PROD COMMISSION TO TAKE ACTION

California Shippers Hire Lawyers for Rebate Inquiry.

WILL ALLOW NO FARCE

Railroads Not to Be Permitted to Head Off Search After Their Misdeeds—Attorney-General Is Not Fully Trusted.

SAN FRANCISCO, Jan. 18.—(Special.)—When the State Board of Railroad Commissioners begins its investigations into the illegal methods of the Southern Pacific, the Santa Fe and the Salt Lake & San Pedro Railroads on February 12, it will be backed and urged on by a combination of interested shippers. A gathering of lawyers, representing shippers from San Francisco, Los Angeles, Sacramento, Stockton, Fresno, Bakersfield, Visalia and every other important shipping point, will be ready to back Attorney-General Webb in his efforts to prove the charges of rebating against the Harriman and other lines.

Prominent among the organizations which are to unite are the local California Traffic Association and in Los Angeles a similar organization formed under the leadership of W. A. Joyce. On the lines of these two associations shippers in every important center of the state will organize and a great central body will be effected to appear by intervention in the action to be brought by the Attorney-General against the Southern Pacific and other roads.

Although these traffic associations state for publication that they have every confidence in the State Railroad Commission and the Attorney-General, the truth is that they fear that both Mr. Webb and the Commission will turn the investigation into a farce and for this reason will stand ready to step in at any minute in case Mr. Webb and the Commission, always considered friendly to the Southern Pacific, should fall down.

LONG-AND-SHORT-HAUL RATES

Interstate Board States Important Exceptions to Rule.

WASHINGTON, Jan. 18.—One of the most important decisions that has been rendered by the Interstate Commerce Commission for many months was that handed down today by Mr. Clark in the case of the Boviard Supply Company against the Atchison, Topeka & Santa Fe Railroad and other carriers. The decision involves a discussion of the Commission's views respecting the long and short haul clause of the interstate commerce act, and in the course of the opinion the Commission states why it cannot always approve of a lower rate for a shorter haul than for a longer one in the same territory.

In the present case the complainant ships rope cable from San Francisco to Independence, Kan., on which it is charged 75 cents per 10 pounds, whereas the rate on such rope cables from San Francisco to Mississippi River common points and Chicago common points is only 60 cents a hundred pounds. The Commission decided that in the circumstances the rate was not unjust or prejudicial to the complainant. In the course of the decision, the Commission announced the following important finding of interest to shippers and carriers throughout the country:

Erroneous application of an unlawful rate is not evidence that a higher lawful rate thereon is unreasonable. A rate to one point that does not permit of disadvantageous competition from a point beyond, enjoying a lower rate, does not create unreasonable prejudice as to the one or give undue preference to the other.

The Commission views with disfavor the maintenance of a lower rate for a longer haul than for a shorter one included within the longer, and the circumstances and conditions obtaining at the more distant point which are relied upon to justify it must not only be clearly shown to be substantially dissimilar from those prevailing at the nearer point, but also clearly to exercise a potent or controlling influence in making the lower rate.

If the influence of competition between points of production in commodities and between carriers in rates, prevailing at the farther distant point, but not at the nearer one, can be established in justification of a lower rate to the former, it will constitute such dissimilarity of circumstances as will justify the lower rate for the longer haul.

Competition in commodities alone at the nearer point, will not make the circumstances there substantially similar to those at the farther point where the other competitive influences and conditions also prevail.

Dissimilar circumstances which justify under section four a greater charge for a shorter haul than for a longer haul will also prevent such rate from constituting an illegal preference or advantage under section three.

Upon discovery that shipments have, through mistake, been moved at an unlawful rate, the carrier should forthwith demand, and the shipper forthwith pay, the difference between such unlawful rate and the legal rate applicable thereto.

FREIGHTCARS STANDING IDLE

Great Contrast Between Conditions Last Winter and This.

SALT LAKE CITY, Jan. 18.—One year ago this city was threatened with a coal famine because the railroads lacked cars to haul the fuel. Today, according to the Tribune, 500 freight cars are standing idle in the yards of the Oregon Short Line. Freight cars to the number of 1500 have been retired from service on the Harriman lines within the last 40 days, making a decrease of 10 per cent in the active car equipment of the system. Twenty locomotives stand in the roundhouses cold.

Contrasted with an insatiable demand for all kinds of labor last Winter, the Short Line has laid off 3000 trainmen and workmen since October 1. The Rio Grande Western has let out 175 men in local shops, but has not yet called in any of its rolling stock. The railroad men say that the merchants are not buying goods and that this is the principal cause of the falling off of traffic and the suspension of trains.

GIVE COAL ROADS A CHANCE

If They Dispose of Lands by May 1, They Will Not Be Prosecuted.

WASHINGTON, Jan. 18.—At the Department of Justice today it was announced that if the coal-carrying roads agree to comply with the decision of the Supreme Court of the United States on the constitutionality of the provisions of the Hepburn law prohibiting transportation companies from owning and operating coal properties after May 1, it will not prosecute such companies pending adjudication of the case by the Supreme Court.

SAYS HE PREVENTS CIVIL WAR

Federal Judge Defends Injunction Against Rate Law.

MONTGOMERY, Ala., Jan. 18.—Judge Jones, in the Circuit Court today, said that the observance of decrees of his court by the state judges, in the face of advice to the contrary, prevented civil war in the state.

The remark was made during an argument for dismissal of the Federal injunction against the railroads by ex-Chief Justice Weekley. He argued that the Federal Court was exceeding its authority by enjoining state laws; that the court could not make rates, nor could it say that a rate of 2½ cents a mile is right or wrong.

SETTLEMENT NOT DISTANT

Kurino Confident of Solution of the Japanese Immigration Problem.

PARIS, Jan. 18.—Baron Kurino, the Japan Ambassador to France, who throughout the American-Japanese negotiations has expressed most optimistic views, said today that a settlement is now not far distant.

"I share Count Hayashi's view that a satisfactory solution will soon be reached," he said.

The Japanese Ambassador pointed out that sensational reports now being printed in some European papers with regard to the cabinet crisis in Tokio, representing that this resulted from the refusal of a certain minister to sanction the new budget because of the large amount of revenue the papers alleged was to be devoted to military purposes, were due to ignorance of the budget figures, which have not even reached Paris.

JAPANESE FLEET AT HOME

Naval Minister Denies Stories of Secret Cruise.

TOKIO Jan. 18.—Reports attributing sinister designs to the Japanese naval administration in connection with the Pacific squadron are absolutely unfounded. Vice Admiral Saito, minister of the navy, in an interview with the correspondent of the Associated Press today said:

"We have no secrets from America concerning the distribution of our fleet. Daily reports are handed the naval attaches showing the whereabouts of every vessel which can easily be ascertained.

"In view of the sensational reports emanating from various quarters, we desire emphatically to say that no vessel of the Japanese fleet is any nearer the Pacific coast of America than Yokosuka. Every one of the battleships is now on the home station, either at Yokosuka, Kure or Sasebo, and the entire flotillas of torpedoboats and submarines are at the same stations.

"The only Japanese war vessels now outside of home waters, are one cruiser at each of the following Chinese ports: Hankow, Fuchow, Amoy and Kinchow; two at Shanghai and three small ships at Corea.

"A training ship squadron, consisting of three old cruisers, will sail on January 25. One of these vessels is going in the direction of Colombo, in Ceylon, via Manila, where she will call on a friendly visit. Any statement made differing from this is absolutely without foundation."

Vice Admiral Saito was evidently surprised that any idea prevailed abroad, that Japanese war vessels were cruising in the direction of America. Commander John A. Doughtery, the American naval attache, when he was shown Vice Admiral Saito's statement, said:

"I can positively confirm the statement of the minister of the navy from my own knowledge of the Japanese naval situation.

"There is no vessel absent from the home waters except those on the regular Chinese stations and a few old vessels at Corea."

ASK GOVERNMENT TO EXPLAIN

Progressist Party Accuses Cabinet of Faulty Administration.

TOKIO, Jan. 19.—Members of the progressist party today at a general meeting, which is always held on the eve of the opening of the Diet, for the purpose of defining a platform, passed resolutions of which the following was the preamble:

"Whereas, the cabinet has shown that it has failed in post-bellum measures by faulty internal administration and the national development has been interrupted, while its weak diplomacy is a stain on the national prestige, thus exposing itself to the national indignation, our party demands the government's explanation on seven points."

Among the seven points, increase of taxation, method of compilation of the budget and weak diplomacy were the principal features. Count Okuma, leader of the progressists, did not attend the meeting. The progressists hold 89 seats in the house of representatives. One prominent leader left the party and joined the constitutionalists yesterday.

Rain Obscures Sun's Eclipse.

AUCKLAND, N. Z., Jan. 18.—The observation at Flint Island on December 3 of the eclipse of the sun by a number of American scientists, headed by W. L. Campbell, director of Lick Observatory, was only partially successful, owing to rain. The American observers report the rain as clearing gradually during the first half of the total eclipse and that the weather was clear during the last half. The instruments were wet, but they were covered perfectly and the results then attained were a success. The Samonian observers with a Bolometer measured the heat of the corona with gratifying success. The form of corona was about the same as that observed in India in 1898.

No Panic in This Audience.

DULUTH, Minn., Jan. 18.—During a performance at the Lyceum Theater last night an electric light bulb on a moss-covered rope, which was a part of the scenery, burst, and soon the rope was in flames. Fortunately those in the audience kept their seats and a panic was avoided. James L. Aundergan, stage manager, seized the burning rope and climbed it hand over hand until he reached the fire, which he quickly extinguished. His hands were burned.

Shoots Girl and Himself.

MEMPHIS, Tenn., Jan. 18.—After shooting and probably fatally wounding Miss Flake Duke, a 17-year-old girl, J. Walter Hoover, last night committed suicide by shooting himself through the heart. Hoover and his wife, who is at present visiting relatives at Cheney, Kan., formerly boarded at the home of the girl's relatives, where the shooting occurred, but nothing can be learned as to the cause which led to the crime.

Tomorrow (Monday), positively will be the last day for discount on East Side gas bills. Portland Gas Company.

Eye glasses $1.00 at Metzger's

THANKS TO BRAZIL

Evans Grateful, Though He Cannot Join in Fun.

WILL PASS STRAITS EASILY

Says Fleet Can Go Through in Regular Column Formation—Minnesota's 12-Oared Cutter Wins Exciting Race.

RIO DE JANEIRO, Jan. 18.—Rear-Admiral Robley D. Evans, commander of the American fleet, took occasion today to express appreciation of the magnificent reception accorded the fleet by the Brazilian government and the people. A serious attack of rheumatism which he suffered soon after leaving Port of Spain and which has persistently troubled him ever since has prevented his enjoyment of the many receptions and entertainments organized in honor of the visitors, but has in no wise lessened his appreciation of the efforts of the nation to make the sojourn here pleasant and memorable.

Admiral Evans said otday that he did not anticipate any difficulty in the passage of the Straits of Magellan by the fleet in regular column formation. The so-called dangers of the Strait he does not consider serious, and he believes that the fleet of battleships under his command, with the accompanying flotilla of torpedo-boats, will make the tortuous trip without a jar.

There was great excitement among the jackies over a race between the crews of the 12-oared cutters of the Minnesota and Louisiana. The course was four miles straight away, and the Minnesota crew won after a lively struggle. The jackies bet their money on their choice, and it is thought that nearly $1200 changed hands as a result of the victory of the Minnesota men. The winners will row against a crew of the Illinois tomorrow.

SUPPLIES FOR MARE ISLAND

Government Laying In Vast Stores Against the Fleet's Arrival.

SAN FRANCISCO, Jan. 18.—(Special.)—In a few days contracts will be let for approximately $1,000,000 worth of supplies to be delivered to the Government for the use of the fleet when it reaches the Pacific. The supplies are to be stored at Mare Island and will come for the most part from Coast firms. A number of contracts for staples have already been let, but the majority of the contracts will not be awarded until after January 28, when bids will be opened at the National Capitol with the entire matter in charge of the Navy Department. Paymaster W. T. Wollace of Mare Island is conducting the negotiations at this port. He will be assisted by Inspector Ray, who will act as general storekeeper.

An interesting feature of the contracts is that they call for supplies during the months after the arrival of the fleet in double the amount of those furnished at present. This is regarded as an indication that part of the fleet, at least, will remain in the Pacific Ocean. On this point, however, the local officers have received no special instruction.

Bids have been called for by the Navy Department for groceries and supplies to the value of $750,000. Contracts are to be placed for flour to the amount of $50,000. Orders for milk and bread and other articles of food have already been placed to the value of $200,000.

In the list of articles which the Government will purchase for the fleet the following will give some idea of the appetite of the American tar: 350,000 pounds of tomatoes, 750,000 pounds of sugar, 60,000 pounds of dried apricots, 70,000 pounds of dried apples and 3,000,000 pounds of flour. There will also be vast quantities of potatoes, beans, meat, canned goods and fish.

MAY SKIP BUENOS AYRES TRIP

Probable Torpedo Flotilla Will Go Direct From Rio.

WASHINGTON, Jan. 18.—It seems probable now that the torpedo-boat flotilla on its way to the Pacific will not pay a visit to Buenos Ayres, as was intended. According to the original plan, the flotilla was to proceed from Rio Janeiro to Montevideo. Now, however, as the flotilla is said to be three days behind its itinerary, it is probable that the entire cruise up the River Plate will be cut out and without stopping at either Montevideo or Buenos Ayres, the little vessels will try to make the run from Rio Janeiro to Sandy Point, in the Straits of Magellan. The torpedo-boats will be thus given a thorough test of their ability to make a long-distance run and will also be able to catch up with their schedule and accompany the battleships in the passage of the Straits of Magellan, as desired by Admiral Evans.

RIO JANEIRO, Jan. 18.—Irving B. Dudley, the American Ambassador, has received a dispatch from the Argentine Minister of Foreign Affairs, saying that the government is preparing to receive the American torpedoboat flotilla at Buenos Ayres with befitting ceremony of welcome. The government is gratified that the vessels are coming to an Argentine port and it will be glad again to give evidence of the friendship which united the two Republics.

ROOT'S THANKS TO BRAZIL

Cables Appreciation of Hospitality Shown to Fleet.

RIO DE JANEIRO, Jan. 18.—The American Ambassador has communicated to Foreign Minister Rio Branco the following telegram from Secretary Root:

I desire to express my profound appreciation as well as that of the American Government for the cordial hospitality with which the American fleet has been received by the President and the government of Brazil. It is agreeable to note that the same friendship which was so generously manifested toward me in 1906 continues unchanged and is also manifested toward my countrymen in 1908. The people of America will appreciate all the attentions shown in behalf of the sailors. Present my personal remembrance to Baron Rio Branco. President Roosevelt will telegraph directly to President Penna.

Testing Cruiser California.

SAN FRANCISCO, Jan. 18.—The new cruiser California went to sea yesterday for her final trial. The Navy Board, under the presidency of Captain Perkins, was on board and it is said it is the intention to keep the cruiser at hard work for over two days before any official opinion is formed as to her qualities.

PERSONAL MENTION.

W. B. Goode, of San Francisco, is registered at the Oregon Hotel.

M. T. Dolan, former register of the Land Office at The Dalles, is a guest at the Perkins.

C. Tsurutani is registered at the Portland from Kobe, Japan. He is engaged in mercantile business.

R. P. Rasmussen, a prominent farmer of Corbett, east of the Sandy, is taking the short agricultural course at the Oregon Agricultural College.

James S. McCandless, of Honolulu, is stopping at the Portland. He attended the meeting of the Shrine last night, being a member of the temple in the Islands.

Peter D. and W. S. Martin took rooms at the Portland yesterday. They are sons of Mrs. Eleanor Martin, one of the leaders in San Francisco society. Peter D. Martin married a daughter of Mrs. Herman Oelrichs.

H. A. Lewis and wife, of Russellville, on the Base Line Road, have gone to Southern California, where Mr. Lewis will remain several weeks, studying walnut culture. Mrs. Lewis will remain until Spring.

H. Russell Voorhees, traveling manager for Voorhees & Co., of New York, is stopping at the Portland Hotel. Voorhees & Co. make a specialty of writing advertising for banks. Mr. Voorhees will visit the financial institutions in this city before leaving.

Hy Eilers, who has been confined to his bed, at his home on Everett street, with a serious attack of the grip, was reported much improved yesterday. Though still denied to callers, it is now confidently expected that he will be able to assume business duties by the end of this week.

Dr. J. Whitcomb Brougher, pastor of the White Temple, who has been conducting evangelistic services at McMinnville during the past week, returned to Portland yesterday morning, leaving again in the afternoon for McMinnville, where he will continue his services for another week.

Monroe Goldstein, a local newspaperman, returned to Portland from San Francisco yesterday where he was for a fortnight engaged in the settlement of his claim to a portion of his father's estate. Mrs. Goldstein, who had been visiting in Southern California for some time, returned with him.

Mrs. R. C. Patterson left last week for Spokane, Wash., which will be her future home, Mr. Patterson having recently been appointed manager of the Spokane branch of W. P. Fuller & Co. Mrs. Patterson, who was formerly Miss George Giltner, has a wide circle of friends, who will regret her departure from Portland.

RUSSIAN FOLLOWS FLEET

NAVAL OFFICER WATCHING ITS EVERY MOVEMENT.

Said to Have Been Refused Admission on Board, but Ambassador Denies the Story.

ST. PETERSBURG, Jan. 18.—The importance attached by the Russian Admiralty to the lessons to be learned from the voyage of the American battleship fleet under Rear-Admiral Evans is shown by the fact that the naval officer, Commander Alexis Diatchkoff, is following the fleet around the Horn, traveling from port to port by any means he can obtain. He adopted this course only after his repeated requests for permission to join the ships had been refused.

It is reported here that Diatchkoff succeeded in getting on board one of the American warships at Rio Janeiro, and the entire incident of this officer's activities had been a source of some friction between the Russian Foreign Minister here and the Admiralty. When Baron Rosen, the Russian Ambassador to the United States, was instructed to ask for a permit for Diatchkoff to join Admiral Evans, he declined on the grounds that he knew his request would be unfavorably received at Washington.

Thereupon the Russian Admiralty, after further correspondence with the Foreign Office, instructed Diatchkoff to apply personally to Secretary Metcalf. This the officer did, but in vain. He was thereupon ordered to follow the fleet as closely as he could, making use of private steamers.

The Novoe Vremya, which is conducting a campaign against Foreign Minister Iiswolsky, declared today that Diatchkoff was granted permission to accompany one of the American battleships. This was obtained after Baron Rosen had refused to present his application, according to this paper, and not the slightest objection was made. The paper, however, is in error.

NO ATTEMPT TO HIDE FACTS

Rosen Says Permission to Accompany Fleet Not Asked.

WASHINGTON, Jan. 18.—No attempt is made at the Russian Embassy to conceal the fact that Commander Diatchkoff is following the American battleship fleet for the purpose of observing its methods during its long voyage to obtain the many valuable lessons to be learned from a close study of all the conditions pertaining to it.

Baron Rosen said that he had never seen the commander, who had not visited Washington while in the United States. He was met in New York by Colonel Nebosin, the Russian naval attache, who took him at once to Norfolk, where he was introduced to Rear-Admiral Evans and various officers of the fleet. He then hurried back to New York, where he boarded a ship for Rio de Janeiro to be present when the fleet reached there. Baron Rosen said the commander expects to go from place to place where the fleet stops, so that he may learn what there may be of interest from a strategic standpoint that may be worth noting.

Baron Rosen said he had not made any application for Diatchkoff to accompany the fleet, nor had any one identified with the embassy, so far as he was aware, for it was not the practice of governments to permit foreigners to accompany the fleets on long cruises. The discussion of the whole matter, he thought, was found in the statement of the St. Petersburg dispatch, which said the Novoe Vremya is conducting a campaign against the Foreign Minister and is seizing the present opportunity referred to to make capital out of the incident.

CAPTURE TERRORIST WOMAN

Russian Police Take One Believed to Be in Tiflis Affair.

TIFLIS, Jan. 18.—The police of this city have captured a woman named Rosalia Semapalski, who is believed to have been a member of the Russian terrorist band that in July of last year secured $200,000 at Tiflis.

FAVORS FOWLER SCHEME

Bankers' Commission Recommends Issue of Asset Currency.

CHICAGO, Jan. 18.—The currency commission of the American Bankers' Association met here today and drafted an asset currency measure, which is to be submitted to Congress soon. The bill is of the same general character as the first bill introduced by Congressman Fowler, and is to be presented to the Nation's lawmakers with the approval of the association back of it.

The currency commission consists of 15 members. Of these nine were present today as follows: James B. Forgan, Chicago; Charles H. Huttig, St. Louis; Myron T. Herrick, Cleveland; Robert Wardrop, Pittsburg; John L. Hamilton, Hooperstown, Ill.; Joseph T. Talbert, Chicago; Luther Drake, Omaha; Sol Wexler, New Orleans, and Arthur Reynolds, Des Moines. Fred E. Farnsworth, New York, secretary of the association, also attended the meeting, although he is not a voting member. The commission has practically the same membership as that which recommended the First Fowler bill to Congress within a year.

The commission issued a formal statement tonight indorsing the following features of the original Fowler bill:

Any National bank in business for a year or more may take out for issue and circulation "National bank guaranteed credit notes," provided the institution's surplus fund equals 25 per cent of its capital.

The amount of these credit notes may be equal to 40 per cent of the National bank notes which the bank may have outstanding, but not more than 25 per cent of its capital.

The Treasurer of the United States would receive in January and July of each year a tax of 1½ per cent upon the average amount of such credit notes in circulation.

Besides the foregoing amount of special credit notes subject to a tax of 3 per cent annually, a National bank may also take for circulation additional credit notes equal to 12½ per cent of its capital, but it shall pay on such extra issue a special tax of 5 per cent, payable in two installments of 2½ per cent each, semi-annually.

Fatal Wreck on Seaboard Line.

RALEIGH, N. C., Jan. 18.—As the result of a head-on collision at Cameron, 55 miles south of Raleigh, between a Seaboard Air Line freight and a north-bound fast passenger train, early today, two men were killed and 20 injured, none seriously. Engineer E. H. Vaughan and a negro fireman, both of the passenger train, were killed. The collision is attributed to trouble with the air brakes on the freight train and to complicated train orders.

AT THE HOTELS.

The Portland—J. T. Kepna, Seattle; B. Rosenfeld, San Francisco; F. G. Higgins, Seattle; C. Tenratain, Kobe, Japan; L. S. Bell, Victoria; N. R. Bigelow, Harry Growtage, New York; C. J. Dodd, San Francisco; J. M. Robins, Cleveland; A. J. Heinman, San Francisco; Levi Well, S. Cohen, New York; J. S. McCandless, Honolulu; F. N. McCandless, Tacoma; J. R. Morris, M. D., Lewiston; S. H. Greenbaum, Louisville; E. D. Marshall, San Francisco; G. W. Harris, city; E. W. Wolf, Chicago; R. S. Martin, Los Angeles; W. S. Martin, San Francisco; Daniel Bosquin and family, Arizona; D. H. Child, L. Blockinton, New York; W. R. Nichols, San Jose; T. F. Way and wife, Livingston; C. F. Johnson, Boston; W. C. Smith, city; H. B. Voochies, New York; R. G. Reynolds and wife, Victoria; W. S. Sherwood, G. C. Fulton, St. Paul; C. C. Springer, Chicago; W. Coleman, St. Louis; Douglas Hardy, San Francisco; J. K. Simpson, Stevenson; W. B. Guyton, Chicago; W. W. Powell, Tacoma; Theo. Peters, San Francisco; Mr. and Mrs. Edward Ellerton, Mr. and Mrs. H. D. Campbell, Seattle; James O. Riordan, St. Louis; S. A. Perkins, Tacoma; Douglas A. Fiske, Minneapolis; Captain and Mrs. G. B. Pond, U. S. A.; W. A. Stewart, Tacoma; G. M. Esterly and wife, Valley; F. A. Kenny, San Francisco; Fred L. Webster and wife, Chicago; W. A. Ridgeway, Butte; F. V. Dingman, San Francisco; J. H. Seek, Chicago; B. Bouck and wife, Pequamaig; A. D. Gildmader, San Francisco; Frank Keenan, Valdez.

The Oregon—Miss L. Wimans, Pendleton; W. J. Harnard, Seattle; Dr. Williams, McMinnville; C. S. Hampton, Chicago; Charles A. Pane, C. S. Trum, J. E. Taylor, Vancouver; F. W. Churchouse, San Francisco; Will A. Louman, Anacortes; G. M. Esterly and wife, Frank Kednan, Valdez; C. K. Halloway, Walla Walla; E. J. Smith, Seattle; R. D. French, William M. Blaine, San Francisco; C. A. Ray, Seattle; Dr. Williams, city; M. E. Breyman, R. P. Boise and wife, L. A. Lively, Salem; G. E. Metcalf and wife, Eugene; Mr. and Mrs. E. Hofer, Charles Howard, Salem; R. P. Kearns, San Francisco; Stephen Carner, Corvallis; E. E. Marshall, city; O. M. Kellogg, Hoquiam; J. C. Cottingham, San Francisco; J. T. Crawford, S. P. Preston, Gillespie; Mrs. W. S. Bridgeford, Olympia; Mrs. W. S. Torrant, Seattle; J. M. Neal, Aberdeen; L. L. Shary, Ellensberg; F. L. Stewart, Kelso; D. M. Stuart, Astoria; G. L. Coleman, The Dalles; A. Carman, Bend; Mrs. F. L. Carr, Hoquiam; S. Sternberg, San Francisco; R. A. Carpenter, L. T. Skidmore, Seattle; James Finlayson, Astoria; J. W. Scriber, La Grande; A. B. Weatherford, Albany; George W. Granger, San Francisco; F. W. Settlemire, Woodburn; S. Kreiger, New York; Mrs. Smith Ely, Mrs. M. L. Wright, Spokane; W. B. Goode, San Francisco; Fred L. Miner, Boston; J. L. Dunlap, Cascade Locks; George D. Clagett, Seattle; A. Shultz, Oakland; Will R. King, Salem; J. W. Hawkins, La Grande; A. M. Rawlings, Quincy; C. T. Barm, G. S. Parker, La Grande; W. M. Robbins and wife, Union; L. L. Taylor and wife, Tacoma; J. M. Redstome, Spokane; C. B. Winn and wife, Albany; Mrs. F. McAllister, A. E. Guiest, Seattle.

The Imperial.—G. C. Fulton, Astoria; S. L. James, R. E. Booth, Oakland; T. E. Moran, Ed Garsow, Tacoma; H. B. Ward, Seattle; J. S. Lloyd, Ellensburg; L. Couch, Wallace; Charles T. Early, Hood River; R. N. Stanfeeter, Echo; George Meloy and wife, Moro; L. E. Morse, Hood River; A. C. Russell and wife, Floreston, Cal.; Geo. T. Hull, Eugene; C. S. Freeland, Eugene; G. S. Calhoun, Grants Pass; J. A. Borin, San Francisco; E. C. Kuppatreck, Dallas; S. L. Taylor and wife, Tacoma; M. Hayter, Dallas; J. R. Butter, Monmouth; H. H. Olinger, Salem; C. A. Murphy, Salem; John S. Orth, Medford; R. J. F. Thurston, Brownsville; H. C. Mahon, Eugene; O. D. Butler, Independence; C. W. James, Salem; Mrs. E. Hall, The Dalles; Sam B. Garland, Lebanon; O. H. Byland, Rainier; S. L. Jewell, Grants Pass; E. Seymour, Forest Grove; H. Hoffer, Seattle; C. F. Cathcart and wife, Raymond; H. M. Branson, Salem; M. E. Pratt, Salem; D. M. Scully, city; E. W. Hains, Forest Grove; T. W. Sain, Gaston; John Barber, H. S. Barber, Cottage Grove; W. B. Morse, Salem.

The Perkins—W. H. Norton and wife, city; W. T. Nolan, The Dalles; J. W. Blasser, Eugene; Oscar Borslan, Milwaukee, Wis.; A. Beard, Pullman; C. J. Jackson, Hermiston; Mrs. J. Gilbert, Seattle; F. D. Gaskell, La Grande; A. Dunning, Vancouver; H. N. Aldrich, Bridal Veil; Minnie Schurz, Clara Hansen, Bert Weaver, Tacoma; S. D. Erwin, The Dalles; Bessie Sparks, Mrs. Charles Dickson, Bridal Veil; W. L. Hinkle, The Dalles; P. H. Simons, G. S. Whitman, Mrs. Birchard, Butte, Neb.; N. A. Ellsworth, South Bend; W. S. Thompson, Fossil; P. H. Hoonan, Jr., Aberdeen; H. Ernest, Roseburg; Mrs. Carlson, Miss Elliott, Marshland; Frank L. Hoogs, A. N. Johnson, Honolulu; Edward Hogan, Estacada; Charles L. Koelsche, Ashland; Mrs. Will Brown, Will Brown, Eugene; J. W. Blosser, Eugene; H. P. Gardner, San Francisco; K. A. Johnson and wife, Astoria; Millard Gove, Edna Gove, Miss L. Newell, Kalama; Mrs. E. J. Lawrence, Cathlamet; George O. Holcomb, Seattle; J. S. Hart and wife, Twin Falls, Idaho; J. W. Chandler, Vale; John Redmond, McMinnville; George H. Wisschuson, College; Otto Sharsen, N. W. Clarke, Salem; D. J. Shelvey and wife, A. R. Cyrus, Astoria.

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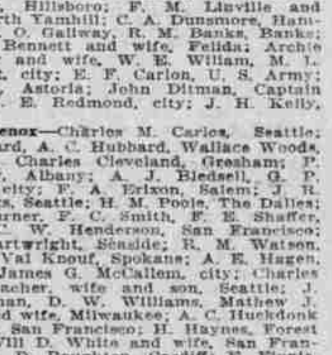

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