RE-OPEN GATEWAY

Union Pacific Asks Permission to Make New Tariff.

PRACTICALLY SAME AS BEFORE

Tourists Buying Tickets to Portland Will Receive New Tickets to Sound on Request.

Omaha, Neb., April 16.—By permission of the Interstate Commission, the Union Pacific has prepared a tariff which is expected to overcome the result of a previous decision which had the effect of closing the Portland gateway. The Northern Pacific and Great Northern had not concurred in previous tariffs and the commission ruled that tickets sold under the rates so published were illegal. The Union Pacific is now permitted to name Portland as the destination, but if the traveler signifies intention of going to Seattle, or further north, the conductor lifting his ticket will give him another reading from Portland to the point to be reached.

In other words, the old method is resumed of drawing exchange orders on Portland to points in Washington. The additional charge is absorbed by the Harriman lines and they again enjoy the benefit of the long haul.

It is said that the whole question of authorized routes to the Pacific Coast is not any more satisfactory now to the Northern Pacific than it is to the Harriman system, and that it is equally anxious to see the entire subject of gateways reconsidered.

Aid to Western Woolgrowers.

Omaha, Neb., April 16.—Through the efforts of the woolgrowers of the West and Northwest, a storage-in-transit rate has been made by the Union Pacific, Southern Pacific, Burlington and Chicago & Northwestern railroads, which will permit wool to stop for storage at Omaha. It may be baled here and shipped at the convenience of buyers and growers. The advantage to the woolgrowers is that of not being forced to sell their clip at any price the eastern buyers may offer.

Three storage warehouses will be built here at once, with a capacity of 50,000,000 pounds. These storage facilities will be available to woolgrowers who may put their clip in a warehouse and use the receipts as collateral on which to secure cash. About 5,000,000 pounds of Pacific Northwestern wool passes through Omaha annually.

BLUEJACKETS ON SHORE.

Once More Tread Soil of God's Own Country.

San Diego, April 16.—A parade of bluejackets and marines landed from the American battleship fleet—5000 fighting men fresh from a cruise of more than 13,000 miles—marked the ceremonies of official welcome to the State of California. Sixty-four companies of sailormen, in their togs of the sea, with wide flaring trousers reefed down in canvas leggings, and 16 companies of marines, soldierly and straight, formed this most notable of the navy's land displays. The landing party, equipped as infantry, armed with Krags, in light marching order, and with canteens filled, equalled an army corps.

The procession the men of the navy formed was more than two miles long. They marched from the waterfront to the City Park.

Roosevelt's Policy Wisest

Paris, April 16.—The Temps today expressed enthusiastic approval of President Roosevelt's reasoning in favor of providing additional ships for the American navy, especially the affirmation that the United States would lose rank as a great power, not only if she was feeble, but if she had the reputation of being feeble. "France should meditate on this," the paper says.

If America wishes to avoid war with Japan, she must have a fleet permanent in the Pacific. The American people are at present confused as to the proper course to pursue, but President Roosevelt's naval policy suggests a luminous and wise path which the country sooner or later will follow.

Find Two More Bodies.

Boston, April 16.—The remains of two persons, a man and a woman, were found today in the ruins of Sunday's fire at Chelsea, and tonight a human skull was found in the cellar of No. 62 Chester avenue. The bodies of three unknown persons had been recovered previously and the death list is now six, but the authorities expect to find other bodies in the ruins. Early today the police arrested Daniel Ross, who was waving lighted tapers in a lumberyard, and he was held on the charge of attempted incendiarism.

Banker Gets Five Years.

Pittsburg, Pa., April 16.—William S. Wortman, ex-president of the Oakland Savings & Trust Company, pleaded guilty today to embezzlement of $14,000 of the company's funds, and was sentenced to five years in the penitentiary.

ELEPHANTS RUN AMUCK

Explosion of Oil Tank Stampedes an Entire Herd.

Riverside, Cal., April 17.—Thrown into a wild panic by the explosion of a huge oil tank in the outskirts of this city, at 1:30 o'clock this afternoon, a herd of elephants belonging to the Sells-Floto circus dashed madly through the streets of the residence district driving terror-stricken citizens before them and leaving a trail of destruction in their wake. The leader of the herd invaded the business district before he was recaptured and ran amuck in the court yard of the Glenwood hotel, where he attacked Miss Ella Gibbs, a prominent church woman, pinned her against the side of the building with his tusks, then threw her to the ground, trampled upon her and inflicted injuries from which she died at 9:45 o'clock tonight.

D. P. Chapman, a guest of the hotel which is one of the famous hostelries of the coast, attempted to stop the elephant, and was in turn attacked by the infuriated animal, which knocked him down and trampled upon him breaking his leg and otherwise injuring him. The big beast then crashed through the wall of the courtyard into the hotel barber shop, wrecking that establishment in gaining Main street, plunged through plateglass window hurling Frank A. Bird to the ground and goring him all but fatally, was rounded up in a livery stable and made captive.

Four other elephants of the main herd, which had in the meantime been re-captured, were brought to the stable to aid in subduing the leader, and before he was chained fast to his comrades the brute added one more to his list of victims by hurling one of his keepers over a high board fense, badly injuring him.

Another was added to the list of the injured today when L. K. Worsley, an oil-wagon driver, who was fatally burned in the explosion, was taken to the city hospital. It was from his wagon, it is said, that the fire was communicated to the oil-tank which exploded. Worsley was hurled 20 yards by the explosion and was picked up with his clothing in flames. He is dying.

A second large storage tank filled with oil exploded soon after the first and both burned until late at night. Sixty thousand gallons of oil, including much refined oil in cases, was consumed, together with the buildings adjoining the tanks. The Standard Oil Co.'s loss on the oil is $7,000 and on buildings, $4,000.

The circus tents were pitched three blocks from the oil-tanks. When the first muffled explosion occurred, shaking the ground like an earthquake, and the flames shot up several hundred feet into the air, the circus management hurriedly cleared the tents and sent home the crowd which was assembling for the afternoon performance. It was while the tents were being struck that the frightened elephants became unmanageable and stampeded.

Strike Brings Bloodshed.

Chester, Pa., April 17.—Riot and bloodshed marked the third day of the streetcar strike here today, when the Chester Traction company attempted to operate its cars with imported strike-breakers. The strikers and their sympathizers stormed a trolleycar that was started out of the barns and in the melee two men were shot.

William Griesemer, a claim agent for the company, was struck on the arm by a bullet and William Borgmann, the motorman who had charge of the car, was struck in the foot by another bullet. He was dragged from the car and beaten and was rescued from the angry strikers and their sympathizers with difficulty.

Greisemer, besides being wounded had his shoulder dislocated. Several other traction employers were also cut and bruised.

Students Witness Prizefight.

Berkeley, April 17.—Battling Nelson and a number of other representatives of the prize ring, appeared in three-round bouts tonight before a large crowd of students of the University of California, among whom were many co-eds. The entertainment was held under the auspices of the Polydeucean club of the university. The affair, postponed from three weeks ago, was held outside the university grounds, but was sanctioned by the executive of the Associated Students and the faculty of the university.

Great Northern Is Blocked.

Butte, Mont., April 17.—Great Northern Agent Stewart, of Wolf Creek, reports that the track from Wolf Creek east as far as he can see is flooded to a depth of three feet and that for three miles or more it is completely washed out and in places overturned, while the rails are twisted and bent into every shape by the foaming waters. Twenty-eight miles of track are under water. It is figured conservatively that for at least 20 days no trains can go over the line and no repair work can be done until the water recedes.

Uncle Sam Backs China

Paris, April 17.—The Echo de Paris says that the explanation of the firmer attitude assumed by China with regard to the Japanese in Manchuria may be found in the support given to China by the United States, proof of which was given in the remittance of indemnity due from China owing to the troubles in 1900.

OREGON STATE ITEMS OF INTEREST

EXPENSES OF THE STATE.

Cost of Governing Oregon for Year 1907, by Counties.

Salem—Secretary of State Benson, has completed the annual statement of expenses of the several counties of the state for the year 1907, showing a total expenditure of $1,422,475.46, not including expenditures for roads and highways. As a rule, the counties include much of their bridge expense in the roads and highways classification, so a portion of that expenditure is not included.

The expenditures by counties were as follows:

Baker	$ 50,282.83
Benton	18,122.80
Clackamas	55,179.61
Clatsop	51,073.42
Columbia	59,028.37
Coos	53,840.88
Crook	38,441.55
Curry	6,041.14
Douglas	52,956.25
Gilliam	18,080.65
Grant	20,338.68
Harney	28,778.51
Jackson	50,975.50
Josephine	27,564.59
Klamath	30,295.92
Lake	14,221.24
Lane	71,153.11
Lincoln	11,741.82
Linn	53,316.08
Malheur	50,444.55
Marion	64,239.75
Morrow	21,484.61
Multnomah	411,416.50
Polk	37,153.58
Sherman	13,172.77
Tillamook	20,739.14
Umatilla	80,456.01
Union	47,307.97
Wallowa	25,104.30
Wasco	27,810.64
Washington	39,180.86
Wheeler	14,574.62
Yamhill	51,261.02
Total	$1,422,475.46

The expenditures by items were as follows:

County Court and Commissioners	$ 59,900.04
Circuit Court	111,511.39
Justices' courts	33,695.18
Sheriff's office	124,265.57
Clerk's office	96,789.52
Recorder's office	56,879.17
Treasurer's office	26,823.51
Coroner's office	12,262.79
School Superintendent's office	43,073.37
Stock Inspector	7,091.89
Assessor's office	99,200.72
Assessment and collection of taxes	74,745.43
Tax rebate	7,230.50
Current expenses	68,330.23
Courthouse expenses	69,756.22
Jail	23,376.96
Poor, care of	128,308.76
Indigent soldiers	7,217.12
Insane	4,081.29
Reform school commitments	14,324.76
Bridges	209,125.34
Ferries	48,294.43
Election expense	3,514.60
Scalp bounty	1,307.80
Board of Health	3,549.00
Fruit Inspector	2,792.62
Surveyor	2,352.01
Agricultural fairs	2,878.81
High schools	19,178.15
Miscellaneous	53,296.74
Total	$1,422,475.46

Water for Merrill Ranchers.

Klamath Falls—E. W. Smith, railroad conductor, has practically finished the canal change at this city, where the railroad grade crosses it, and has been awarded the contract by the government of repairing the Adams canal. This canal furnishes water to landholders around Merrill and has been taken over by the government.

Water will be turned into the main canal of the Klamath project next week.

Some of the lands are needing water at this time on account of the dry weather. Indications point to a less successful year for the dry farmers unless rain comes soon.

Must Furnish Seats.

Salem—The railroad commission in a decision, which follows in part, censures the Corvallis & Eastern Railroad Co., for their passenger accommodations on the lines from Albany and Corvallis to Yaquina and Toledo:

"It is ordered that the railroad company defendant shall in the future supply sufficient passenger cars so that all passengers leaving Corvallis or Albany westbound and Yaquina and Toledo eastbound may have a seat and that the second-class coach shall be supplied with ventilators."

The railroad company will have 20 days in which to make the necessary alterations.

Equalize Rates to Klamath.

Klamath Falls—Captain J. M. McIntire, who has returned from San Francisco, where he met the Southern Pacific freight officials, states that a through freight rate will be established to Klamath Falls as soon as the terminus of the road is at Dorris.

The McIntire Transportation company will handle all freight into this section, and it will remain in charge of the Southern Pacific until delivered to the consignee.

The rates have been published and are much lower than over the Thrall-Pokegema line. The rates from Portland and San Francisco are the same.

Fruitgrowers Will Organize

Marshfield—President Newell, of the Oregon State Horticultural Board and A. H. Carson, committeemen for the Third district, will visit Coos county the last of this month for the purpose of getting in closer touch with the fruitgrowers of the district. County Inspector Pohl will arrange a meeting when the visitors arrive. Plans are now in progress in Coos county for the organization of a County Fruitgrowers' Association. Inspector Pohl is engaged in visiting the orchards of the county and announces that he will cut down trees which are not properly sprayed by the owner after due notification.

PROTEST LOSS OF RANGE.

Oregon Sheepmen Want Flocks Put Back on Reserves.

Pendleton—Because the number of sheep allotted to the forest reserves of Oregon is 75,000 less this year than last, Umatilla county sheepmen are protesting to the forestry department and application has been made by the state association to permit the same number in the reserves this year as was grazed last year. Cutting down the number to be grazed in the reserves will cause sheepmen to sell under forced conditions since they have no range for the surplus and this they claim is a great injustice in view of the fact that the season promises to be excellent for both sheep and wool.

A meeting of the executive committee of the Oregon Wool-Growers' association will be held here for the purpose of formulating a formal protest to the department. It is thought the request to graze the same number this year will be granted as the range in the reserve is improving from year to year on account of the husbanding of the grass by the forestry department.

Malheur, Umatilla, Harney and Baker county sheepmen have joined in the protest and earnest efforts will be made to secure range for the surplus sheep.

CAN'T AGREE ON PRICE.

Salmon Canners Have Meeting But No Scale is Set.

Astoria—A meeting attended by representatives of practically all the salmon canneries of the Columbia river was held here this afternoon to discuss the prices to be paid for raw fish during the season, which will open at noon on Wednesday, but although two sessions were held in an effort to get together, no agreement was reached. It is understood some of the canners wanted to pay 5 cents a pound for cannery fish and 6 cents for cold storage fish, those weighing 25 pounds or over, others wanted to fix the prices at 5 and 7 cents, the same as set by the Fishermen's Union, while still others contended that 5 cents for small fish and 8 cents for all over 30 pounds in weight was proper. What the disagreement will result in is hard to foretell, but it is probable the season will open at the prices fixed by the fishermen and the size of the catch will soon determine whether or not the rates will go higher.

Trout for Union County.

La Grande—Approximately 100,000 fish will be received in Union county within 30 days to be used as stocking material for the many mountain streams in this vicinity. Members of the Eastern Oregon Fish and Game association have received notice that the shipments will be forthcoming in a short time, and that the parties to whom the cans are consigned must be in readiness to plant the fry.

PORTLAND MARKETS.

Wheat—Track prices: Club, 84c per bushel; red Russian, 82c; bluestem, 87c; valley, 85c.

Barley—Feed, $24.50 per ton; rolled, $27@28; brewing, $26.

Oats—No. 1 white, $26.50@27 per ton; gray, $26.

Millstuffs—Bran, $24.50 per ton; middlings, $27.50; shorts, country, $27.50; city, $27; wheat and barley chop, $27.50.

Hay—Timothy, Willamette Valley, $17 per ton; Willamette Valley, ordinary, $15; Eastern Oregon, $17.50; mixed, $16; clover, $14; alfalfa, $12; alfalfa meal, $20.

Butter—Extras, 27½c per pound; fancy 26c; choice, 25c; store, 16½c.

Eggs—Loss and commission off, 16½@17c per dozen.

Cheese—Fancy cream twins, 15½c per pound; cream brick, 20c; Swiss blk., 20c; limburger, 22½c.

Poultry—Mixed chickens, 13c per lb.; fancy hens, 14@14½c; roosters, old, 8c; fryers, lb., 20c; broilers, lb., 22½@25c; dressed poultry per pound, 1c higher.

Potatoes—Select, selling price, 70c per hundred; Willamette Valley, buying price, 45c per hundred; East Multnomah, buying price, 55c; Clackamas, buying price, 55c per hundred; new California, 5@5½c per pound; sweet, 5½c per pound.

Onions—Job price, $4.75@5 per hundred; buying price, $4.25@4.50 per hundred; garlic, 15c per pound.

Apples—Select, $2.50 per box; fancy, $2; choice, $1.50; ordinary, $1.25.

Fresh Fruits—Oranges, $2.50@3 per box; lemons, $2.75@3.50.

Cattle—Best steers, $4.75@5; medium, $4.25@4.75; common, $3.50@4; cows, best, $3.75@4; common, $3.25@3.75; calves, $4@4.50.

Sheep—Best wethers, $6@6.50; ewes, $5@5.50; spring lambs, nominal.

Hogs—Best, $6@6.25; medium, $5.75@6; feeders, $5.25@5.50.

Hops—1907, prime and choice, 4@6c per pound; olds, 1@1½c per pound.

Wool—Eastern Oregon, average best, 11@15c per pound, according to shrinkage; Valley, 12@15c, according to quality.

Mohair—Choice, 20@20½c per pound.

AT ANCHOR IN HOME WATERS

Battleship Fleet Arrives Safely in San Diego Harbor.

San Diego, Cal., April 14.—In four regularly-intervaled columns, with flagships leading abreast and pointing the way to the first home anchorage the fleet has found in its four months of cruising around the southern-most end of the Western Hemisphere, the 16 ships swept into the sheltered cove of the sea behind the towering headlands of Point Loma and halted for days of merrymaking for men and officers.

The fleet let go its anchors—all splashing in the water with simultaneous precision—at 12:47 P. M., just 13 minutes before the announced hour of arrival. For two hours the ships had been in sight and their coming had been watched with wonder by the waiting throngs. So engrossed were the people in the beauty of the scene that they forgot to cheer. The people of California are not so well acquainted with the navy as they would like to be, and the cruise of the battleships to this coast has long been looked forward to. Never before have armorclads of the Connecticut type, displacing more than 16,000 tons of water, been seen along the Pacific Coast, and the occasion of their first visit is to be made a memorable event wherever they touch a port or cruise close enough to the shore to be seen by the cities and resorts that skirt the coast.

The splendid condition of the ships was manifest in every way. Outwardly they were the same sparkling, impressive white and buff units of a powerful fighting force that pointed their way out of Hampton Roads on a home coast 3,000 miles away, with the President showing the way on his cruiser yacht, the Mayflower. Internally, the ships were in better condition than when they started, engines working with the smooth thrust and throw of perfect bearings and careful handling and boilers making steam with less consumption of coal because of the increased efficiency in the firing-rooms. The wash of the waves along the waterline displayed from two to three feet of red armor belts and showed but comparatively little sea growth, despite the long stay in temperate and tropical waters.

WALL OF WATER TURNS LOOSE

Bursting Missouri River Dam Floods Montana Towns.

Helena, Mont., April 15.—In every town and village on the Missouri river, in Northern Montana, the residents are terror-stricken and are fleeing to the hills to escape the flood caused by the breaking of the 70-foot dam at Hauser Lake this afternoon. The town of Craig, in Lewis and Clarke county, 46 miles north of Helena, is now more than 20 feet under water, and from every indication tens of thousands of dollars' worth of property will be swept away. The 400 inhabitants of the town are camping in the hills tonight.

At a late hour tonight General Manager Gerry announced that the water is receding, and he is confident that no damage will occur beyond Craig. The latest estimate of the loss is from $300,000 to $400,000.

A heavily loaded Great Northern train from Great Falls to Butte narrowly escaped destruction by the flood this evening at 6 o'clock. It was flagged just in time by the telegraph operator at Cascade and returned to Great Falls, not, however, before taking aboard a flock of sheep whose pasture was under water.

The Hauser Lake dam, which was one of the finest structures of its kind in the world, was completed last year at a cost of more than $1,200,000 and developed 25,000 horsepower, which was utilized in operating the various power plants in Helena and the Butte mines and the Amalgamated Copper Company's smelter at Anaconda. The break will not interfere with operations, as power is being furnished tonight from the Canyon Ferry dam and the company's sub-station in Butte.

Superintendent H. L. Burdick, of the Rocky Mountain Bell Telephone Company, at 10:30 o'clock tonight announced that the water at Craig, 46 miles from Helena, had reached a depth of 22½ feet, and at Cascade, 69 miles distant, a depth of four feet. It is estimated that the water will reach the Boston & Montana smelter on the river bank at Great Falls about midnight.

Admiral Evans Improving.

Paso Robles Hot Springs, Cal., April 15.—After remaining quietly in his room for several days, as a result of the recurrence of pain in his left knee, Rear-Admiral Evans was taken out today and wheeled to the bath house. It was the first time that he has left his room since last Thursday. After being given a sulphur bath and treatment, he was taken back to his room. There was a marked improvement in his appearance. His face was less drawn and in place of the pallor there was a good fresh color.

Return Via Suez.

Washington, April 15.—The battleships Maine and Alabama, which will be detached from the Atlantic fleet, their places to be taken by the Wisconsin and the Nebraska, are to come home by the way of the Suez canal, according to present plans. They will leave San Francisco a month ahead of the fleet.

FULTON IS BEATEN

Indications That Cake Is Victor for U. S. Senator.

ELLIS WINS OUT FOR CONGRESS

Statement No. 1 Candidates Do Well But Control of Next Legislature is Uncertain.

Present Indications.

United States Senator—H. M. Cake.
Representative in Congress, First District—Willis C. Hawley.
Representative in Congress, Second District—W. R. Ellis.
Justice of Supreme Court—Robert S. Bean.
Oregon Dairy and Food Commissioner—J. W. Bailey.
Railroad Commissioner, First District—C. B. Aitchison.
Railroad Commissioner, Second District—Thomas K. Campbell.

Portland, April 18.—Returns from the Oregon primary election yesterday, indicate clearly that H. M. Cake has defeated Charles W. Fulton for the Republican nomination for United States Senator by a majority ranging from 3000 to 5000. Cake carries Multnomah county by a majority of 3000. Returns from the remainder of the state show that Cake, with a third of the vote counted, leads by 1000. Fulton has carried Clatsop and Lane by heavy votes, cutting down Cake's lead in the state. Cake has probably carried a larger number of counties than Fulton.

For Representative of the First District W. R. Ellis appears to have won over T. T. Geer, although the meager returns received did not decisively indicate this result. George S. Shepherd has carried Multnomah county by 2000 or more for the congressional nomination and has run well in the lower river counties; but he appears to be far behind both Ellis and Geer in Eastern Oregon. Shepherd's lead in Multnomah will in all probability be overcome by Ellis' plurality in the remainder of the district. It is impossible to say at this hour, 2 a. m., whether Shepherd or Geer will be third in the race. Later returns, indeed, may change the entire complexion of the present situation, but it is not probable.

R. S. Bean is nominated for Supreme Judge without opposition. So also is W. C. Hawley nominated for congress in the first district. No returns were received by The Oregonian last night to show whether Jeffery or Derby has won the nomination in the Second District.

C. B. Aithison was in the lead for Railroad Commissioner for the Second District and is probably nominated. Thomas K. Campbell is successful for Railroad Commissioner in the First District. J. W. Bailey has beaten Dr. Alexander Reid for Food and Dairy Commissioner.

It is impossible to say at this hour how uniformly successful Statement No. 1 candidates for the legislature have been in the republican primary. They have won a decided victory in Multnomah county, but in the state at large results appear to have been mixed. It would appear, however, that wherever there have been Statement No. 1 candidates, they have for the most part won.

NO SOCIALISM FOR HIM.

King Haakon Shows Its Absurdities—Highly Intelligent Ruler.

New York, April 18.—Dr. H. M. MacCracken, chairman of the New York University, who has visited the Danish, Norwegian and Swedish universities to introduce plans for an interchange of professors, returned home today on the steamer Mauretania.

"King Haakon of Norway, with whom my son and myself lunched, impressed me as being a man of unusual intellect.

Dr. MacCracken quoted the King as saying to him:

"'Suppose that at 12 o'clock on Friday we divided the wealth of Norway, as you suggest. Within five minutes there will have been a number of babies born in the country; and shall we then divide again with them?'

Three More Bodies Found

Boston, Mass., April 18.—Three more corpses were recovered late today from the ruins of Sunday's fire in Chelsea, making the total number now recovered nine. In addition, two persons have died this week of causes incident to the fire.

The bodies recovered today were those of Mrs. Minnie I. Fenwick, wife of Dr. J. B. Fenwick, one of the leading physicians in Chelsea; Mrs. Walter Barnes, of Glen Ridge, niece of Mrs. Fenwick, and Miss Vinie Boyes, of Chelsea, a maid in the employ of the Fenwick family.

Schooner Long Overdue

San Francisco, April 18.—Much anxiety is felt regarding the fate of the American schooner Rosamond. Captain Chose left Grays Harbor with the schooner February 7, with a cargo of lumber both under and on deck for Callao.