steamer Montara, for Tacoma. Arrived—Steamer Coos Bay, from Newport.

Seattle, Wash., March 6.—Arrived—Steamer Humboldt, from Skagway. Sailed—Steamer Centennial, for San Francisco.

Tacoma, Wash., March 6.—Arrived—Steamer San Mateo, from San Francisco. Sailed—Steamer City of Puebla, for San Francisco.

# BUILDING FOR THE MEDICOS.

## Willamette University Proposes to Spend $10,000 for the Purpose.

WILLAMETTE UNIVERSITY, Salem, Or., March 6.—(Special.)—The newest line of improvement proposed at Willamette is the erection of a new building on the campus, to accommodate the Medical College. Ever since the removal of the medical department from Portland to Salem, which occurred some years ago, that branch of the university has been quartered in an office building in the business part of Salem. The registration in the medical school has averaged 50 students for the past two years, which is a greater number than the cramped quarters should be made to hold. The number of students would have been much larger this year had the accommodations been adequate.

The trustees are now considering the erection of a $10,000 building on the northwest corner of the campus. The medical faculty, as a faculty, has pledged $1000 of the amount, and they will greatly increase that sum by individual subscriptions. It is thought that the medical alumni, which is large and prominent, would constitute a considerable amount of the remainder.

The building, when erected, will be so arranged that it can be doubled in size when necessary. In connection with this improvement in accommodations the faculty will be strengthened by the addition of three new chairs, and the school year will be made four weeks longer.

These improvements will give Willamette the strongest medical department, in course, faculty and equipment, of any college in the Northwest.

### Preaches on Local Option.

Rev. Andrew J. Montgomery, of the Third Presbyterian Church, East Pine and Thirteenth streets, spoke yesterday morning on the local option question. After giving an outline of the proposed law, Mr. Montgomery gave a review of the local option laws in operation in other states and of the gradual spread of the system. He laid stress on the fact that it gives the people a chance of voting on the liquor question without voting for a party ticket. He also pointed out that the opportunity to reopen the question every two years will keep the advocates of local option constantly on the alert.

Pimples, boils and other humors of the blood are expelled by Hood's Sarsaparilla.

# BOXERS SHOW STRENGTH

## M'BRIDE AND A RAILROAD COMMISSION IS THEIR CRY.

### Initiation of Club at Walla Walla Marks the Beginning of a Bitter Fight Among Republicans.

WALLA WALLA, Wash., March 6.—(Special.)—The formation of a Roosevelt-McBride Club here last night with a large membership and with the avowed purpose of making a strenuous fight for the present Governor in this county, indicated the formal opening of what will probably be the bitterest political battle in the state this year. While the leaders of both the Ankeny wing and the McBride faction pronounce it strictly a pre-convention fight and while all declare their own particular party will go straight down the line with the Republican ticket after the County Convention, in secret there are many misgivings that the "other fellow" is going to knife the ticket if he is defeated.

This only illustrates again how intense becomes the feeling in the now celebrated political campaigns of Walla Walla County, a feeling which is latent the year round, and which breaks out whenever there is an election of any kind, be it of a Poundmaster only.

But for the fact that the McBride wing considers the dual idea of Henry McBride and a Railway Commission inseparable, a compromise which would have meant unity before the convention might possibly have been reached. This compromise would have consisted of sending Republican delegates from this county with instructions to vote for a Railway Commission, but leaving them uninstructed in the matter of a Governor.

All hope of this agreement is past. It was only tentatively broached, many of the Ankeny leaders would not hear of it and the McBride following will consent to no Railway Commission concession which eliminates Governor McBride. The latter argue that a commission without the Governor might turn out like a ship without a rudder with the transcontinental railroads successfully contracting to supply the rudder.

The McBride Republicans include practically the entire coterie of "Boxers," who led the battle against Levi Ankeny for so many years, together with the members of the party who feel that their obligation to Senator Ankeny is done now that he is safely installed at Washington for six years, and who want a Railway and Tax Commission. This leaves the Ankeny machine weaker than of yore. The McBride wing has also gathered in a sprinkling, not an illiberal one, of Republicans discontented with the Ankeny machine rule here, a rule whose dispensations among its subjects have sometimes been more bitter than palatable. Thus a more even battle than has been possible here for many years is provided for, though the Railway Commission plank needs to attract considerable Democratic support to insure a victory.

If it means any handicap, the McBride side here will find a serious obstacle in lack of funds. There is said not to be a man willing to put up campaign money; in fact, with the single exception of ex-Governor Miles C. Moore, there is hardly a man in the faction who could put up campaign money without feeling it.

Banker Moore will not contribute. He is a receptive candidate for important honors, such as delegateship to the National Republican Convention, but his policy is not to supply funds. One reason he gives for this—an occasion he seizes to make a final slap at his rival, Levi Ankeny— is that one man bought his way into high political honors and he does not care to lay himself open to the same criticism. Whether the Ankeny side will have funds or not cannot be stated. Some think the word "Ankeny," used in this connection, is a misnomer. They say the former leaders of the Senator's fight are merely continuing the use of his name to lend weight to their campaign.

Anyway, a bitter, sullen, relentless fight is beginning in Walla Walla County. Its outcome cannot be predicted at all. The balance of victory, in fact, is probably yet to be determined.

### HAD WORTHLESS BANK BILLS.

#### Peddler Attempts to Pass False Currency at Albany.

ALBANY, Or., March 6.—(Special.)—A stranger, who was endeavoring to utter worthless bank bills, was placed under arrest in Albany last night. When arrested the man had in his possession a large amount of paper from defunct banks. The paper ranged in denomination from $1 to $10, and some of the bills were not signed by the bank officials. The money was from the New Brunswick Bank of New Jersey, and the State Bank of Tennessee. As this same question was tried out recently in Portland, and the culprit could not be convicted of any crime, the man was arrested on a charge of vagrancy, and confined in the City Jail to await the action of the authorities tomorrow.

The man, when arrested, refused to give any name. He had been in town for a couple of days, stopping at the Russ House. Last night he attempted to pay W. W. Rowell, proprietor of the Russ House, with a bank note, which was not signed. Mr. Rowell detected the defect, and refused to accept the money. The stranger then started up the street, stopping at the store of A. M. Reeves & Co., Collins & McAlpin's saloon and the Albany Hardware Company, all of the places but the Albany Hardware Company refusing to receive the money. At that place a $1 bill was given in exchange for a pocket knife. But the worthlessness of the money was discovered soon after the man had left, and the police were notified. They soon had the man under arrest. When searched, a roll of bills of $1, $2, $3, $5 and $10 denominations was discovered in the lining of the stranger's coat, so arranged that they encircled the waist.

The stranger seems to be unconcerned about his arrest, being confident that he can be convicted of nothing worse than vagrancy, the penalty for which is light. He has been peddling needles for an excuse to work the town.

### BEET-RAISING AT WAVERLY.

#### Larger Acreage to Be Planted Than Ever Before.

WAVERLY, Wash., March 6.—(Special.)—The sugar-beet industry in this section of the country is growing rapidly, and there will probably be a larger acreage into beets this season than at any previous year. The beet acreage has grown from a very few acres in 1888 and 1889 to nearly 5000 now planted to the saccharine vegetable. Under the excellent management of F. R. Cutler, Jr., the factory made last season the most successful run in its history. Mr. Cutler is making many changes and improvements in the factory and a most successful campaign is anticipated by the management this year.

The farmers all through the country are becoming interested in raising beets, and thousands of acres will be planted where formerly but a few hundred were put in. Thousands of dollars have been spent on the big plant here that it may be in shape to receive the beets when they begin to arrive in carload lots next Fall.

Among the improvements made in the factory are two immense boilers, two large filter presses, two coke filters, two juice heaters, six large syrup tanks and seven new pumps besides an addition to the evaporator. On the outside there has been a large beet shed erected that will hold 12,000 tons of beets and is built as follows: It consists of three bins each 20 feet wide and 400 feet long with floors sloping to a funnel running down the center of each; they are 30 feet high and covered with a floor over which the wagon loaded with beets is driven; the wagon beds contains sliding doors in the bottom, and when these are removed the beets drop through holes in the floor into the bins below.

A new pulp silo, 90x400 feet, has been built and a compound centrifugal pump is used to throw the pulp from the battery to the silo.

This section of the country is specially adapted to growing seeds and the sugar company has gone into the beet seed growing business and expects to make a success of it.

### Pacific Oratorial Delegates.

PACIFIC UNIVERSITY, Forest Grove, Or., March 6.—(Special.)—At a meeting of the Local Oratorical Association the following were selected to represent Pacific University at the business meeting of the I. O. A. C., which will be held here Friday afternoon before the state contest: Harriet Yoder and Mabel Hoge, '04; Lottie Peters and J. W. Philbrook, '05; Clara Irwin and M. L. Barnet, '06; Lilla Irwin and R. U. Peterson, '07.

### Judge Flinn Ill at Albany.

ALBANY, Or., March 6.—(Special.)—Judge L. Flinn, one of Albany's wealthiest and most prominent citizens, is seriously ill at his home in this city. Judge Flinn is president of the First National Bank in Albany, and a Regent of the Oregon State Normal School at Monmouth.

**Visitors to Portland**
Should not miss the delightful trips up and down the Columbia River. Particulars at O. R. & N. city ticket office, Third and Washington.

# FARMERS OWN THE SYSTEM

## HOOD RIVER MEN PAY $46,000 FOR WATER RIGHTS.

### Stockholders Elect Directors and Prepare for Repair of Irrigating Ditch and Flume.

HOOD RIVER, Or., March 6.—(Special.)—Hood River's big irrigation system is now the property of the farmers. The transfer papers conveying the Valley Improvement Company's ditch to the Farmers' Irrigating Company were signed yesterday, and notes given by the board of directors covering the purchase price of $46,000, have been accepted. It only remains now for the snow to disappear, when repair work will begin. The first stockholders' meeting of the Farmers' Irrigating Company was held Friday afternoon, when the bylaws of the company were adopted and the following board of seven directors elected.

E. N. Benson, A. C. Staten, H. F. Davidson, A. E. Lake, N. C. Evans, W. H. Pough, G. D. Woodworth.

The newly-elected directors qualified yesterday and organized with E. N. Benson president and general manager, A. C. Staten vice-president, N. C. Evans secretary, A. E. Franz treasurer. Later in the afternoon the board of directors of the Valley Improvement Company stepped down and out and they places were filled with the following stockholders in the Farmers' Irrigating Company: N. C. Evans, J. L. Henderson, A. C. Staten, W. H. Pough, E. N. Benson.

This new board is expected to complete all arrangements for transferring the property to the Farmers' Irrigating Company and settling up the accounts of the old company. Tomorrow the directors will make an inspection of the flume and ditch to decide on what repairs are needed. It is understood that N. C. Evans is to superintend the construction work this Spring.

### DOSE OF MEDICINE KILLS CHILD.

#### Sister Gave Little Brother Cough Syrup Intended for Grandmother.

ALBANY, Or., March 6.—(Special.)—Harold Huddleson, the 2-year-old son of Mr. and Mrs. W. A. Huddleson, died from the effects of a dose of poison innocently administered at the home of J. J. Spalinger, in Syracuse precinct Friday.

Mrs. Spalinger, who is ill, had been in the habit of permitting the little girl to fix the medicine. On the day when the poison was administered to the boy, the little sister came into the sickroom while her grandmother was asleep, and in a spirit of playfulness suggested that she and her brother "play doctor," she dosing out the medicine. She gave the boy an overdose of some kind of cough medicine, and took one herself.

The medicine is harmless when taken in small doses, but too much produces serious results. As soon as the facts were known, a physician called, but he was too late to save the boy's life. The medicine hardly affected the girl.

### Two City Tickets at Elgin.

LA GRANDE, Or., March 6.—(Special.)—At a caucus meeting held at Elgin, 25 miles from La Grande, Friday evening two tickets were placed in nomination for the city elections as follows:

For Mayor, Frank Graham, J. A. Masterson; Recorder, R. H. Lloyd, A. R. Tuttle; Marshal, C. E. Henderson, W. M. Morelock; Treasurer, J. B. Thorson; Councilmen, J. R. Weaver, U. F. Weiss, H. H. Hug, Robert Blumenstein, J. L. Overton and J. C. Christianson.

This makes two full tickets, with the exception of J. B. Thorson, who has no opposition for Treasurer.

### La Grande to Nominate City Ticket.

LA GRANDE, Or., March 6.—(Special.)—Tomorrow evening there will be a general mass meeting of citizens held in the Opera-House in this city for the nomination of city officers for the city election, which takes place March 14. A number of men have been mentioned who are well qualified for the positions, and who will work for the city's best interests.

### Welcome Rain in Grand Ronde.

LA GRANDE, Or., March 6.—(Special.)—It has been raining in the Grand Ronde Valley nearly all day Saturday and Sunday. The farmers generally are pleased, and say it is good for wheat and fruit and all crops which will soon be put in, and the stockraiser says it is just what is needed now for the ranges. All kinds of livestock is doing well.

THERE IS NO SUBSTITUTE FOR

ROYAL

BAKING POWDER

Absolutely Pure

IT IS A MATTER OF HEALTH

# PROTEST ON JAPANESE

## HOQUIAM DOES NOT WANT CHEAP LABOR IN HER MILLS.

### Great Mass Meeting Adopts Resolutions--Girls May Be Brought From Lynn, Mass.

HOQUIAM, Wash., March 6.—(Special.)—One thousand citizens of Hoquiam crowded the theater to overflowing this afternoon to listen to speeches made by labor speakers of the state and the reply of O. C. Fenlason, president of the Panel & Folding Box Company, regarding the importation of Japanese labor into this city. Hoquiam has never had so large, enthusiastic and representative a gathering, and the house echoed with cheers as the speakers struck a resounding chord with the workingmen. The meeting, which lasted four hours, brought out some excellent talkers and numerous questions were asked Mr. Fenlason, who answered them with a good argument, showing how the city would be benefited by the company importing Japs.

In Fenlason's speech to the crowd he told them to join the unions, saying they had nothing to lose but their chances and the world to win. He was loudly applauded, as was the proposal of importing 100 girls from Lynn, Mass., to do this work. The following resolutions were voted on by the crowd which were unanimously carried:

"Whereas, It has been shown that wherever Japanese or Chinese laborers have been employed the effect has been to lower wages instad of increasing them, force down the standard of living and to demoralize business interests.

"Resolved, That the citizens of Hoquiam in mass meeting assembled, do most emphatically oppose any move toward bringing Japanese or Chinese laborers into this locality."

Several speakers took the platform, among them the state organizer of labor, C. W. Young, Brown, of this city and Thomas, of Aberdeen. A committee of 15 business and union men were appointed to confer with the company and an agreement which will be final will be reached when this matter will be reported to the public.

### FOREST GROVE'S SALOON FIGHT.

#### Heitory of Efforts to Prevent the Sale of Liquor.

FOREST GROVE, Or., March 6.—(Special.)—A. G. Watson, whose litigation with the city authorities here has been the main topic of conversation locally for the past month, will today appear before County Judge Rood at Hillsboro, in the unique position of being plaintiff in three writs of habeas corpus, all alleging the illegality of a city prohibitory ordinance under which he has thrice been arrested, and that Forest Grove is not regularly incorporated a municipality.

The college town's troubles with the liquor question date back it its beginning with spasmodic efforts to repress the traffic whenever it has become so offensive that it seemed likely to bring a licensed saloon as an improvement over unrestricted and unregulated selling. But the prosecution has been effective only in the case of one man who was broken up financially, ruined by a multiplicity of suits, and these tactics have evidently been chosen now, as the prohibitionists, using the term in its local application, proclaim they will spend every cent the city has to bring about a successful issue to the present prosecution.

A forfeiture clause in the original title deeds forever forbade the selling of ardent spirits in Forest Grove, but the founders evidently believed, as do many good citizens now who are upholding Watson, that beer is a different matter, and did not put that popular beverage under the ban. Three suits were filed about two years ago by Pacific University, who would benefit by the forfeiture, but no attempt has been made to get them to trial, and recently a Main-street building and lot with an unconditional warranty deed was sold by one of the chief officers of the institution to a druggist who had been considered the chief offender. Curiously enough, the property is the same fitted up for refreshment purposes by the man who alone of all the many prosecuted was driven out of business for liquor selling here, and another coincidence is that the building is occupied by the present Prohibition Mayor, whose printing plant will be forced to a side-street location if the druggist chooses to use the location.

The administration now in charge of city affairs is made up entirely of newcomers, the oldest of the number having resided here less than four years, and their enthusiasm has not been dampened by the discouragements which older residents have suffered in their efforts, so that the question will probably go through the Supreme Court and as many cases piled up as complaints can be gotten regardless of cost to the town. It was the money side that led to the abandonment of prosecutions four years ago, and the repeal of the previous prohibitory ordinance. A subscription fund, it was claimed, had been raised, but when the bills came in after the jury in the Circuit Court had disagreed the city was thrown into the costs with the result that the Council at once took steps to prevent further expensive litigation and the matter was left without regulation until three new Councilmen and a Mayor came into office early in this year. Claiming the right to cast the deciding vote in the tie between the old and new members of the Council the Mayor declared the proposed ordinance passed and has authorized these prosecutions under it.

Public sentiment is divided, much as in the much-discussed Army canteen question, many preferring a beer saloon to whisky-selling by the drugstores, in whose interests the ordinance is considered to be. It is said that immediately upon the passage of the ordinance the largest order for whisky ever given here was secured by a Portland liquor house.

In order to evade the service of a third writ of habeas corpus, which it was supposed would be addressed to the Marshal, the subterfuge was used of keeping the prisoner in court so that the writ was served on the Recorder and he escorted the prisoner to the county seat, turning him over to the Sheriff, who released him on bond. Now some are wondering, as the Recorder is not a peace officer and loses his magisterial authority when he leaves the city limits, how he can detain his prisoner should Watson be returned to him. But such an outcome, though it would be welcomed as an easy escape from a vexatious dilemma, is not likely to occur, as Mr. Watson has stated his intention of carrying his case to the highest court, emboldened doubtless, by the good fortune of a predecessor who pleaded guilty here once, was fined $400 and afterward had his money returned with interest after the Supreme Court had reversed the lower court's decision.

### To Debate With Washington.

UNIVERSITY OF OREGON, Eugene, March 6.—(Special.)—Fred Steiwer, J. W. McArthur and John Veatch have been selected to represent the University of Oregon in the fifth intercollegiate debate which is to be held with the Washington University team in Seattle some time in April. Each institution has won two decisions, and as a consequence the result of the coming contest is awaited with unusual interest and every effort is making among the Eugene students to win the series.

The three men that have been chosen to speak for Oregon are experienced debaters, each having done much debating work. Fred Steiwer, the leader, and J. W. McArthur are members of the sophomore class, while John Veatch is a freshman.

### S. P. Whitley.

LA GRANDE, Or., March 6.—(Special.)—Word reached here today from Okanogan Falls, B. C., of the death of S. P. Whitley a few days ago at that place. The deceased was well known in La Grande and in all Eastern Oregon. He was born in New York, April 30, 1828, and came to Edmonton, Alberta, in 1862. He was a millwright and was employed by W. J. Snodgrass, in this city, and has been associated with him in the milling business nearly all of the time for the past 35 years.

Mr. Whitley was engaged in the construction of a large flouring mill at Ore Dell, a few miles west of this city, which was swept away by a flood over 20 years ago. He has operated and constructed mills in the Blue Mountains in different communities.

### Edward Rosendorf.

CORVALLIS, Or., March 6.—Edward Rosendorf, of this city, a medical student in the University of Pennsylvania, died in Philadelphia today. His mother started for the bedside last Friday and expected to reach Philadelphia Tuesday evening.

Mr. Rosendorf was a graduate of the Agricultural College, and his early death has caused much sorrow to many friends.

MAP OF THE HISTORIC DARDANELLES THROUGH WHICH RUSSIA'S BLACK SEA FLEET MUST PASS TO AID THE CZAR'S SHIPS IN THE FAR EATS

The historic Dardanelles are again to the front in connection with the Russian-Japanese war. The question is whether the Czar shall be permitted to have the strong fleet, now virtually bottled up in the Black Sea, pass through the strongly fortified, narrow strait, so that it can go to the aid of Russia's beleaguered vessels in the Far East. Of the treaty powers affected, England will, of course, object, but France and Germany, if not actually favoring Russian designs, are lukewarm on the subject. Turkey, however, might connive at a stratagem to let the ships get out. The Sultan's guns and soldiers guard the passage, but the sentries might go to sleep some dark night and fail to observe the silent movement of the war vessels in the tortuous channel.

The Dardanelles itself is a little over 42 miles long and is from three to four miles wide, but at the narrowest part is not more than 1000 yards across. This is at a point guarded by Chanak Kalesi Castle, where huge chains are used to bar the passage. The strait connects the Sea of Marmora with the Aegean, and is supposed to be the key of the Turkish capital. This question of the protection of Constantinople is the central fact kept in mind by all the treaties governing the Dardanelles. Turkey has for centuries contended that no warships should pass through the strait without her permission. She had built the first defenses at its southern end against the war galleys of the Venetians, and these she closely guarded. England was the first power to recognize Turkish rights in this respect. This was in 1809, and the question was not raised again until 1833, when the celebrated Russo-Turkish treaty of Hunkiar Iskelasi, signed June 26, closed the Dardanelles to all foreign fleets except those of Russia. The objection of the powers, especially of France and England, was so great, however, that the treaty was abrogated. Matters thus remained until 1841, when Mehemet Ali was making trouble for Turkey, and France was aiding him.

To keep the French fleet from menacing Constantinople a compact, called the quadruple treaty, was signed at London, formally closing the Dardanelles to foreign war vessels. This convention was signed by England, Russia, Austria and Prussia, and probably saved Constantinople from invasion. A few years later, however, France discovered that the treaty was an excellent arrangement to keep Russian ships from menacing her southern shores at any time, and she also signed the compact. Then the Muscovite discovered that unwittingly he had signed a convention to keep his war craft immured in the Black Sea. The Crimean War of 1854-56 clinched the matter. Nicholas I was crushed by a coalition of the powers and was compelled to sign the treaty of Paris, which, while neutralizing the Black Sea and throwing it open to commerce, further declared that the Dardanelles should remain closed to foreign men-of-war. This attitude was confirmed in 1871, and again in 1878, after Turkey had been defeated by Russia. The treaty of San Stefano, signed March 3, 1878, granted to the Russian conquerors many concessions, including the free passage of the Dardanelles.

The powers objected to the arrangements, fearing that Russia had acquired a preponderance of power over the Northern Turkish provinces, which might ultimately threaten Constantinople and the approaches to the Black Sea. After a critical period of diplomacy the Congress of Berlin was held—June 13 to July 13, 1878—the result being a treaty that stripped Russia of much of the fruits of her victories over the Turks, and further declaring that the Dardanelles should remain closed to war vessels.

This treaty was signed by England, France, Prussia, Austria, Russia and Sardinia. Thus the matter has remained up to the present, except that in 1891 the Porte and Russia reached an agreement that ships of the "volunteer fleet" of Russia bearing the flag of the merchant marine shall have free passage of the Dardanelles, but that Turkey must be notified should these vessels carry convicts or soldiers.

A year ago last January Great Britain protested when four Russian torpedo-boats from Cronstadt were permitted to pass the strait to join the Black Sea fleet, but none of the other powers took notice of the affair. It is obvious that at this juncture, when Britain's ally, Japan, is involved, England's protest against permitting Muscovite men-of-war to get out of the Black Sea will be of a more strenuous nature. In the accompanying map the Dardanelles and adjoining territory are enlarged to give a better understanding of the region.