

ELIOTT OPPOSES OPEN GATEWAY

President of Northern Pacific Says He Would Be Playing into Rivals' Hands.

WRITES TO BUSINESS MEN

Says Cannot Grant Portland Petition Because Union Pacific Would Benefit Without Investment and at Northern's Expense.

President Howard Elliott, of the Northern Pacific Railway, will take no action to let down the bars of the Portland Gateway. He has written to business interests here that he will not accede to the petitions forwarded to him recently asking that the obstructions to passenger traffic be removed.

By appealing directly to President Elliott before the hearing of the case by the Interstate Commerce Commission, it was hoped he would take the desired action at once. A petition was prepared some weeks ago and signed by a very large number of prominent business men of the city.

President Elliott expresses his regrets that he cannot agree with the business interests of the city and the petition, but says to do so would be to turn over the use of the Northern Pacific property to the benefit of the Union Pacific.

President Elliott's Letter.

I read in the newspapers while West that a petition was to be presented to me in regard to certain proposed changes in the passenger routes. I have never received the petition, but I am sure that it is a very important one.

The Union Pacific road desire to get the benefit of the business that is now being done by the Northern Pacific in the Portland Gateway.

The Northern Pacific has made an offer to the Union Pacific to lease the use of its physical property on very reasonable terms; the Union Pacific then to share in the operation and management of the Gateway.

I merely make these statements to show that our company is increasing its financial interest by actual work done.

MUCH RAILROAD WORK AHEAD

J. J. Sloan, of Chicago, Predicts Heavy Construction in Southwest.

John J. Sloan, ex-superintendent of Bridwell Mission, in Chicago, one of the most prominent politicians in Illinois, and a trusted lieutenant of Carter H. Harrison, ex-Mayor of Chicago, is at the Portland. Mr. Sloan is in the Pacific Northwest in relation to extensive contracting work in connection with the proposed railway construction to be done in the near future, and will remain in Portland for several days.

Mr. Sloan reports work on the southern extension of E. H. Harriman's Southern Pacific line as progressing rapidly, and he remarks that the outlook for prospective work in the next few years, and an increase to an enormous extent of the commercial importance of the Coast, and particularly of the Pacific Northwest with its immense lumber interests.

As to the labor problem, Mr. Sloan's opinion is that it will be extremely doubtful if any labor will crowd out the native Mexican labor in the far Southwest or even the Coast country. Mexican labor is cheap, and very satisfactory so far as his experience goes.

Mr. Sloan expressed himself as delighted with Portland, and as having prolonged his stay for the purpose of looking further into the growth and development of the city. Portland looked prosperous and thriving to the Chicagoan, and he predicted that five years would probably bring some of the

momentous changes in the city's growth, from all apparent indications.

Deciding on Improvements.

C. M. Clark, of Philadelphia, vice-president of the Portland, Railway, Light and Power Company, reached the city yesterday from California to look over the properties of his company here and to confer with the local officials in regard to improvements to be made by the traction company during the coming year.

AN ESTIMATE OF DARWIN

Two of His Chief Books Classified as "Scientific Romances."

BROWNSVILLE, Or., Feb. 14.—(To the Editor.)—In the Oregonian of February 12, in noting the centenary of Charles Darwin's birth, occasion is taken to laud the great scientist and his work in these words: "Darwin's great discovery is not now treated by the world merely as an hypothesis, but as a truth."

It is interesting to note that the hypothesis was established as a natural law through all organic life including man and all human society. It is interesting to note that the hypothesis is now being treated as a truth, and that the hypothesis is now being treated as a truth, and that the hypothesis is now being treated as a truth.

Mr. Darwin himself states in the preface to one of these books that some of the positions taken are "speculative" and that he is not an expert on the subject. He is not an expert on the subject, but he is not an expert on the subject.

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INCREASE IN FLEET

Tender Manzanita and Three Lightships Come.

WORK FOR NEW VESSELS

Placing of Additional Lights Made With Intention to Avert Repetition of Disasters to Vessels in Northern Waters.

Three vessels, intended to increase the fleet of the lighthouse service at this station, have arrived at San Francisco from the Atlantic.

The tender Manzanita and three lightships have arrived at San Francisco from the Atlantic. The tender Manzanita is a new vessel, and the three lightships are also new vessels.

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he adjourned, nothing has been announced as to the nature of the indictments.

Marine Notes.

The steam schooner E. S. Loop took down 800,000 feet of lumber for San Francisco. The vessel cleared yesterday.

Leaving Astoria at 2 P. M. yesterday, the Portland & San Francisco steamer Senator was due to arrive here last night about 11 o'clock.

The schooner J. B. Hind left down yesterday morning with lumber from the North Pacific dock under tow of the Oklahama.

The Astoria steamer Lurline is undergoing repairs and the Undine of the same line will take the place of the Lurline in the meantime.

The steam schooner Daisy Mitchell left down yesterday at 1 P. M. with 675,000 feet of lumber from the Eastern & Western dock for San Francisco.

Fred P. Baumgartner will leave Thursday for Seattle to assume his new duties there. For the past several quarters he has been at Pier 1, but later he will proceed to Alaska, where he expects to stay during the coming summer.

Steamboats plying between Portland and up-river points on the Columbia are carrying but few passengers on observation tours, for despite the fact that the British ship Glenalvon was at anchor below the coal bunkers yesterday and will be shifted to a dock near the point where her cargo of cement will be needed first in order to make drayage charges. She was kept outside two days on account of choppy seas, but made the trip from Antwerp in 129 days, which is about an average trip.

Arrivals and Departures.

PORTLAND, Feb. 15.—Arrived—Steamship Senator, from San Francisco; Canada, from San Francisco. Sailed—Steamship Daisy Mitchell, for San Francisco.

Astoria, Feb. 15.—Condition of the bar at 5 o'clock: Foggy. Arrived at 9:30 and left up at 11:30 A. M. Steamer Canada, from Portland; steamer Glenalvon, from Portland; steamer John Poole, from Portland. Arrived at 11:15 and left up at 2:30 P. M. Steamer Senator, from Portland; steamer Lurline, from Portland.

San Francisco, Feb. 15.—Arrived at midnight yesterday at 10:30 P. M. Steamer R. D. Duman, from Portland. Arrived at 2 P. M. Steamer Elder, from San Pedro. Arrived at 4 P. M. Steamer Rose City, from Portland.

Eureka, Feb. 15.—Arrived—Steamer Rose City, from Portland. Sailed—Steamer Rose City, for San Francisco. Arrived at 11:15 and left up at 2:30 P. M. Steamer Senator, from Portland; steamer Lurline, from Portland.

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