HILL HERE; LAYS PLANS FOR OREGON

President of Great Northern Road to Make Announcement Soon.

TO PASS SUMMER IN WEST

With Father, James J. Hill, Head of Road, Will Return to Portland Later in April and Will Then Talk-Denies Land Deal.

Oregon's railroad situation, so far as the Hill interests are concerned, will be officially made public within the month. This fact was announced yesterday by Louis W. Hill, president of the Great Northern road, who arrived in Portland yesterday from California. Mr. Hill is on his way to St. Paul, where he will confer with his father, James J. Hill, regarding activities in Oregon. Within three weeks both father and son will come to Portland and give out much information as to their operations in this state. Louis W. Hill is then to remain in Portland the semainder of this Spring and all Summer. and all Summer.

Whether the Hill interests are to con

Whether the Hill interests are to construct an east and west line through Gregon, is one of the questions Louis W. Hill promised yesterday would be answered on his return. He also said he would tell what is to be done about extending the United Railways to Tillamoek, and announce whether the Hill interests have or have not purchased the Oregon Electric. The possibility of constructing a Hill line to Coos Bay is also to be made a certainty or to be denied entirely on his return.

Hills Not Back of Land Deal.

Mr. Hill denied absolutely that the Hill interests are connected in any way with the purchase of the Willamette Valley & Cascada Mountain wagon road grant. The purchasers, he said, are friends of the Hills, but are acting for themselves alone and are abundantly able

themselves alone and are abundantly able to finance the big enterprise.

Not the least important of Mr. Hill's statement was his discussion of the great publicity work the Hill lines are to carry on for Oregon. While this announcement is not new, Mr. Hill went into details

is not new, Mr. Hill went into details concerning the exploitation plans from which this state is to benefit.

"It is the policy of the Great Northern and the Spokane, Portland & Seattle Railroad to be frank with the public, and we never make an announcement until we are ready to put our plans into execution," said Mr. Hill. "I will leave Portland tomorrow and will meet my father in St. Paul, where we are to have a conference on Oregon matters. He will accompany me to Portland within two or three weeks, and upon arrival I will reply to the many inquiries that have been made concerning our plans here.

the many inquiries that have been made concerning our plans here.

"At present, however, I want to say that the Hill ronds have no interest whatever in the sale or purchase of the Willamette Valley and Cascade Mountain wagon road. We hope it is sold and that it will be opened to settlement and development. It is the heart of Oregon and one of the biggest things in the state. Our policy is to tlement and development. It is the heart of Oregon and one of the biggest things in the state. Our policy is to get behind the big things first and the smaller ones last. When Colonel C. E. S. Wood came to me in St. Paul I gave him the addresses of Mr. Burchard, Mr. Robertson and the other gentlemen who are now on the ground examining the property. They are our friends in a business way, but have no understanding of any character with the road. They probably represent \$25,000,000 of their own money, and can buy the property without any heip. They are a part of the group of timber and land dealers located in the Twin Cities who have handled more big land deals than any other set of men in the United States.

"I am also ready to discuss the Portland terminal situation. It will

"I am also ready to discuss the Portland terminal situation. It will not present a hard problem to solve when the various interests secure the time to get together on it. Nothing has been done in the matter since the death of Mr. Harriman. We never were very far apart. We wanted to buy a certain proportion of the stock held by the Southern Pacific, so that the ownership might be equally divided in the second state of the content of the second state of the content of the second state of vided between the Northern and Southern roads. Mr. Harriman offered us an equal number of directors on the board, but did not want to sell the stock. That is where it stands. I apprehend that there will be no trouble in securing an agreement with the successors of Mr. Harriman.

Mr. Hill to Stay Here This Summer.

"When I return here in the latter part of April it will be to remain in Oregon for the Summer. I propose to get acquainted with Oregon interests

late Oregon. It worked so well in Montana that we are now receiving 4000 inquiries about that state at our St. Paul office every day. Settlers are going in there so fast that one land officer wired me that he had filed 3500 homestead applications last month."

month."

A formal list of questions concerning the activity of the Hill interests in Oregon was presented to the president of the Great Northern. These inquiries, which he agreed to answer on his return to Portland, are as follows:

Few Questions to Be Answered.

Few Questions to Be Answered.

Will you construct an east and west road through Oregon? Where will it intersect the Deschutes Canyon road?

If so, will you make use of the right of way of the Hoise & Western through Maiheur Canyon?

With what railroad and at what point in Montans or Idaho will you make your Eastern connection?

Will you build a Portland depot this year as announced?
What will be done as to removing the rails of the United Railways from the county road toward Linnton, and will you use the Northern Pacific tracks?

What is to be done about an extension of the United Railway fracks to Tillamook? Hast the Hill interests purchased the Oregon Electric Railway?

What use will your company make of the Oregon Electric?

Are the Varlous announced extensions of the Oregon Electric waiting upon the fransfer of that read to your company, and when will those from Salem to Albany, Tigand-ville to McMinnyille and various laterals be constructed?

Will the Oregon Electric be used as a

Port of Portland Will Keep Three Pilots on Duty During Summer.

\$1000 MONTH TO BE SAVED

Economy of Management Given as Sole Cause of Reduction in Force of Pilots-Independent Competition Said to Be Small.

will the Oregon Electric be used as a feeder for the Great Northers?

Will the Oregon Electric be used as a feeder for the Great Northers?

What progress is being made with the construction of the road through the Descentible Canyon? Will it be extended be son, the Port of Portland has with-

HEAD OF GREAT NORTHERN ROAD ARRIVES IN PORTLAND; TALKS OF OREGON'S DEVELOPMENT THIS SUMMER.



LOUIS W. HILL.

While in the city Mr. Hill was the guest of President French of the Spokane, Portland and Scattle Railroad. Mr. Hill is accompanied by his children, Mrs. Hill being in St. Paul.

MISSIONARY LAYS DOWN RULES FOR MISSIONARIES.

meddling with the political affairs of the countries in which they are working, nor in changing established customs to conform to their own ideas or the habits conform to their own Meas or the nablis they may have formed in their home hand, was the statement made, by Dr. John H. Cudlipp in the pulpit of the Grace Methodist Church yesterday morning. He was preaching from Mark 15:15, the oft-quoted command of Christ to the disciples to preach the gospel in all the moral. Said The Challipp.

me anyther, and the latter part of April it will be to remain in get acquainted will be remained of Christ and the people in just the same many get acquainted will or growth the same many will be to begin aystematic and the people in just the same many will be to begin aystematic and or graited publicity of cities and counted and active part of the people in just the same many will be to begin aystematic and or graited publicity of cities and counted and active part of the people in just the same many will be to begin aystematic and or graited publicity of cities and counted the people in just the same many will be to begin aystematic and or graited publicity of cities and counted the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be to the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many will be in the people in just the same many wil

yond the point indicated by present plans drawn from service temporarily the of construction?

Will you build to Coss Bay?

Which left up the river from Astoria

drawn from service temporarily the gasoline pilot schooner Joseph Pulitzer, which left up the river from Astoria yesterday to go to the Oregon drydock for an overhauling.

Contrary to reports, this does not mean that the Port of Portland is withdrawing its pilots from service, but on the contrary they will continue on duty, and will be carried over the bar to meet incoming vessels on the Port of Portland tug Wallula.

From now until Pall the Port will keep only three pilots employed, the fourth one being given a layoff until the Pulitzer returns to duty. The pilots will do duty turn about during the Summer, and to avoid any charge of favoritism, the Port is allowing the pilots to arrange among themselves

their respective turns for the enforced

Saving Will Be \$1000 Month.

Wallula could easily do the pliot work for the Summer months, and by taking the Pulltzer out of service a saving would be realized of about \$1000 a month.

"The report that the Pulitzer is being taken off on account of competition of the independent pilots is wrong," said Mr. Campion, yesterday. "Our pilots were put on duty to improve the service, and that has been done. We feel that we can save money by allowing the Wallula to do the pliot boat work during the Summer, and I don't suppose the taxpayers will ob-

SAVINGS

A CONSERVATIVE CUSTODIAN

HIBERNIA BANK

General Banking Business

Pays Interest on Savings and Time Deposits

Cor. Second and Washington Sts. Portland, Oregon

of the Commission are Captains M. D. Staples, D. J. McVicar, C. S. Gunderson and Arthur Leighton, all of whom were members of the old pilots' association. While there are others who hold bar branches, there are only four men not in the employ of the Commission, who been using those branches of late and who may rightfully be termed independent pilots. They are Captains Gus Anderson, George W. Wood, R. Swensen and H. A. Mathews. Since quitting active service on the bar they have been employed as masters of ves-sels on the coast or on the river, while at other times they have brought sevat other times they have brought several foreign steamers from the Sound or San Francisco or taken them there and have even piloted foreign-bound steamers across the bar, having a launch go outside to take them off and bring them back to the city. This opposition has not cut materially into the Port of Portland's receipts from pilotage of steamers.

Dr. Black Lectures.

Hugh Black, D. D., author and lec-Hugh Black, D. D., author and lecturer, preached at the First Presbyterian Church last night an able sermon on "Decision," speaking also at the Y. M. C. A. in the afternoon. As a basis for last night's sermon he took the story of Paul's argument before Felix, and the latter's reply, "Go thy way for this time, when I have a more convenient season I will call for thee." Dr. Black contended that while questions calling for scientific research may be weighed in the mind and a demay be weighed in the mind and a de-cision postponed until further dis-coveries are made, moral issues must e decided at once,

Gales Delay Steamer.

Strong variable gales along the Ore-on coast caused the steamer Ramona o be delayed in leaving Coos Bay unto be delayed in leaving Coos Bay un-til 6 o'clock Saturday afternoon. She did not get across the Columbia River bar until 4:15 o'clock yesterday after-noon, thus her trip up the coast was unusually slow. The Ramona and the Breakwater usually make the trip from Coos Bay to the Columbia River bar in 17 hours.

James Estes Is Dined.

James Estes, who for the last five years has been field secretary of the Portland Retail Grocers' Association, was tendered a dinner by the board of directors of the association at the Commercial Club last night. Mr. Estes has resigned as field secretary and will today remove his residence from Portland to Bend Or. land to Bend, Or.

Carrying lumber for San Francisco, the schooner Hugh Hogan, now at the East-ern & Western Lumber Company's dock, will leave downstream today.

The British bark Arctic Stream, which is to load wheat for Europe, will shift about noon today from Columbia dock No. 1 to the North Bank dock.

H. F. Campion, superintendent of towage and pilotage for the Port of portland, said yesterday that the tug for Europe, will be shifted this morning from Montgomery dock No. 2 to the stream, where she will remain until she has secured her crew and is ready to sail.

Before loading with wheat for the Unibefore loading with wheat for the Uni-ted Kingdom, the British bark Donna Francesca, which is now at Astoria, will be placed on the Oregon drydock, for cleaning and perhaps repairs. It is ex-pected that she vessel will be brought up the river in a few days.

LUMBERMENS NATIONAL BANK

STATEMENT OF CONDITION OF

At the Close of Business, March 29th, 1910.

RESOURCES LIABILITIES Loans and Discounts......\$1,740,248.93 Capital\$ 250,000.00 Other Bonds and Premiums..... 203,754.87 800.00 28,191.25 Due from U. S. Treas....\$ 12,500.00 Due from banks..... 484,605.33

BIDS COME SLOWLY

Manning to Be Outfitted for Bering Cruise.

REPAIRS NOT YET DONE

Two Weeks More Are Needed Before Cutter Will Be Ready-If Portland Merchants Are Not More Active Seattle Wins.

Preparatory for a six months' cruise n the Bering Sea, the United States ue cutter Manning is to be outfitted at once. She is expected to be ready to leave on the cruise, which will be for the protection of the United States seal fisheries, about the middle of May. The Manning is undergoing repairs at the Willamette Iron & Steel Works, and it will be about two weeks more before she will be ready to leave the yards. Bids for the necessary supplies for the Manning during her cruise are being solicited, but the local dealers are slow about responding, it is said, as they do not care to bother with the "red tape" incidental to Government ourclasses. Its

less the merchants of Portland respond to the request for bids in a satisfactory manner, it is said, the Government will send the vessel to Seattle for her sup-

incidental to Government purchases. Un

send the vessel to Seattle for her supplies.

The supplies necessary for the Manning for her northern trip will cost more than \$16.000, including the amount necessary for the three separate messes. The Government is anxious to get the supplies in Portland, as it would save time. The vessel, it is desired, should remain here until her departure.

When the Manning went to the shipysirds for repairs about two weeks ago, it was expected she would be ready to leave there in 15 days, but it has since been found that more repairs and improvements are needed than was at first expected, and thus she is to be kept at the yards for about two weeks more.

Yesterday being Sunday, the Manning was open to the inspection of visitors, but as few seemed to know of this, only an occasional person wandering along the waterfront found his way aboard. As the Mannings' place of duty Some time this afternoon or early tomorrow morning the British ship
Brabloch will shift from the Jefferson street dock to Montgomery dock
No. 2.

Bettish bark Altair, which has respective homes

TUG AND TOW MEET GALES

Fearless Puts in for Coal on Way to Puget Sound.

ASTORIA, Or., April 3.—(Special.)—The Spreckels tug Fearless, en route from San Francisco for Seattle with the barge Diamond Head in tow, put in here this morning for coal and will not sail before tomorrow afternoon. The Fearless left San Francisco last Sunday evening and Captain Tonneson, her master, reserved to the sail of the continuous gales, shifting from orthwest to south, with rough seas, all

the way up the coast.

He arrived off the Columbia River yesterday, and being short of fuel, waited there until today, when conditions were favorable for crossing in. The tug is under charter to the Tyee Whaling Com-pany, which has established a station on Admiralty Island. She is equipped with a complete Norwegian whaling outfit, including a harpoon gun stationed on her how.
The schooner Alvena cleared today for

The schooler Aivena cleared today for San Pedro with a cargo of 900,000 feet of lumber, loaded at St. Helens.

The schooler Mabel Gale cleared today for San Francisco. She carries 640,000 feet of lumber, loaded at Prescott.

The steam schooler Hoquiam arrived today with cement for Portland and powder for Martin's Bluff.

der for Martin's Bluff.

The steam schooner Northland arrived down the river this afternoon and will load lumber at the Knappton mills.

The tug Vosburg, the steamer Golden Gate and the gasoline schooner Oshkosh are barbound here, as weather conditions will not permit them to cross in at the coast ports for which they are bound. The steamer Ramona arrived late this afternoon from Coos Bay, with a heavy passenger and freight list.

Conditions Better Than Year Ago, Say Her Owners.

ROANOKE'S TRADE IS LIVELY

Carrying 208 passengers, the larg number she has brought from the South since the Winter season began, the steamer Roanoke arrived a little before midnight Saturday night from San Pedro and way ports. The North Pacific Steamship Company, which owns the Ro-anoke, is enjoying much better traffic now than during the Winter, according to Harry Young, local manager for the commany.

Mr. Young said yesterday that it is about 30 per cent better now than last year for the corresponding time. The Roanoke experienced a troublesome southwest gale between Cape Blanco and the Columbia River bar. The officers of the vessel said yesterday it

ESTABLISHED

OLDEST BANK ON THE PACIFIC COAST

CAPITAL \$1,000,000 SURPLUS and PROFITS \$600,000

OFFICERS.

W. M. LADD, President. EDW. COOKINGHAM, Vice-President W. H. DUNCKLEY, Cashier. R. S. HOWARD, JR., Ass't Cashier. L. W. LADD, Assistant Cashier WALTER M. COOK, Ass't Cashler.

DIRECTORS.

Interest Paid on Savings Accounts and Certificates of Deposit We Issue Letters of Credit, Foreign Drafts, and Travelers' Checks

CONDENSED REPORT OF

The United States National Bank

OF PORTLAND, OREGON

Submitted to the Controller of the Currency March 29, 1910

Loans and Discounts. \$ 6,358,600.26 Capital. \$ 1,000,000.00 United States Bonds at Par 1,054,100.00 Surplus. \$ 225,665,86 Bonds . \$ 963,057,55 Circulation. \$ 767,800.00 Bank Building. \$ 125,000.00 Deposits. \$ 10,954,564,22 Total.....\$13,447,830.08 Total....\$13,447,830.08

Attest Correct: J. G. AINSWORTH, President.

AMERICAN BANK

& TRUST COMPANY G. L. MacGIBBON, Cashier SAMUEL CONNELL President CAPITAL \$150,000

Does a general banking business. Opens checking accounts without limitation as to amount. Pays interest on time and savings deposits. CORNER SIXTH AND OAK, PORTLAND, (OREGON.

was as hard a gale as they had known at any time during the Winter. The ba-rometer went to 29.47.

Arrivals and Departures.

Astoria, Or., April 3.—Condition at the mouth of the river at 5 P. M., smooth; wind, west; weather, cloudy, Salled at 6 A. M.—Steamers Kansas City, Yellowstone, Rainier and Coaster, for San Francisco. Salled at 7 A. M.—Steamer Claremont, for San Francisco. Arrived at 9 K. M. and loft up at 11:30 A. M.—Steamer Hoquiam, from San Francisco. Arrived at 9 K. M. and loft up at 11:30 A. M.—Steamer Hoquiam, from San Francisco, Arrived in at 7 A. M.—Tug Fearless, with bark Diamond Head (put in for fuel), from San Francisco, for Seattle, Arrived down last night—Schooners Alvens and Mabel Galle. Arrived at 6 A. M.—Steamer G. W. Fenwick, from San Pedro. Arrived at 4:15 and left up at 4:30 P. M.—Steamer Ramons, from Coos Bay.—San Francisco, April 3.—Sailed at 5 last night—Steamer Saginaw. Arrived at 6 P. M.—Steamer Catana, for Portland.
Seattle, April 3.—Arrived—Steamer Watson, from San Francisco; steamer Northwestern, from Valdez. Sailed —Steamer Tampico. for San Francisco; steamer Santa Ans. for Klawack, schooner House, from Eureka; schooner Louise, from Limpqua River. Sailed—Steamer Weiteley. Cor Grays Harbor.—San Francisco, April 3.—Arrived—Steamer River. Sailed—Steamer Weiteley. for Grays Harbor.—San Francisco, April 3.—Arrived—Steamer River. Sailed—Steamer Weiteleiey. for Grays Harbor.—San Francisco, April 3.—Arrived—Steamer River. Sailed—Steamer Weiteleiey. for Grays Harbor.—San Francisco, April 3.—Arrived—Steamer San Francisco, San Francisco,

Many property owners

many will learn, that

KNOW NOW

Pavement has more stability, more real value than any other hard-surface pavement laid.

from Graya Harbor; brig W. G. Irwin, from Rock Harbor. Salled—Steamer San Pedro, for Eurekn; steamer Sansing, for Port San Luis; steamer Excelsior, for Coon Bay; steamer Asuncion, for Astoria.

Tides at Astoria Monday. 7:24 A. M.... 7.1 feet 1:58 A. M.... 4.4 feet 9:46 P. M.... 6.1 feet 2:48 P. M.... 1.1 feet

TRAVELERS' GUIDE.

ITALY VIA GIBRALTAR,
NAPLES and
S. S. MOLTKE (Naples only) May 18
S. S. HAMBURG (Naples only) May 10 Hamburg-American Line, 180 Powell St., San Francisco, Cal. and Local R. R. Agents in Portland

SAN FRANCISCO & PORTLAND STEAM-SHIP COMPANY. Only direct steamers and daylight sallings From Ainsworth dock, Portland, 9 A M. S.S. Rose City, April 9, 23.
S.S. Kansas City, April 16, 30,
From Pier 40, San Francisco, 11 A. M.
S.S. Kansas City, April 19, 23.
S.S. Kansas City, April 19, 23.
S.S. Rose City, April 16, 30, etc.
M. J. RUCHE, C. T. A. 142 Third St.
Main 402. A 1402.
J. W. RANSOM, Dock Agent,
Alnsworth Dock. Main 268, A 1234.

San Franciscoand Los Angeles Direct North Pacific S. S. Co.'s steamships Roan-oke and Elder sall alternately every Tues-day at S. P. M.

as at 8 P. M.

8 S. Santa Clara sails for Eureka and
San Francisco March 26, April 9, 23, May 7,
21, at 4 P. M., from Martin's Dock, foot of
17th st. Ticket office 13; 3d at Phones M.
1814: A 1814. H. YOUNG, Agent. COOS BAY LINE