



## HOPS NOT SOLD

## Oregon Growers Have One-Fifth of Crop.

## STATEYIELD, 85,537 BALES

## Large Quantities Remain in Storage.

## MARKET HAS A HOLIDAY AIR

## Increased Activity Expected After New Year, When Prices Will Probably Advance—Brewers' Stocks Are Very Low.

OREGON HOP CROP AND MOVEMENT.	
Rail shipments.....	54,200
Water shipments.....	2,000
Total shipments.....	56,200
Stocks in growers' hands.....	13,964
Stocks in dealers' hands.....	7,380
Total stocks in state.....	21,344
Hops still in Oregon.....	22,944
Hops shipped from state.....	61,562
Total crop of state.....	85,537

A careful compilation has been made by Seavey & Metzger, hop dealers of this city, of the amount of hops remaining in growers' hands in Oregon. This firm, by hop section of the state, and there is reason to believe that its statistics are practically correct. A comparison made with the estimate of other dealers shows a close correspondence in the totals. The hops thus found to be remaining in first hands aggregate 13,964 bales, a larger quantity than was generally supposed to be in the possession of growers.

Stocks held by growers at the various points in the state, according to Seavey & Metzger's figures, are as follows:	
Blaine.....	1,551
Brookings.....	702
Clatskanie.....	147
Grass Valley.....	147
Harney.....	1,311
Heppner.....	147
John Day.....	147
Madras.....	147
McMinnville.....	147
Prineville.....	147
Seaside.....	147
St. Paul.....	147
Union.....	147
Waldport.....	147
Yamhill.....	147
Total.....	16,964

### Crops of the State.

Shipments from the state to date aggregate 54,200 bales, which is 62.8 per cent of the total crop of 85,537 bales. The large dealers of this state are holding 7,380 bales, and the sum total of these quantities gives 61,562 bales of hops as the output of Oregon in 1904.

### Expect Change for the Better.

Exports of hops from New York from September 1 to December 16 amounted to 58,815 bales, and enough were shipped from Philadelphia and Boston and sent to Canada to carry the total exports to 75,000 bales. This fact is made significant by a statement by A. J. Luce, one of the oldest and most experienced hopmen in the country. In a letter written to Isaac Finckel & Son, in which he says: "If we export 80,000 bales, hops will be worth 50 cents a pound."

Mr. Luce says it is conceded that the consumption of the United States will amount to 22,000 bales, and that there were no old hops on hand at the beginning of the season. He says much depends on the action of holders, growers and dealers at the present time. "The lower price you offer to brewers, the further you are from business." That is to say, the brewers are waiting for a break in the market, and if anything lower than market price is offered them they will believe the looked-for break has come, and will refuse to buy.

### Activity Expected Soon.

The latest New York papers report the situation unchanged there. The Journal of Commerce of the 20th said: "Business continued dull. Local dealers as a rule stated that they were doing practically nothing, but this did not appear to discourage them, as business at this season of the year is usually slow. Following the turn of the year, however, a renewed demand from brewers is expected, and as stocks are limited, sellers are indifferent, anticipating a hardening of values, based upon the strong statistical position. Advances from the principal markets also report light offerings and prices well maintained."

## CHECK ON TRADE

## Opinion Given in Roosevelt's Rate Plan.

## MARVIN HUGHITT TALKS

## Northwestern Railway President Is Unalterably Opposed.

## SAYS CITIES WILL SUFFER

## Competition Done Away With, Every Trade-Center Could Do Business Only in "Its Own Little Garden Plot."

CHICAGO, Dec. 24.—(Special.)—President Marvin Hughitt, of the Chicago & Northwestern Railway, whose conservatism and practical knowledge of every detail of railroading are unquestioned in transportation circles, has gone on record as being unalterably opposed to the Roosevelt plan for giving the Interstate Commerce Commission the power to fix railroad rates.

So far as public utterances are concerned, he is the first railway executive to speak against the Roosevelt idea. Not only would the railways suffer by such legislation as the President recommends, Mr. Hughitt contends, but cities in all parts of the country would be restricted in their growth because of inability to reach out for trade beyond "their own little garden plots."

Mr. Hughitt's opinion as expressed to a committee of the Commercial Club of St. Paul, Minn., which visited Chicago today in an effort to obtain certain concessions for the business interests of the Iowa town. He said:

"We are always interested with the wishes of people on our lines and try to meet every demand of business, but you gentlemen do not realize, Congress does not realize the tremendous seriousness of the questions the President raises in his message. This proposal of the Government making rates means, if it is carried into effect, that the capacity of the railroads to make extensions and improvements will depend on the willingness of a commission to allow them to earn the wherewithal."

"It means that all competition will be done away with, for there can be no competition where uniformity is enforced by the Government. Under the arbitrary system proposed every city would be confined to its own little garden plot of trade territory and there would be no chance of extending it."

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## FINDS PROJECTS TIED UP.

## Senator Fulton Urges Passage of the Water Laws in Oregon.

## OREGONIAN NEWS BUREAU, Wash- ington, Dec. 24.—Senator Fulton had a conference today with F. H. Newell, chief of the Reclamation Service, to ascertain the result of the examinations that have been conducted in Oregon with a view to fixing the location of the Government irrigation projects. He urged the Department to push the work on the Klamath River, where preliminary examinations have shown there are excellent opportunities for irrigation, provided the questions of water rights can be straightened out.

## Senator Fulton believes the Oregon Legisla- ture, at its next session, should pass new laws governing the ownership of wa- ters, which will settle for all time the disputes which involve the many streams in Eastern and Southern Oregon most essential for irrigation, especially Klamath River. Senator Fulton found that work on the Klamath River is largely dependent upon the enactment of proper water laws in Oregon, and that the Malheur project is tied up until the owners of the wagon road lands lying under that project can be induced to consent to co-operate with the settlers, bearing a proportional share of the cost of this project.

## THE SURVEYS IN HARNEY COUNTY ARE BEING pressed, but are far from complete.

## OPPOSITION TO HALL.

## Appointment of District Attorney Not Yet Sent to Senate.

OREGONIAN NEWS BUREAU, Wash- ington, Dec. 24.—Indications have appeared that opposition has arisen to the appointment of John Hall, United States Attorney at Portland. Notwith- standing Hall was the first Federal appointee named by the President after election, his nomination was not sent to the Senate before the holiday recess.

The Attorney-General and others have declined to discuss the case. The members of the Oregon delegation have no fear about the mouth of the river, which they believe will be adequately provided for, nor are they concerned over the improvement of the river below Portland.

### Anxiety about the Dalles.

There is, however, some anxiety as to what will be done for the Dalles Canal. While it seems certain that at least \$500,000 will be appropriated for this work, the delegation, and especially Mr. Williamson, has been striving to have this made a continuing contract, thereby insuring annual appropriations, instead of periodical appropriations in river and harbor bills.

If the committee refuses to make this a continuing contract, it seems certain that enough money will be allowed to construct at least one lock and a part of the canal, thereby committing the Govern- ment to the work and insuring the completion of the project. If this is not made a continuing contract at this session, it is hoped it may after the work is under way.

Representative Williamson is very much interested in securing an extension of the project for the improvement of the lower river from Portland to the sea, so as to include that part of the Willamette between the Madison-street bridge and the lower end of Ross Island. By enlarging this project to include this stretch of the river, Congress would virtually open the

## SUM FOR RIVER

## Congress Will Provide for the Columbia.

## SURE TO IMPROVE LOWER

## Half Million Seems Certain for The Dalles Canal.

## BURTON IS VERY FRIENDLY

## Recent Visit to Oregon Impressed Him With the Importance of Making Channel Clear—Question of Harbor Work.

OREGONIAN NEWS BUREAU, Wash- ington, Dec. 24.—Representative William- son, after conferences with Chairman Burton, of the river and harbor committee, feels quite confident that liberal ap- propriations will be made for the im- provement of the Columbia River and its principal tributaries. It is impossible to say, however, what amounts will be allowed.

Mr. Burton told the Oregon Con- gressman that since he had visited Oregon and seen the Columbia River, he was very much impressed with the importance of improving its channel, and was in- clined to provide such money as is needed to carry on that work. The members of the Oregon delegation have no fear about the mouth of the river, which they believe will be adequately provided for, nor are they concerned over the improvement of the river below Portland.

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## way for deep-draught vessels to dock fully a mile further upstream than is now possible during the low stage of water. Before this matter is finally passed upon the committee wants further information as to the effect of such a provision, and this information, it is expected, will be presented within a few days.

## Policy of River Improvements.

It seems that the river and harbor committee has adopted a general policy in reference to river improvements—that is, to improve only the intervening stretch of channel between ports, leaving the strictly harbor improvements to be carried on by either the cities themselves or the property-owners along the waterfront. The committee does not believe in ex- pending Government money on improve- ments that will be of advantage solely to individual property-owners controlling frontage along navigable streams.

In the case of the Portland harbor im- provement, however, it is argued that by extending the present project upstream to Ross Island, the Government would be simply carrying out its original plan of providing a continuous channel from Portland to the sea. Mr. Williamson showed that even if the Government does provide a 5-foot channel to Ross Island, it will be necessary for property-owners along this part of the river to dredge out their wharves to the channel before the general improvement will benefit them in any way. He insists that it is not inconsistent for the Government to extend the main channel above the Madis- son-street bridge, and he has strong hopes that this opinion will ultimately prevail.

## Troubles at Astoria.

Senator Fulton is having similar trou- ble over the improvement of Astoria har- bor. He has asked the House committee to make the improvement of that harbor a part of the Columbia River improve- ment, arguing that in its present shape the river project is continually obstructing navigation at Astoria, because the means taken to maintain a channel in the river proper have resulted in causing deposits to be made in front of the wharves at As- toria, thereby injuring shipping interests at that port.

Inasmuch as the maintenance of the main channel is responsible for the filling in of Astoria harbor, the Senator insists it is but right that the Government should assume the responsibility of main- taining deep channels to the docks at that port.

It seems probable that whatever action is taken with regard to Portland harbor will be duplicated for Astoria. Neither problem has yet been disposed of.

## ARE SURE OF APPROPRIATION.

## Oregon Representatives Say Bar Im- provement Will Be Extensive.

That the Columbia River will obtain liberal appropriations from Congress at the present session, Senator Mitchell and Representative Herrmann are confident. The Senator said yesterday that \$75,000 will surely be appropriated for the bar in the sundry civil bill and that he has strong hopes of obtaining \$250,000 more in the river and harbor bill. The total of the two appropriations would be \$325,000, the sum estimated by Major Langitt as necessary for completion of the south jetty.

Though Mr. Herrmann is not so sanguine he was still confident that Con- gress will appropriate a large sum for the Columbia. Chairman Burton of the Rivers and Harbors Committee of the House, he says, and in fact the whole committee, are very liberally disposed toward the Columbia, for they realize it to have the greatest single outlet to the sea of any river in the United States and know its growing value to commerce.

The condition of the treasury, however, is such that there is a loud cry in Con- gress to put on the brakes on river and harbor appropriations, therefore says Mr. Herrmann, new projects and those not regarded as important by the Rivers and Harbors Committee will fare poorly.

Mr. Herrmann has good assurance of being able to secure appropriations for the lesser river and harbor south of the Columbia. He has introduced a bill to appropriate \$100,000 for a suc- cession dredge for deepening channels in- side those harbors, and believes it will pass, because it is recommended by the Chief of Engineers, and is favored by Chairman Burton. Between 16 and 19 such dredges are in service on the At- lantic Coast, and when the absence of dredges on the Pacific Coast, except as to the Chinook, on Columbia bar, was shown to the board of engineers and Chairman Burton, the proposal to give one to Oregon was strengthened.

The dredge will deepen the inside har- bor seven or eight feet, says Mr. Herrmann, and will accomplish in a short time what jetties and dikes cost- ing millions would not accomplish in half a century. After an inside harbor dredge shall have demonstrated its ef- ficacy, Mr. Herrmann hopes to obtain an appropriation for a bar dredge for the same harbors. The cost of such a dredge, he says, will be about \$150,000, and for maintenance as much more will be needed. The dredge he is now working to obtain will cost \$50,000.

Senator Mitchell says that when he left Washington he had such assur- ance as make him sure of being able to get an appropriation of \$775,000 in the sundry civil bill, and still more in the rivers and harbors bill. For the Willamette and Columbia below Port- land, he believes \$100,000 will be ap- propriated in the rivers and harbors bill.

## BIG STEAMERS FOR SCOUT-SHIPS

## Japanese-American Liners Will Act With Fleet of Mikado.

HONOLULU, Dec. 24.—The steamer China, from Adair ports, brings definite information that the steamer Nip- pon and Hong Kong have left Yokohama for Singapore, and will act as scout ships in the operations of the Japanese war- ships against the Russian Baltic fleet. The steamer America will follow, con- veying torpedo-boats.

The steamers Nippon, Hong Kong and America, prior to the outbreak of the Russo-Japanese War, were operated by the Toyo Kisen Kaisha Company be- tween San Francisco and Oriental ports. Early in the war they were commande- ered by the Japanese government and fitted out as auxiliary cruisers and trans- ports.

## LINE OF DEFENSE

## Russia Ready for North Sea Investigation.

## RELIES ON ATTACK STORY

## Proof of Presence of Japanese Vessels to Be Presented.

## FIRE IN ALL GOOD FAITH

## Sinking of the Camperdown to Be Cited as Evidence That Accidents Will Happen in the Best-Regulated Navies.

PARIS, Dec. 24.—The Russian de- fense before the international commis- sion which is to inquire into the North Sea incident is practically com- pleted. The main features are:

First—That the firing by the Rus- sian squadron was justified as a de- fense against attack. This entails proving the presence of Japanese tor- pedo-boats. The Russian delegates in- form the Associated Press that they possess this proof in the most positive and overwhelming form.

Second—That, even if the Russians were not attacked, they believed that they were attacked, and, therefore, the defensive measures taken were in absolute good faith.

Third—That at most it was an accident at sea, where the dangers and risks are extreme and analogous to the British battle-ship Camperdown ramming and sinking the British battleship Victoria and the recent firing by a British warship upon a coasting vessel during target practice.

The preliminaries of the commission have clearly shown that the British are anxious for a prompt disposal of the case, while the Russians do not object to delay. Therefore the postponement of the opening of the ses- sions of the commission, owing to the nonarrival of Rear-Admiral Davis, the American representative, developed an incident showing the rather significant grouping of the delegates, the Rus- sians sharing the American view that Admiral Davis was entitled to ample time, while the British and French sentiment did not approve of the post-ponement.

It develops that Ambassador Choate sent a wireless telegram to the Fin- land, notifying Admiral Davis that the commission would be opened December 22. This probably was the first use of the wireless system in an important official communication in mid-ocean.

Ambassador Porter has renewed his acquaintance with Admiral Kazankoff, the Russian member of the commis- sion. The latter was commander of the Russian squadron which visited New York at the time of the exposition. General Porter then met Admiral Kazankoff on board the latter's flag-ship.

## BIG DEPOT AT CHICAGO.

## Pennsylvania Railroad Preparing to Spend \$30,000,000.

CHICAGO, Dec. 23.—The Record-Herald says: The Pennsylvania Railroad Com- pany is prepared to spend \$30,000,000 in the construction of a new railway station in Chicago; \$20,000,000 of this sum will be spent in acquiring land adjoining the present Union Depot and \$10,000,000 will be spent on buildings. Plans and specifications for a most elaborate group of structures devoted to railway purposes have been completed.

The site of the new terminal as planned by the architects and engineers of the Pennsylvania Company will occupy several square blocks of territory. In this territory it is the intention of the company to erect a group of supply and storage warehouses, a huge freight ware- house and a passenger depot which will be more than adequate to meet the demands of the railway lines now entering the Union Depot.

The scheme is so comprehensive that it includes the construction of a tunnel or subway beneath the river, by which bridge delays may be avoided.

## MACKAY SPEEDS TO BEDSIDE

## Fast Train Starts on Journey to Wife Injured in Accident.

CHICAGO, Dec. 21.—F. J. Mackay of New York is speeding across the country on a special train on the way to Eng- land, where Mrs. Mackay was severely injured Thursday in a hunting accident. The journey from San Bernardino, Cal., to Chicago, it is expected, will be made in less than three days. Mr. Mackay will reach here Monday afternoon over the Rock Island road and will have, accord- ing to his schedule, just one minute to catch the Lake Shore train for New York. He will sail on Wednesday.

## BATTLESHIP IOWA INJURED.

## Part of Rail Carried Away While Being Docked at Newport News.

NEWPORT NEWS, Va., Dec. 24.—The United States battleship Iowa, while being docked at a shipyard here today, came in violent contact with the structural work at the dock. The ash-chutes and guardrails were carried away and the ship otherwise damaged.

## Have Range of Sevastopol.

TOKIO, Dec. 24.—The advanced Jap- anese batteries at Port Arthur have suc- ceeded in reaching the Russian battleship Sevastopol. One successful hit is re- ported. It is expected that the battleship will soon be completely destroyed.

PORTLAND'S CHRISTMAS GIFTS

FOR PORTLAND

LEWIS & CLARK

INCREASED POPULATION

BUSINESS GROWTH