UNION PACIFIC PIE

Stockholders Will All Get Slice Some Day Soon.

TREASURY IS BURSTING

Large Sums Are to Be Spent in the Northwest, but All Will Not Be Needed for This Purpose.

NEW YORK, March 11.—(Special.)—No question interests Wall street quite so much at the present time as just what the plans of the Union Pacific for the next two years or so may be. The financiers, speculators and the brokers can get interested in copper stocks or in the ore lands of the Great Northern Railway for a time. They can scan the earnings of the United States Steel Corporation, to see what the probabilities of a dividend on the common stock in the near future may be. They can get up some enthusiasm about the Goulds' Colorado Fuel & Iron Company, or their Western Pacific road, which is to let them out to the Pacific. Again, they can watch with an eye of wisdom the gyrations of the stock of the American Smelting & Refining Company in the market, but after all the thing that will hold the attention of all of them is the Union Pacific.

"Union Pacific is my choice every time," said one man the other day. "It is a great road, but the people who have piled up its enormous assets are the ones who can appeal to my imagination. That road has about $80,000,000 of a surplus in its treasury. Harriman and the Kuhn, Loeb people put that there, and I want to be on hand when the pie is divided.

"Oh, I know that some people say they are not railroad men, or at any rate that they did not make this money out of railroading, as, for instance, Hill usually makes the money for his stockholders; but, after all, tell me, didn't they make it just the same, and didn't they do it pretty cleverly?

"Of course, it was a clever stroke. Why they made the most of that money out of their investment in Hill's Northern Pacific. Hill toiled and planned for years to do just that very thing—pile up a great surplus for the benefit of his stockholders, and after all Harriman came in and got away with a big slice of the good thing.

"Now Harriman must divvy up with me and the other little fellows. He has $80,000,000 or more in the treasury of the Union Pacific made out of investments—clear profit. That money belongs to the common stockholders, and they will get it sooner or later. See if they don't.

"The Harriman people are not saying much. Not they. It is not time yet, but it will be some of these days. When that time comes I expect a big extra dividend in some form or other.

"Yes, this talk about a lot of money to be spent on extension and for competitive railroad building is all right; there will be a good deal of that. The Harriman roads have under way improvements which will require an aggregate expenditure of more than $15,000,000, and that is not the end of the programme. They are going to spend much more. Indeed, it is stated that in the neighborhood of $75,000,000 will be spent in the next few years, and I believe this to be altogether true.

"The most of this money will be spent in Oregon and Washington, probably. But that isn't going to prevent a distribution of the immense assets of the road for the benefit of the stockholders. Not much. Means will be found to provide funds for the construction of these great works. What are financiers for, anyway?"

Rails on Riparia Branch.

WALLA WALLA, Wash., March 11.—(Special.)—The grading on the Riparia-Lewiston branch of the O. R. & N. has been completed for a distance of 59 miles out of the total distance of 71, and the rails have been laid for a distance of nine miles down the river from Riparia.

Charles Erickson, of the firm of Erickson & Peterson, who have the contract for the construction of the lines, states that they expect to have the line entirely completed by August 1, or in time to handle the grain and fruit crops this year.

STOP RAILROAD MONOPOLY

Heyburn Would Prevent Carriers Owning Commodities They Haul.

OREGONIAN NEWS BUREAU, Washington, March 9.—Senator Heyburn of Idaho, is one of those who believes that railroads should not be permitted to be dealers in commodities which they transport over their lines, and on this question he stands firmly with the fearless Tillman of South Carolina, who reported to the Senate the unamended Hepburn railroad rate bill. This fact did not come out in the debate on the rate bill, but in the discussion of Senator La Follette's amendment to an Indian Territory bill, which proposed to prevent railroad monopoly of the coal industry in Indian Territory. Mr. Heyburn took occasion to support the amendment, and in doing so stated his position on the general question.

"There is no greater evil today in the United States than that involved in the existing control of common carriers over the utilities of life," said Senator Heyburn. He added:

Productive industry and the functions of a common carrier should be kept so distinctly apart that neither would control the other. If productive industry controls the railroads, they do it for their selfish interests; if the railroads control productive industry, they do it for their selfish interests. It may be difficult to find a remedy for this evil; but it is the greatest evil today existing in the business world. No railroads should be engaged in any other business than that of a common carrier; no productive industry should have such a grasp upon the common carriers of country that they can control them. Take the producers of iron and steel and iron and steel products of this country and allow them to control the transportation as a matter of personal accommodation to them, to the exclusion of those whom they may choose to exclude, you paralyze competition and you place this industry in the hands of the controlling force.

Take these coal lands. Perhaps we shall never find a cure in our generation for the evil that exists in the older states; but we can at least scotch it as it approaches and threatens the new civilization of our country in these territories; and we should direct our attention to it. We can only draw conclusions of wisdom perhaps from the things of the past or from conditions that are beyond our reach today; but we should not fail to draw those conclusions for the benefit of a correct solution of the difficulties that confront us in this case.

Here are, perhaps in extent and in character, as valuable coal lands as there are in the world. We are proposing to sell or lease them for the best price and upon the most favorable conditions for the benefit of these Indians. If we sell enough or lease enough of those coal lands to the railroads to enable those railroads to supply the market, the remainder of the coal lands will have no value whatever. Private investment is not going into the field to compete with the railroad in mining and selling coal in the general market, unless you can reach that much-to-be-desired point of preventing discrimination in freight rates on the part of the railroads, by which today in the State of Wyoming, where the railroads own vast and valuable coal fields, coal lands that are not owned by the railroads have no market and individual ownership of those coal lands is today without any possible realization.

We deal with the coal of Wyoming. I cited it as an instance, in no invidious sense, but because we draw our coal supplies from those mines, and we know something of the restrictions upon our rights in a business way that flow from the management of those mines. We know that halfway between the coal mines in Wyoming and our mines there are other coal fields that, with the same development, would produce the same character of coal and the same quantity of it; and we also know that because of the interest which the railroad company and those connected with it have in these mines in Wyoming, we cannot secure either the accommodations for transportation or such rates as would enable us to deliver our coal to our market for the same price that they deliver the coal from their mines. We know that as a matter of fact.

Senator Fulton, of Oregon, interrupted to say that he agreed with Mr. Heyburn in his desire to prevent railway companies engaged in hauling coal from owning coal mines and selling the product. "But I wish to ask the Senator if he thinks that that could be prevented without at the same time preventing the stockholder in a railroad company from being interested in coal mines?" asked Fulton.

Mr. Heyburn said he was inclined to believe that it could. He said that the law might be circumvented, but the experiment was well worth trying. When Mr. Fulton asked the Idaho Senator if he thought Congress could prohibit a stockholder in a railroad corporation from investing his money in coal land, Mr. Heyburn admitted that he did not think so. "I think, as a matter of fact," said he, "that we could not do it. I do not believe that the power of the Government could be extended that far."

Senator Teller, of Colorado, who had followed the discussion, offered a few pertinent suggestions, saying:

I wish to ask the Senator whether he has examined the decision of the Supreme Court on this coal question, which was rendered a few days since—the case of the New York, New Haven & Hartford Railroad Company vs. the Interstate Commerce Commission. In that case the court holds:

The question, therefore, to be decided is this: Has a carrier engaged in interstate commerce the power to contract to sell and transport in completion of the contract the commodity sold when the price stipulated in the contract does not pay the cost of purchase, the cost of delivery and the published freight rates?

In this case the Supreme Court held, I think, with unanimity that the railroad company could not engage in such business. I believe therein lies our remedy, and in the bill that is either before us or which is coming to us soon. That would not, of course, apply perhaps to coal in a state, but the states could themselves handle that within their jurisdiction the same as the General Government can within its jurisdiction. So it is within the power of the General Government or of the states to prevent these corporations from doing this today.

To this Mr. Heyburn replied:

I have not doubted for a moment at any time that a corporation would be limited to the powers conferred by its charter, and all transportation companies, so far as I have had occasion to know about them, are by the terms of their charters confined to that class of business, but it is rather a question with us of affording an opportunity for the evasion, the easy evasion, of the law in this case.

CAPITAL CITY ARRIVES.

Light Draft Steamer Will Ply the Upper Columbia.

The light-draft steamer Capital City, recently purchased from the Olympia & Tacoma Navigation company, of Puget Sound, by The Dalles, Portland & Astoria Navigation Company for the purpose of plying on the run of the steamer Regulator, which was recently burned at St. Johns, arrived up under her own steam from Astoria yesterday.

The Capital City was originally known as the Dalton, having been named for the explorer of the Klondike, and was first placed on the Stikeen River by the builder, J. H. Troup.

The steamer is a stern-wheel light-draft river boat, capable of carrying 400 tons of freight in addition to accommodating passenger traffic. She will be overhauled and placed on the run up the Columbia as soon as repairs can be completed, for it will be necessary to tear off the housing with which the craft was equipped for the journey around from the Sound, and other extensive improvements are planned by the new owners.

Captain S. A. Wilson, of the Olympia & Tacoma Navigation Company, brought the craft from the Sound to the Columbia River, where she was turned over to M. Talbot, vice-president of the local company, at Astoria.

STEAMER INTELLIGENCE.

Due to Arrive.

Steamer—From.	Date.
Alliance, Eureka and way	Mar. 13
Roanoke, Los Angeles	Mar. 13
Senator, San Francisco	Mar. 15
*Arabia, Orient	Mar. 15
F. A. Kilburn, San Francisco	Mar. 18
Columbia, San Francisco	Mar. 20
Northland, San Francisco	Mar. 20
*Aragonia, Orient	April 5

Due to Depart.

Steamer—Destination.	Date.
Columbia, San Francisco	Mar. 12
Redondo, San Francisco	Mar. 14
Alliance, Eureka and way	Mar. 15
Roanoke, Los Angeles	Mar. 15
Senator, San Francisco	Mar. 17
F. A. Kilburn, San Francisco	Mar. 20
Northland, San Francisco	Mar. 25
*Arabia, Orient	Mar. 25
*Aragonia, Orient	April 15

*Carrying mail.

SNOW FALLS IN THE EAST

Heaviest in Ohio Reported in Over Ten Years.

CLEVELAND, March 11. — A heavy snowfall, which began here early today, has continued up to midnight. Reports from Springfield and other towns in the state say that the snowfall reached a depth of 10 inches, being the heaviest since the Winter of 1893-94.

INDIANAPOLIS, March 11.—The heaviest snowfall of the Winter, ranging in depth from four to 12 inches, covers Indiana tonight. In the north portion traffic on steam and electric roads has been impeded.

Templeton Leaves the University.

UNIVERSITY OF OREGON, Eugene, March 11.—(Special.)—Frank Templeton, of the 'varsity football team for '05, has left Eugene for Portland, where he is engaged as an officer on the river boat Spencer. The star halfback carries with him a certificate from the president of the university showing that his credits and college work were in every way satisfactory.

Templeton's record here as a defensive halfback is unequaled in the history of football at this college.

CHRIST AND HIS KINGDOM

OPINIONS EXPRESSED BY DR. N. D. HILLIS REPLIED TO.

St. Mark's Rector Says That Kingdom and Church Are One From Day of Pentecost.

PORTLAND, March 9.—(To the Editor.)—The man who ventilates his views in the newspapers, or attempts to influence the thought of his times through the medium of the press will, if he be honest, welcome intelligent and courteous criticism. That Rev. Dr. Newell Dwight Hillis seeks to impress his thought and conceptions upon the readers of The Oregonian is clear from the fact that each Sunday he inserts a sermon for their benefit.

I am very sure that Dr. Hillis, though he writes from the other side of the continent, has no desire to pose as a theological autocrat in this locality, or shut off reasonable discussion of his statements. It is in this field where his particular ideas are expressed, from week to week, that consideration of them should be made. So, with every regret that he is not on the ground to read what I have to present as soon as it is printed, and promising to send him a marked copy of The Oregonian in which this appears, I essay to say my say. It is all in relation to his sermon in your issue of last Sunday, March 4.

In the first place I would like to ask: From what portion of Holy Scripture, or from what authoritative source, does he get the words which he puts into the Savior's mouth and uses as a text? They are not to be found in the recorded utterances of Christ, as a complete and independent sentence, or in the sense in which he uses them. The four words occur once in the order in which he places them—"Go ye and tell"—in St. Luke, xiii:32; but they are addressed to the Pharisees, who had informed Christ that Herod sought to kill him. "Go ye and tell that fox, Behold I cast out devils, and do cures today and tomorrow, and the third day I shall be perfected." If he uses St. Matthew xxviii:19, why does he not give us the authorized or revised version, or make his own translation from the original Greek? "Go ye, therefore, and make disciples of all nations, baptizing them into the name of the Father and of the Son and of the Holy Ghost, teaching them to observe all things whatsoever I have commanded you." To use the first sentence and reject the second and third is to mutilate the command of Christ.

Finding Dr. Hillis' text nowhere in the Bible, I am constrained to believe either that he must have some extraordinary and personal source of knowledge concerning the utterances of Christ, or, that he deems himself inspired to reveal statements of Christ's hitherto unknown—thus adding to the content of Holy Scriptures.

In the second place: In the light of ancient and modern research into the life and character of Christ, it is amazing to be told that Christ's career contradicts all our notions of thought and life—that "in the age of the 'Porch,' the 'Lyceum' and Gamaliel's school, Jesus organized no institution for culture and training." In the age of the synagogue and solemn ceremony, and Jewish ritual, Jesus taught in the open air. He ignored every institution that we think essential to success." On the contrary, if there is any truth in modern conclusions as well as Scriptural records, the career of Christ manifests the most perfect conformity to human conditions. He used ordinary methods and adapted established customs. He fell in, as it were, with recognized modes.

Nothing but the perversion of reason can lead anyone into accepting the position that Christ did not use the methods of the men of his day in the first promulgation of his Gospel. Like the Greek and Roman philosophers; like the Babylonian and Alexandrian leaders of Jewish thought; like Gamaliel himself at Jerusalem, Christ most certainly founded a school of disciples and was their acknowledged leader. Of the body of his disciples he selected 12 men whom he kept in constant contact with himself, whom he trained in an especial way, and whom, during the ministry of his lifetime, he sent on more than one occasion to preach the Gospel of the kingdom. Further, during the same period, he sent 70 other selected men to preach the kingdom, and there are instances where he commissioned certain individuals: "Go thou and preach the Kingdom of God."

Was not this organization? Was not this the adoption of ordinary human methods? But all this refers alone to the ministry and conditions of Christ's lifetime, when as yet there was neither Christian individual nor Christian religion. There were believers in Christ, but no Christians. There could be no Christians until Christ had perfected his plan of salvation and accomplished the redemption. The disciples and believers regarded Christ as the Messiah, God incarnate, and loving him with all their souls, knew that he was in process of redeeming mankind. But not until the conditions which brought about the Christian covenant—namely, the death, resurrection and ascension of Christ and the fulfillment of his promise to send the Holy Spirit, were accomplished, was it possible for anyone to be united to God under the terms of the Christian covenant. When Christ's work was done, and his great plan perfected, then, indeed, the Christian religion and the Christian covenant became facts in human life.

With the birth of Christianity on the day of Pentecost, a new order entered into the relations between man and God—an order prearranged and precommanded of Christ. In this order we shall see that Christ did not depart from human methods and natural means, but that he utilized customs and practices with which men were familiar. This will appear in the consideration of the next point at issue.

In the third place, Dr. Hillis makes the astonishing statements: "Jesus left no volume, no chapter and no page. Our idea is that if a man wants his work to go on he must perfect an organization, ecclesiastical, political or commercial. Jesus organized no church, instituted no ranks of the ministry, wrote no creed, left no organization behind." How beautifully sweeping! The orthodox Protestant finds his Bible taken from him, and the orthodox Catholic his church. Nothing tangible is left; only a dream of love; a dream that must inevitably vanish with the Bible and the church which give it being. There is no possible way of knowing that Christ was incarnate love except through one or other.

It is undeniably true that neither the New Testament nor the church was in existence at the time of our Lord's ascension ino Heaven. If this is what Dr. Hillis means, I agree with him to the letter. But, if he means to insinuate that Christ did not cause the Bible to be written for our learning, and did not cause the Christian church to be organized, as the house of our sanctification, then I repudiate his position utterly.

I am not writing to argue with a Christian who rejects the Bible on one hand and the church on the other, for I know not what the nature of his religion may be. I am simply writing to show what the Bible record actually is as to what Christ did, and how he did it.

It is no begging of the question to assert that the supreme object of Christ's coming was that he might be a King among men, and found a kingdom on earth. This may appear to be a somewhat unusual way of stating the case, but it is the Biblical way. Let us prove that it is so.

The central idea of the Old Testament is the Messiah who was to come, and the influence he was to exert in the world. Though a victim, giving his life for mankind, he was none the less to be a King, and to found a kingdom in righteousness. The conception of the coming King and the coming kingdom expressed in type and symbol and by direct prediction, through the law, the prophets and the holy writings, is the unifying principle which gives cohesion, meaning and value to the books. Take the thought of the King and the kingdom out of the Old Testament and nothing remains of any worth. We would then possess certain writings of ancient origin; literary curiosities; documents possessing a doubtful historical value, but nothing of permanent value. But containing, as they do, not only the idea but the promise of the King and his kingdom, they are of inestimable value. They lead up to and prepare us for the actual occurrences of the New Testament. Let us examine these latter:

The evidence of the New Testament shows:

1. That the Jewish people were expecting the Messiah as a ruler and King.
2. That Jesus, the King, was born.
3. That Herod sought to slay him because he was a King.
4. That the wise men presented gifts to him as a King.
5. That John the Baptist announced the Messiah—King.
6. That John the Baptist announced the "kingdom at hand."
7. That when about 30 years of age Christ began to preach the gospel of "the kingdom."
8. That Christ said the kingdom is "at hand."
9. That Christ sent the 12 Apostles to preach "the kingdom."
10. That Christ sent the "seventy" to preach "the kingdom."
11. That Christ commissioned certain individuals, with the message to each, "Go thou and preach the kingdom."
12. That Christ took extraordinary pains to describe "the kingdom" in the parables of the kingdom.
13. That Christ gave the key to the understanding of these parables in his interpretation of the parables of the wheat and tares and of the dragnet.
14. That Christ pictures his "kingdom" as being in, but not of, this world.
15. That Christ says, definitely, that the field, in which he himself is the sower, is the world. That in the world there are two classes, the children of "the kingdom" and the children of the wicked one. That the devil sows the evil seed among the children of "the kingdom," and that, at the end of the world, it is out of "his kingdom" that the angels shall cast "all things that offend, and them which do iniquity."
16. That St. Matthew, using the expression "kingdom of heaven," and the other evangelists, the expression, "Kingdom of God" mean the same thing—the kingdom which Christ was founding.
17. That Christ emphasized the importance of "the kingdom" in many remarkable passages, notably in three: First—Bidding his disciples "Seek ye first the Kingdom of God and his righteousness, and all these (earthly) things shall be added unto you. Second—Stating, "I must preach the Kingdom of God in other cities also, for, therefore, am I sent." Third—Putting as the first petition of the Lord's Prayer, "Thy kingdom come, thy will be done on earth."
18. That St. John the Baptist made the positive assertion, "the kingdom is at hand." That Christ made the same statement, "the kingdom is at hand." That Christ informed the disciples: "There be some standing among you who shall not taste of death until they see the Kingdom of God, come with power." That on the last night of his earthly life, Christ said: "I will not drink of the fruit of the vine until the Kingdom of God shall come."
19. That Christ asserted his own Kingship, accepting as his right the regal honors which were showered upon him at the time of his triumphal entry of Jerusalem; and that he made the same claim just as positively at the time of his trial before Pilate.
20. That Christ was put to death for the technical reason that he claimed to be a King.
21. That after his resurrection, Christ remained on earth 40 days instructing his apostles "in the things pertaining to the kingdom."

All this proves, beyond the possibility of question, that if the Bible record be true, Christ spent the years of his active ministry in leading his disciples to the idea of his own sovereignty over their hearts and lives, and in laying the foundations of an organized kingdom among men. It proves that the kingdom was potential only—outlined, planned and ordered—during his lifetime. It proves that the kingdom was "at hand"—the promise being that some of those who heard Christ speak should not die until they had seen "the kingdom" come with power.

The question is: When did this kingdom, for which Christ labored, this Kingdom of God in which the enemy was to sow the tares of evil; this kingdom which was to be on earth and composed of human beings; this kingdom out of which "all things that offend and them that do iniquity" are yet to be cast—when did this kingdom come into existence? There is but one answer. It came into existence on the day of pentecost, when the Holy Ghost was poured out upon the body of the believers. No other answer is possible. For nothing else, known to the thought or imagination of man, begins to correspond to the conditions of the kingdom pictured in the Gospel, save only the kingdom founded on the day of pentecost. That the kingdom of the day of pentecost was highly organized we know from Holy Scripture.

Christ's directions concerning its organization had been these: He had appointed baptism as the means of admission to it, "except a man be born of water and of the Spirit he cannot enter into the kingdom," and he had commissioned his apostles "to evangelize all nations, baptizing them," etc. He had appointed the Holy Communion as its central act of love and worship—"This do in remembrance of me." "This do ye as oft as ye shall drink it in remembrance of me." "I will not any more eat thereof, until it be fulfilled in the Kingdom of God." He had appointed the 12 Apostles the overseers of his kingdom—"I appoint unto you a kingdom, as my Father hath appointed me; that ye may eat and drink at my table in my kingdom." "Go ye, therefore, and teach all nations, baptizing them in the name of the Father and of the Son and of the Holy Ghost, teaching them to observe all things whatsoever I have commanded you; and lo, I am with you alway, even unto the end of the world."

That the converts of the day of pentecost conformed, literally, to these commands of Christ's, is a matter of record. Repenting of their sins they were baptized into the kingdom, and they received the gift of the Holy Ghost. Then, "they continued steadfastly in the doctrine," which they had received from the Apostles. They continued "in fellowship" with the Apostles whom the Lord had placed over them. They were constant in receiving the holy communion,' for "the breaking of bread" can mean nothing else; and they met in united worship, "the prayers."

This is enough. We have a perfectly plain Bible record that the moment Christ's redemptive work was complete, the moment it was possible for a human being to enter the conditions of the Christian covenant, that moment those who believed in Christ were incorporated into the kingdom. We have, also, a perfectly plain record that the kingdom possessed certain laws and features: Baptism—the sacrament of admission; the gift of the Holy Ghost; the holy communion—its divinely appointed act of worship; an authoritative and permanent ministry—the Apostles; a settled faith—the doctrine of the Apostles; a law of obedience—the fellowship of the Apostles; and a rule of united prayer—"the prayers."

From the day of pentecost to the present hour, the kingdom has been called by another name. It is called the church. The church and the kingdom are one and the same, and the laws of the kingdom are the laws of the church.

My task has not been to delineate the spiritual truths and glories of the Kingdom of God—only to show that, according to the Bible it is a visible as well as spiritual kingdom of Christ's own founding. The greater side has not been touched. But it is something to show that God is not inconsistent with his own methods. For, from the beginning of time, God's method of dealing with men has been to utilize human agencies as the media for his truth and grace. In man's body God implanted a spiritual nature. It was through patriarch and prophet that he revealed his will. It was in connection with the ark that the Shechinah rested over Israel. It was in human form that Christ became incarnate. It is in a material book that the story of the Gospel is enshrined. It is in outward and visible sacraments that the graces of God reside. It is in the kingdom that the pentecostal presence dwells. Always there is the outward and visible form and the inward and spiritual grace. Nature and the supernatural go hand and hand, for there is nothing in Christianity if it be not supernatural.

Christ's career does not "contradict all our notions in thought and life." That "Jesus left a volume"—the Bible—we have not considered, but that he organized a church, that he instituted a ministry, that he left a doctrine—call it creed if you will—that he created an organization, is as certain as testimony can make it.

When Dr. Hillis realizes the Bible doctrine of the kingdom, he will know that the Christian man is to be more than a witness to the love of Jesus. He is to be possessed of the divine life, and therefore of the divine love. He is not only to witness to the love of Jesus, but is to manifest that love through his own person. Through him, Christ is to speak and influence men—Christ, not a mere example of love, but the presence and power of love in his own soul.

JOHN E. H. SIMPSON.

GRAIN VESSELS EN ROUTE AND LISTED FOR PORTLAND.

Sailed.	NAME.	Flag and Rig.	Tons.	FROM	Days out	Agent or Charterer.
Feb. 17	Bardowie**	Br. ship..	2011	Newcastle, Eng.	...	Meyer
June 16	Crillon*	Fr. ship..	1734	Antwerp	265	Balfour
May 15	Emilie	Ger. ship.	1728	Newcastle, Eng.	301	Balfour
Aug. 9	Gen. Neumayer	Fr. bark..	1454	Hamburg	125	Meyer
Nov. 22	Procyon	Br. bark..	1966	Hamburg	90	Meyer
....	Bracadale	Br. bark..	1082	Callao		
Dec. 21	Galgate	Br. ship..	2227	Rotterdam	72	Balfour
Dec. 30	Ville de Mulhouse	Fr. bark..	2429	Antwerp	73	Meyer
Nov. 16	Caterina Accame	Ital. ship.	1711	Hamburg	115	
Dec. 27	East African	Br. bark..	1558	Rotterdam	73	Balfour
....	La Tour d'Auvergne	Fr. bark..	1732	Antwerp	...	Meyer
....	La Perouse	Fr. ship..	1728	Swansea	...	Balfour
....	Laennec	Fr. ship..	1733	Antwerp	...	Weir
....	Jacobeen	Fr. bark..	17..	Dunkirk	...	Weir
....	Glenalvon	Br. ship..	1980	Newcastle, Eng.	...	Girvin
....	Inverness-shire	Br. bark..	2147	Antwerp	...	Balfour

Total grain tonnage en route and listed, 29,940 tons.
*Left Valparaiso Jan. 12, after having made repairs.
**Arrived at San Francisco.

GRAIN VESSELS IN PORT.

Arrived.	NAME.	Flag and Rig.	Tons.	BERTH.	Charterer.
Nov. 24	Brabloch	Br. ship..	2000	Astoria	Disengaged
Feb. 2	Argus	Br. ship..	1543	Stream	McNear
Feb. 10	Jules Gommes	Fr. ship..	1902	Gas Dock	Balfour

Total grain tonnage in port, 5445 tons.

MOORE WILL NOT FATHER

MUNICIPAL OWNERSHIP IS A WAIF AT SEATTLE.

Mayor-Elect Has Old Scores to Settle With the Clancys, and He Will Be Very Busy.

SEATLE, Wash., March 11.—(Special.)—If municipal ownership straggles into the next City Council it will be as lonesome as a country lad just introducing himself to a city school. Mayor-elect William Hickman Moore refuses to be responsible for the waif and the two men elected on that ticket do not take any interest in the issue.

The Mayor-elect will recommend reform in the street-car service and will urge that the telephone companies be made to behave. But he says he will ask for nothing so radical as municipal ownership. The two Councilmen elected on that ticket do not feel like ciceroning the issue through the legislative body.

To be sure, municipal ownership will get something of a try-out in the contests that are to be waged by two Councilmanic contests but that is not important. Matthew Dow, candidate for Councilman-at-large, wants to prove that he was elected in the place of Frank P. Mullen, the Republican whom the returns indicate came in with 366 to the good. And J. M. Wolfe in the Tenth Ward, avers that he is entitled to the job instead of R. T. Reynolds.

The Wolfe contest is based on the state university vote in the Third and Fourth Precincts, which, if tossed aside, would give Wolfe the place. At the same time it would shift the Mayoralty result from 15 plurality for Moore to 22 plurality for Riplinger. But there is not much chance that anything will come of either contest, for the Council is given control by the charter and the Council is Republican and very much partisan in its feelings.

Mayor-elect Moore said today that he did not expect any result that looked toward municipal ownership and insisted he did not intend to burn his fingers on the issue. If the new Mayor does not precipitate the question, Alderman A. G. Keene will find his drug business too entrancing to give heed to the public utilities question and Carpenter J. O. Kelso will try to make good for his ward. It all depends upon the Mayor-elect as to whether the issue comes up and the latter is too busy settling with the Clancys to think of the campaign issue.

Moore was tangled up with the Clancys when he ran for the State Senate and the Clancys were against him. It may be denied as much as vocal organs will stand, but it is a fact that the same influences which elected Moore for the State Senate contributed toward his selection as Mayor. The Clancy enmity was simply made more bitter and Moore's first obligation is to send the Clancy machine to the scrap heap. Labor union and municipal ownership organization is of secondary consideration.

Moore will bother the Council with a number of recommendations he does not expect to be accepted for he frankly acknowledges to friends he knows his position is safe and the art of manufacturing campaign issues protected. The new Mayor is likely to recommend anything. He is apt to say everything that suits him as a future campaign reference, without any idea that it will be accepted. This leaves some uncertainty as to his recommendations regarding municipal ownership, but the personnel of the Council makes it certain that anything Moore suggests in that line will be merely placed on file. What outsiders may have considered as the issue of the campaign has no chance of being heard of, seriously, again.

Chief of Police Thomas R. Delaney will be retained indefinitely by Mayor-elect William Hickman Moore. During the illness of the Chief, Mayor Moore will hold the Acting Chief of Police responsible for the execution of a sweeping order to "clean up the town" and, if upon an investigation, it is found the Acting Chief is not executing the Mayor's orders he will be relieved. The import of this announcement is that the new Mayor is looking for a man to take the place of Inspector of Police Frank Willard.

There is to be instituted a rigid "closed town" policy under Mayor Moore. There will be no "sneak gambling." The Chinese lotteries must close. Opium dens are to be wiped out. Women of the town must stay inside, poolrooms cannot open up. Hotels with easy consciences must reform. The vicious must leave Seattle. Prostitution, if not suppressed, will be quarantined.

RAINING AT LOS ANGELES

Some Lines of Street-Cars Are Tied Up by Torrents.

LOS ANGELES, March 11.—What will undoubtedly prove to be the heaviest rain of the season has been falling here since noon today, and continues tonight. The water has fallen in torrents and not a little damage has been done in the city. Street-car traffic has been greatly hampered and many lines completely tied up.

ULTRA STYLES IN MEN'S CLOTHES

The Very Latest in Spring Overcoats

The Galloping Coat in the new shades of gray cheviot cloth; 46 inches in length; broad shoulders, long lapels, velvet collar, silk linings; priced $35.00. See something new and nice. The regular topcoats are 34-inch length, gray effects; also blacks and tan shades; priced $18.00 and $20.00, serge lined; $25.00 and $30.00 silk lined. They are the **famous Chesterfield** make, which insures them to be best in style and fit.

Spring Style Hats to wear with your overcoat—**Stetson Derbys, $4.00, $5.00 and $6.00.**

The Guyer self-conforming stiff hat at $4.00, will fit your head no matter what the shape.

The Roland $3.00 Hat is best in style and quality for the price. **Soft Felt Hats** all novelty shapes and staples; priced $3.00 to $10.00.

Men's Haberdashery of finest grades and correct style. Pleased to show you Spring styles gentlemen's apparel.

R. M. GRAY

269-271 MORRISON

PERSONAL MENTION.

NEW YORK, March 11.—(Special.)—Oregonians registered today as follows: From Portland—H. Lowengart, W. Maye, H. J. Miller, E. Solomon, at the Imperial.

From Seattle—C. B. Blethen, at the Victoria; T. R. Shepart, at the Breslin; E. E. Harvey, at the Park avenue.

From Spokane—E. Rosenthal, at the Broadway Central; A. J. Hammell, T. S. Hufford, at the Cumberland.

Boys May Be the Bandits.

SAN JOSE, Cal., March 11.—In the arrest this morning of Alonzo Story and Jesse Mason, boys 19 years of age, the Sheriff believes he has not only caught the bandits who held up the Mount Hamilton stage Saturday night, but also the men who did a similar trick last April and escaped successfully with a small amount of booty.

AT THE HOTELS.

The Portland—T. Buzzo, Calumet; J. Vivian, Jr., Laurens; R. J. Mens and wife, Minneapolis; M. E. Hall, Miss Hall, Hillsdale; Mrs. M. P. Passavant, Miss Passavant, P. Passavant, Philadelphia; W. M. Edwards, Philadelphia; C. B. Thomas, Chicago; W. P. Eichbaum, San Francisco; L. B. Hall, Syracuse; R. N. Mason and wife, Mrs. H. M. Butler, San Francisco; I. R. Bickford, Boston; F. H. Vesper and wife, Algona; N. B. Braddick, Seattle; Miss Kitty Allen, Chicago; M. Managham and family, Spokane; G. Rose, N. H. Spitzer, San Francisco; O. P. Albrecht, St. Paul; E. Halbin, H. G. Schriemmer, Chicago; Dr. G. N. Chandler, New York; Miss I. Stering, Seattle; V. S. McClatchy, Sacramento; W. S. Sherwood, St. Paul; Miss McNary, Salem; W. F. Butcher, Baker City; D. Wilson, Sedalia; J. B. Evans and wife, Salt Lake; E. S. Conway and wife, J. C. Stubbs and wife, Miss Stubbs, R. F. Wilson, Chicago; G. H. Steen, St. Louis; N. Pesten and wife, Miss Mary Sesten, C. E. Houston, Seattle; C. A. Bailey, New York; W. S. Dickson, Vancouver; H. Harlan, city; W. B. Hacker, B. L. Crosby, Tacoma; F. A. Vail, San Francisco; R. G. MacDonald, Tacoma; H. W. Rowland, Seattle.

The Oregon—A. P. Watts, Los Angeles; L. Singerman, Mrs. P. Singerman, Seattle; A. H. Moore, Escanaba; H. Howes; R. Watson, Winnipeg; A. J. Williams, Buenos Ayres; W. T. May, St. Paul; E. R. Coffin, F. C. Stevens, Seattle; C. D. Latourette, Oregon City; B. Honlaloie, Honolulu; H. P. McGuire and wife, Miss McGuire, Seattle; B. Henle, Tacoma; A. Burke, Everett; A. Huth, T. B. Winsor, Tacoma; E. C. Waters, Roseburg; C. H. Griffith, San Francisco; F. A. Wilson, Olympia; D. W. Cole, Seattle; A. W. Nietmann, Chicago; A. J. Horwitz, Miss Grace Horwitz, Seattle; J. E. Gilmore, Vancouver; W. R. Morris, Chicago; D. R. Kerr and wife, Victoria; H. Gustin and wife, Spokane; Mrs. M. B. Brugman, Mrs. C. L. McNary, R. P. Boise, Jr., and wife, Salem; O. C. Jacobs, Minneapolis; A. S. Collins, Chicago; O. D. Romney and wife, Salt Lake; Miss Leslie Roberts, Baker City; G. E. Byrnes and wife, R. A. Ward, H. C. Smith, Casadero; R. Grubb, C. A. Karten, San Francisco; R. E. Davis, Anacortes; J. G. Cleary and wife, Master J. Cleary, Collins.

The Perkins—F. W. Carstens, Medford; S. E. Tumalty, Perry; H. V. Davis, Spokane; M. Allen, J. J. Huntley and wife, Seattle; H. Berliner, Aberdeen; C. S. Bowen, J. W. Dufendorf, Tacoma; Barney May, Harrisburg; Mrs. McKay, Los Angeles; E. J. Johnston, Kane; T. T. Geer, Salem; B. W. Hubaro, Cottage Grove; M. Herrin, Salem; O. P. Hulse, Moro; O. P. Hoff, Salem; E. F. Wentworth, Miss Cora Hicks, W. A. Hutton, San Francisco; D. D. Merrill, J. F. Uhlhorn, Seattle; A. C. Hancock, Ilwaco; F. J. Hazzard, Salem; W. L. Rice, Lansing; D. H. Cole, W. Wadleigh, H. Swift, Seattle; H. Ward, Vancouver; W. R. Norwood, T. O. Kinney, J. E. Conroy, Seattle; E. P. Peeble and wife, Vancouver; S. G. Hughes and wife, Forest Grove; H. Foster, W. E. Young, Oak Point; J. C. Cooper, L. H. Hutchings, McMinnville; J. Q. Shaff, Shafton; B. W. Carrier, J. Berne, A. L. Flynn, Nestko; S. Benetson, C. Shelburger, S. Nuttier and wife, F. Albert, W. P. Flint, Tacoma; C. B. Guptell, Seattle; J. Q. Gilbert, Roseburg.

The Imperial—R. J. McCohon, Arion; C. G. Cockerel and wife, Silver City; J. Woodward, La Grande; H. C. Atwell, Forest Grove; W. C. Warren, Fairbanks; S. D. Stoddard, New York; A. H. Eaton, Eugene; H. D. Collier, Seattle; T. Dawson, city; D. De Norton, Ilwaco; W. D. Garman, city; T. O'Correll, Roseburg; Lottie Glison, Angie Arden, W. J. Harrington, San Francisco; A. J. Whitman, Tacoma; C. E. Robertson and wife, city; P. A. Fineeth, Dallas; C. M. E. McClintock and wife, Ashland; W. R. Biggs, Mrs. C. E. McDowell; H. T. Lea, G. W. Rider, C. C. Fuller and wife, Chicago; J. S. Cooper, Independence; Dr. J. F. Calbreath, Salem; W. T. Robb and wife, Astoria; Miss Grace Craven, Gresham; A. Saunders, Hubbard; T. Linerman, G. Thomas, Vancouver; W. A. Crowe, San Francisco; B. W. Davis, Olympia; F. E. Ramsey, city; S. C. Field, Hailey; W. R. Ellis, Pendleton; C. B. Simmons, The Dalles; R. J. Fullerton, Rock Island; C. H. Warren, Cathlamet; H. G. Van Dusen and wife, Astoria; Z. M. Ager, Roseburg; R. B. Fleming, Salem; I. Rosenblatt, San Francisco; Mrs. S. M. Kenew, Salem; C. R. Bagley, Hillsboro; J. T. Todd, Boulder; J. A. Callur, Wasco; G. C. Flavel and wife, Astoria; J. S. Cooper, Independence; C. A. Johns, Baker City; S. I. Guiss, Woodburn; J. W. Thompson, city; D. D. Hornlein, San Francisco; W. F. Nelson; W. C. Mendenhall, Los Angeles; Grace Hanley, Salem; G. H. Baker, Spokane; E. Fletcher, McCoy; J. C. White, Coeur d'Alene; S. Muraski, San Francisco; O. R. Aman, Sidney; S. S. N. Marx, Seattle; F. C. Ellis and wife, Glen's Ferry; E. A. Hunter, city; M. Meyer, Seattle; S. T. Smith and wife, Endicott; F. E. Alley, Roseburg; J. Finlayson, Astoria; T. W. Davidson, Union; Mrs. J. A. Robertson, San Francisco; H. Crum, Mrs. R. Crum, Burns; D. W. Roos, Manistique; A. S. Bush, J. H. Bush, Mrs. G. Bush, Bay Center; T. H. Curtis, Astoria; Mrs. W. A. Van Hart, Cincinnati; J. S. Long, R. H. Long; M. Schilen, New Orleans; J. Heaton, Baldwin; H. T. Hoople and wife, city; C. W. Neill, E. P. Dowse, A. Huber, R. S. Harris, Chicago; W. J. Cooper, Chicago; R. P. Stewart, San Francisco.

The St. Charles—Mrs. A. E. Nickolson, Fargo; J. Cameron, F. Morrell, Woodland; A. Lindenburg; C. P. Huntington and wife, city; Bessie Englert, Bessie Strong, Woodland; E. A. Tomis, H. Bird; F. Wilcox, Hood River; D. H. Reis, city; J. D. Humphrey, Aberdeen; A. L. Wright, Duluth; L. Ritzer, Cazadero; W. Myer; C. Pierce, city; B. W. Clark, Eugene; H. E. Baldwin, city; H. E. Clark; J. Palmer, St. Johns; G. W. Herford, E. Summer, city; J. W. Griffith, C. Olson, Salem; E. T. Green, Camas; O. P. Shurtz, Goldendale; M. W. Grath, Tacoma; J. Nettleton; W. H. Hobson, Stayton; F. Criety, city; Mrs. Smith, Kalama; J. G. Moehnke, Kelso; E. S. Craven and wife, Newberg; G. J. Curwin, Heppner; M. Donzae, City of Mexico; A. Hatchman, Cathlamet; B. L. Barry, Butler; G. W. Baynard, Annesville; G. C. Brown, Woodburn; M. L. Stone, Kelso; J. Jones, M. Jones, Goldendale; J. E. Eldridge, Champoeg.

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