

GREAT NORTHERN CHANGES DENIED

President Gray Says Operating Department Will Not Be Reorganized.

1912 PLANS UNANNOUNCED

Official Says Proposed Improvements and Extensions in Oregon Will Be Given Out Here When Finally Decided.

Returning last night from a conference with J. J. Hill and other Great Northern officials at St. Paul, Carl R. Gray, president of the North Bank and the Hill lines in Oregon, said he was unable to make any definite announcement regarding the plans of the Hill interests as to probable improvements and extensions in this territory during the ensuing year.

At the same time Mr. Gray pronounced as "absolute, unadulterated buncombe, without any foundation in fact," a report emanating from Spokane and declaring that a reorganization of the operating department of the Great Northern was imminent. Mr. Gray said this subject was not even presented at the St. Paul conference.

Plans Kept Secret.

"I want to St. Paul, as is my custom every 40 days, for a conference with Mr. Hill," said Mr. Gray last night. "This meeting was devoted entirely to closing up the business of the year and discussing plans for the coming year. There is nothing I can announce concerning our plans as to improvements and extensions in Oregon for 1912 as a result of that conference. Only detail matters were considered, and they are not of public interest."

It was hoped that on his return Mr. Gray would be able to make some official statement regarding the possible adjustment of the terminal situation in this city. But on this subject he was also mute, although it is understood that Mr. Gray has been authorized by Mr. Hill to conduct negotiations with the Northern Pacific Terminal Company, looking to a combination of the terminal properties here and the joint use by the Hill and Harriman systems of a central union station.

Announcement to Be Later.

The projected extensions of the United Railways to Tillamook, the Oregon Electric from Albany to south of the Oregon Trunk south and west from Bend toward Medford, Mr. Gray explained, were details that in proper time would be worked out and announced definitely from his office here.

While in St. Paul Mr. Gray visited the Northwestern Land Products Show, which was conducted in that city for two weeks. In that length of time 100,000 persons paid admission and inspected the excellent display of agricultural products of the Pacific Northwest. Great interest was shown by the average visitor in the display, reported Mr. Gray, and there were thousands of inquiries about Oregon. The proceeds of the exhibition, amounting to about \$10,000, will be used for maintaining a permanent agricultural exhibit of these products at St. Paul.

It was at the St. Paul show that J. D. Love, of this city, special representative of the Portland Commercial Club, gave a number of lectures and distributed wholesale quantities of literature explaining this state and its resources, to the many inquiring visitors.

Story Is Denied.

The proposed reorganization of the operating department of the Great Northern, predicted in the Spokane dispatch, which was emphatically denied by Mr. Gray, proposed a division of the territory served by that railroad system into two divisions, with Havre, Mont., as the dividing line east and west. The story further represented that Louis W. Hill was to remain as president and that Mr. Gray was to become vice-president of the lines west of Havre and at the same time continue as president of the Hill lines in the Pacific Northwest. The territory east of Havre, under the proposed arrangement, was to be delegated to J. M. Gruber, who was to become vice-president and general manager of the Great Northern.

PENSION LAW IS URGED

Retirement Fund for Members of Life-Saving Service Sought.

For a number of years unsuccessful efforts have been made to have Congress pass a pension law for the benefit of the life-saving service. The law proposed is in substance that a man had been in the service continuously for 20 years he shall be retired on half pay for life. The only man on the Pacific Coast who would be eligible for such retirement under the proposed law is Charles D. Stuart, captain of the Cape Disappointment station, who has been in the service for 27 years and is still active in his duties.

Now the only law of the kind in force is the retirement of Federal Judges at an age limit.

Westerners' Owners to Sue.

The owners of the steam schooner Westerner and oil tank steamer W. S. Porter have been unable to arrive at any conclusion as to the payment of damages for the former being sunk by the latter near Pillar Rock a few weeks ago. The inspectors held that the collision was unavoidable under the circumstances. The Westerner has been raised and repaired at heavy expense and is now loading lumber at Linton for San Francisco. She will sail today. Her owners believe that the W. S. Porter should stand a part of the expense and a suit will be instituted to that end in the near future.

Bad Weather Detains Vessels.

A fleet of vessels is held in the lower harbor, but as weather conditions are moderating rapidly, a majority of them will get to sea at high water this afternoon. The list is as follows: Square riggers, Bretonnes, Crocodine and Conway; Castles; steamships, Fitzpatrick and Strathearn; steam schooners, Yosemite, John Paulson and Hoquiam; steamer, Geo. W. Fenwick and schooner R. C. Slade.

Schooner Archer Short of Fuel.

ASTORIA, Or., Dec. 24.—(Special).—The power schooner Archer, en route from San Francisco for Roche Harbor, put in here today, short of fuel. After waiting until tomorrow, the schooner King Cyrus and Reporter, bound for Grays Harbor, were spoken

en by the tugs off the mouth of the river today.

Strathearn Secures Officers.

The British steamship Strathearn left down the river at 8 o'clock Sunday morning, having secured two new mates and a steward without any further trouble, although it is fully expected that the Chinese crew will cause another disturbance before she gets to sea. If Captain McCoy can get his vessel offshore he will be able to handle the Celestials summarily if they show any insubordination.

Rough Sea Detains Fleet.

ASTORIA, Or., Dec. 24.—(Special).—While the recent gale is over, the entrance to the Columbia is still very rough, and quite a fleet is detained in the lower harbor. The only vessels which crossed out today were the steamer Beaver and the tug Wallula.

Marine Notes.

The oil tank steamer W. F. Herrin, from California, with a cargo of oil, was reported outside on Saturday night, but found it too rough to come in until Sunday afternoon.

The steamer Bear arrived last night.

PRINCIPAL OF SCHOOL WHERE HOME-CREDIT PLAN IS PROVED SUCCESS.



SALEM, Or., Dec. 24.—(Special).—Compliments as to the "home-credit work" of A. I. O'Reilly, of Spring Valley, Polk County, are statements that the plan will be followed by many other schools of the state are being heard at the office of Superintendent Alderman.

The home-credit plan was outlined in full recently in the Oregonian. It has proved to be a decided success in the school of which Mr. O'Reilly is principal.

from California ports, after a very severe trip, as she bucked head-winds and seas all the way.

The motor schooner Tillamook arrived yesterday from Tillamook, with a full cargo of dairy products.

The steam schooner Coaster arrived yesterday from California with a cargo of cement that was discharged at the Oak-street wharf. She will go to Westport in morning to load lumber for San Francisco.

The oil tank steamer Maverick arrived yesterday from California with a cargo of oil for the Standard Oil Company.

The steamer Breakwater arrived yesterday from Coos Bay with freight and passengers after a rather severe trip.

The steamer Roanoke arrived yesterday from San Pedro and San Francisco with freight and passengers and had the same report of severe weather as told by the other incoming vessels.

The oil tank steamer Catania arrived last night from California with a cargo of fuel oil.

The French bark Rens, which sailed from Newcastle, N. S. W., with coal for this port, on the October 21, should arrive during the present week.

The French bark Charles Gouind, which sailed from London on July 15, with a general cargo for Portland, is at the wharf. She is under charter to Halfour, Guthrie & Co. to load grain for Europe.

Movements of Vessels.

Astoria, Dec. 24.—Condition at the mouth of the river at 5 P. M., moderate. Arrived at 8:20 and left up at 11:15 A. M.—Steamer Alliance, from Coos Bay and Eureka. Arrived at 3 and left up at 9:30 A. M.—Steamer Bear, from San Pedro and San Francisco. Arrived at 11:15 P. M.—Steamer Beaver, from San Francisco and San Diego. Arrived at 1:30 and left up at 2:30 P. M.—Steamer Breakwater, from Coos Bay; steamer Roanoke, from San Diego and way to comply with the law. At the same time he declares that restrictions such as imposed by the proposed ordinance are absolutely unnecessary to the city's safety, and in force in no other city outside of New York, where peculiar conditions require stringent measures against any remote possible danger.

Tides at Astoria Monday.

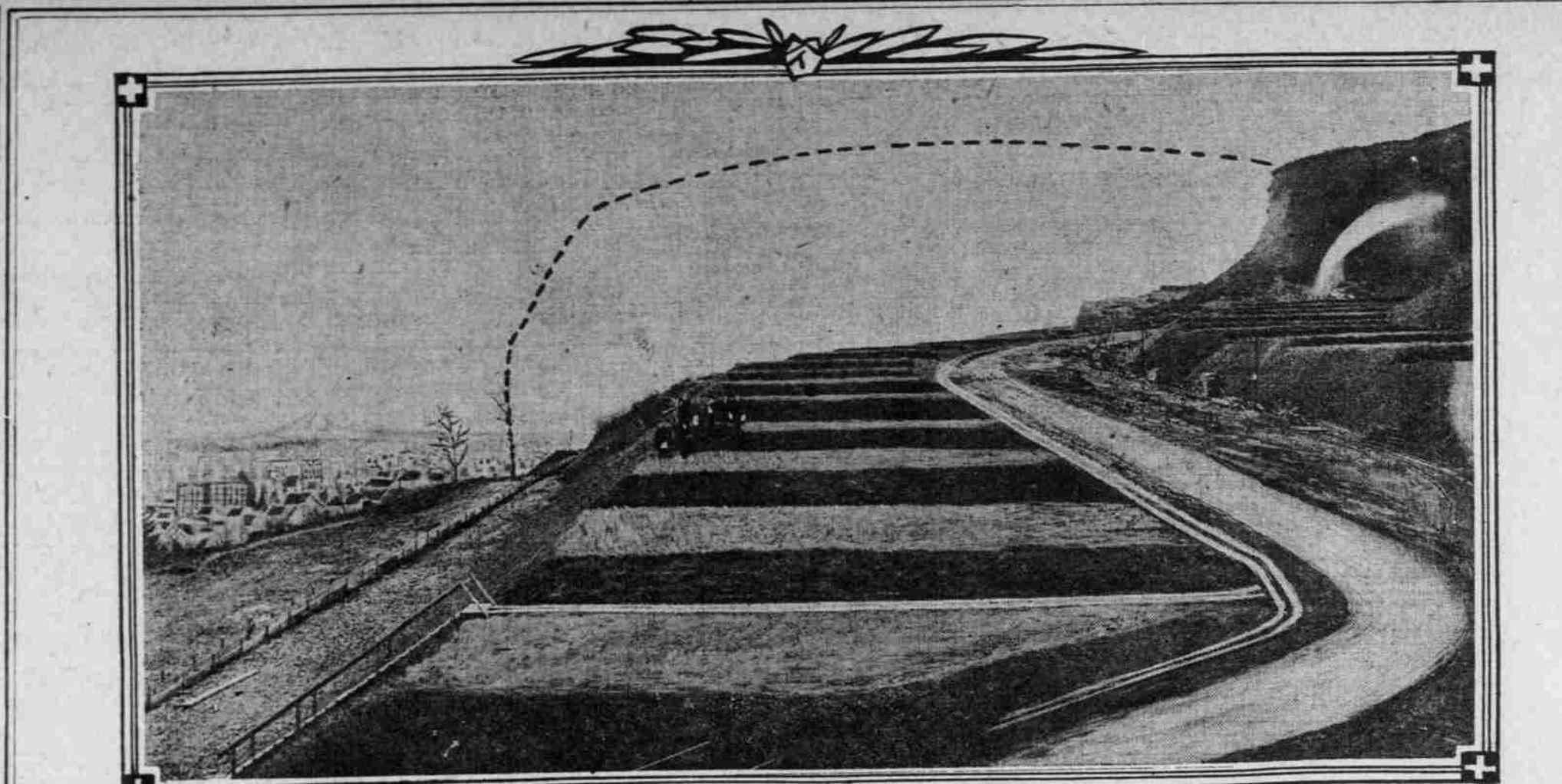
High... 12 feet; 9:55 A. M., 12.9 feet; 2:22 P. M., 7.4 feet; 10:10 P. M., -0.4 foot.

GIpsy SMITH DEFENDED

Rev. Herbert Yuell Declares Effect of Meetings Far-Reaching.

In his sermon yesterday morning in Central Christian Church, East Twentieth and East Salmon streets, Rev. Herbert Yuell, the evangelist conducting meetings there, declared that the world is rapidly being Christianized. He said that the Gipsy Smith meetings held in Portland, pronounced a failure by some because they did not result in adding to the church rolls, were not a failure, but had been of far-reaching benefit in Portland. The influence and effects of the Gipsy Smith meetings, he contended, had been permanent and reached men and women who could not have been touched by any other means. Rev. Mr. Yuell pointed to the Chinese people, numbering more than 400,000,000, as an example of the power of the gospel. The Japanese and Hindu people were cited as showing the influence of the Christian religion that is sweeping over the world.

Professor Baller conducted the music. Meetings were held in the afternoon and last night. Rev. Mr. Yuell uses stereoscopic views to good advantage in illustrating his sermons at night. He will be with the church for some time.



THE DOTTED LINE SHOWS PORTION OF HILLS THAT HAS BEEN WASHED DOWN BY THE HYDRAULIC GIANT.

Westover Terraces

Head of Lovejoy Street and Cornell Road

TO FIRST 25 PURCHASERS \$4000

is the special price I am authorized to make, until January 10, 1912, for their choice of the largest, finest and highest-priced of the sites in the first section. Present regular selling prices of best 25 sites range from \$6000 to \$6750. Sale opens January 2. On that date 75 magnificent, LEVEL, terraced sites, 5000 to 9000 square feet in area, will be placed before the first purchasers for their selection.

Better Take the Opportunity Today to Make a Preliminary Examination

Phone my office and call for me personally to make engagement to see the property and make advance reservations.

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OIL AGENT OBJECTS

Proposed Tank Ordinance Held Menace to Portland.

RISE IN PRICE MAY COME

J. H. McDermott, Standard Representative, Says Restrictions Will Force Companies to Suburbs and Hamper Business.

It will be the business interests of the city that will suffer most by the passage of the proposed oil-tank ordinance recommended last Friday by the health and police committee of the City Council, says J. H. McDermott, special agent of the Standard Oil Company in Portland.

Mr. McDermott also says he thinks that an injustice has been done the oil companies in that they have not been consulted on the subject, but he announced the intention of his company to comply with the law. At the same time he declares that restrictions such as imposed by the proposed ordinance are absolutely unnecessary to the city's safety, and in force in no other city outside of New York, where peculiar conditions require stringent measures against any remote possible danger.

"It seems to me," said Mr. McDermott, "that the business interests of the city haven't taken the interest in the subject that they ought to. If the ordinance passes it can have but one effect, and that will be to remove all oil tanks outside of the city, for, as far as I can see, it will not be possible to find a location for the tanks in the city that will comply with the ordinance."

"Our present tanks on Water street would have to be removed, as they are within 200 feet of the river, which would be contrary to the terms of the ordinance. The provisions calling for a distance of at least 500 feet from any residence and 200 from any other building would preclude finding a location anywhere in the city readily accessible to a railroad."

"The tanks as a result will have to be placed outside of the city and deliveries will be delayed, and will cost more. The result will be that much business will be taken away from Portland that properly belongs here. It seems that the business interests have overlooked this important point."

"There is another serious result that will affect the wholesaler and the retailer as well, and that is the price, which will most likely have to be increased. This will result from the in-

creased expense in delivering the oil, and from the expense of removing our present plant and building new ones.

FREE DELIVERY PROMISED

Growth of Raymond Postal Receipts Remarkable for Year.

RATMOND, Wash., Dec. 24.—(Special).—The Postoffice receipts of this city continue to increase and the city now is assured of free delivery. A statement furnished by Postmaster Sturgis shows a remarkable increase in the growth of the postal business for every month, which places Raymond at the head of county offices. The figures given by Mr. Sturgis follow:

1910	1911
First quarter.....\$1171.06	\$2012.88
Second quarter.....1880.62	\$2292.42
Third quarter.....1908.69	\$2428.45
Fourth quarter.....2465.60	\$4445.43
Receipts for Oct., 1911.....	944.43
Receipts for Nov., 1911.....	728.46
Total for 1910.....\$8663.97	
Total to Dec. 1, 1911.....\$2328.61	

The receipts for December up to Saturday, December 16, made a total of approximately \$10,000, or \$50 above the amount necessary to secure free delivery.

Church Holds Annual Assembly.

The Church of God, on Falling street, North Albion, is holding its annual assembly. Delegates are attending from Washington and Oregon. Meetings will be held at 10 A. M. and 7:30 and 7:30 P. M. and will continue through the present week.

CHINESE CRY GRAFI

IDOL SMASHING SAID TO BE RESULT OF SCANDAL.

Assertion Made That Money Collected for Building of Temple Was Unwisely Expended.

In the midst of charges of graft in Chinatown and elsewhere, Chinatown is convulsed at present over its own peculiar graft situation, and this fact, it is said, is behind the iconoclastic activities of unidentified persons who some time within the past few days "slaughtered" all the idols collected in the new temple on North Fourth street.

Discontent over the circumstances under which the new temple and hospital were built, is said to have induced the attack, which has produced a sensation in the colony.

A Celestial form of the initiative was invoked when the question of levying assessments for the new temple was brought up. Many of the younger generation announced themselves openly against idol worship. It was voted, however, to raise funds by the sale of stock, and in this way about \$40,000 was subscribed, but not collected.

Rumors that the money was not being wisely expended have been rife in the colony. It is charged that the lot was bought at a certain price, while a fictitious value several thousand dollars higher was given in as the cost. In the same way, according to the

statements of members of the colony, a contract was made for the building at a price much above that for which other contractors were willing to do it. After a long wrangle the contract price was reduced.

Feeling that their money was being wasted, many refused to pay their subscriptions, and as an outgrowth of the feeling that arose, the idol-breaking followed. No estimate can be placed on the damage, as much of the value was sentimental or involved in the intricate carving of the figures.

THE strength of this bank lies not alone in its capital, surplus and resources, but in the character and financial responsibility of the men who conduct its affairs. Its business is governed with that conservatism combined with enterprise and up-to-date methods which make for soundness and thoroughly adequate banking service for firms and individuals.

MERCHANTS NATIONAL BANK
Founded in 1886 Washington and Second Sts.

First National Bank
Capital \$1,500,000
Surplus 750,000
Oldest National Bank West of the Rocky Mountains

WILLS
Every man and woman should make a will, and the advantages of a Trust Company acting as Executor or Trustee will be generally conceded. WILLS may be drawn and filed with this company, which is authorized under the state banking law to act as Administrator.

Security Savings & Trust Company
Portland, Oregon.
Capital, \$1,000,000. Surplus, \$400,000

LUMBERMENS NATIONAL BANK
Capital \$1,000,000.00
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