

### FREE SYSTEM IS BAD

#### Need of Improvement in Office of Circuit Court.

#### THERE NOW IS AN ANNUAL DEFICIT

#### Suggestion as to the Best Method of Framing a New Bill—A Difficult Problem.

The fees collected in the State Circuit Court for the year ending June 30, 1900, amounted to \$11,915, and the salary list of the Clerk and his deputies for the same period was \$12,000, and his costs \$12,000, making a total deficit of \$12,000. The total expenses of the court otherwise for the year aggregated \$22,000. This latter included the cost of the trial jury, \$8000; salaries of bailiffs and clerks, \$4000; grand jury, \$1200; witnesses, etc., \$4000; the deficit, if all these latter were included, would be \$22,100, and besides there is the salaries of the four judges paid by the state, amounting to \$12,000, and the salaries of the District Attorney and his deputies, \$7000, are also now paid by the state.

On this showing it cannot well be contended that the free system is a good one. The fact was that the fees collected in the office, as with other departments of the county government, is that fees are not exacted to correspond with the volume of work performed, and for years past in the equity department no fees have been exacted. The Portland Savings Bank receivership case is a good example with which to illustrate this fact. Under a proper schedule of fees, the bank would have paid into court at least \$1000 in fees, but under the existing statute it has not been required to pay a cent during the last five years. Scarcely a day passes in the equity department without some case being decided. The Portland Savings Bank receivership case is a good example with which to illustrate this fact. Under a proper schedule of fees, the bank would have paid into court at least \$1000 in fees, but under the existing statute it has not been required to pay a cent during the last five years. Scarcely a day passes in the equity department without some case being decided.

"For taking a subpoena for one person, 15 cents; and 5 cents for each additional person named thereon.

"For filing a pleading or pleading, except in cases of claims filed in a County Court against a county, 10 cents.

"For entering any judgment order or decree in any cause, 10 cents.

"For each folio after the first in any judgment, order or decree, 10 cents.

"For taking an affidavit, including the administration of an oath, 10 cents.

"For swearing a witness, 5 cents.

"For taking and approving an undertaking or bond in any case, 20 cents.

"For making and filing judgment roll, 15 cents.

"For making copies of journal entries for judgment roll, 10 cents per folio.

"For docketing judgment or decree in judgment docket, 25 cents.

"For making copies of any record on file, for each folio, 10 cents.

"For official certificate under seal of any court, 20 cents.

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"For issuing commission to take testimony, 20 cents.

"For taking depositions, for each folio, 10 cents.

"For taking costs and disbursements in any case, 25 cents per folio.

"For docketing cause in any action or proceeding, 25 cents.

"For swearing jury on trial of any action, etc., 25 cents.

"For recording a reading, filing and recording verdict in any suit, action or proceeding, 5 cents.

"For recording any judgment, order, bill, etc., for each folio, 10 cents.

"For filing and making a certified copy of a declaration to become a citizen of the United States, 50 cents.

"For entering judgment of admission of a partner in a firm and making certified copy thereof, 25 cents.

"For making and certifying acknowledgment to a deed or other instrument of writing, 50 cents.

"For entering and attesting satisfaction of judgment, 10 cents.

"For taking each justification to a bond or undertaking, 15 cents.

"For making in the several indexes the entries required, for each entry, 5 cents.

"For receiving and filing every mandate from the Supreme Court and accompanying papers, 25 cents.

"For entering issuance of attachment in register, 20 cents.

"For furnishing fee bill to any person, 25 cents.

"For entering issuance of execution in execution docket, 20 cents.

"For entering return of execution, and how disposed of, in execution docket, for each folio, 10 cents.

"The California statute provides a rate of 20 cents per folio in the counties, and 25 cents per folio in others.

### NO MORE LOG RAFTS.

#### Robertson is Waiting to See Whether an Adverse Law Will Be Passed.

#### H. R. Robertson, of the Robertson Rafting Company, is at the Portland, having arrived from San Francisco yesterday morning.

#### Senator Perkins, of California, he said last evening, "has a bill which provides that it shall be unlawful to tow log rafts in American waters, so we will be in the anxious-seat until the 4th of next March."

#### "The hostile legislation is a bad thing for Portland as well as for us, because it would disburse the circulation of \$5,000,000 worth of lumber among the people of the Lower Columbia this winter, nearly all of which comes to Portland ultimately. We have also shut down our camp near Seattle, and as it takes several months to construct a log raft, it is not probable that we will send any rafts to California during the year 1901. Log rafts will be floated before the storms of winter set in, as there is less danger in towing."

#### Mr. Robertson does not think log rafts are a menace to vessels on the ocean. He says that the rafts were worth 20 to 30 cents a running foot in that city, but we soon brought the price down to 10 cents. Ship-owners were obliged to charge heavy freights, and as it takes several months to construct a log raft, it is not probable that we will send any rafts to California during the year 1901. Log rafts will be floated before the storms of winter set in, as there is less danger in towing."

#### "Should a bunch of logs get away from the main raft, they speedily separate and wash ashore. No log has ever been known to collide with a vessel at sea; in fact a log has never been known to strike a vessel in such a way as to damage her. The whole animus of this unfriendly legislation lies in the opposition to our carrying logs by water, and the logs can be shipped on vessels. We have shipped over 50,000,000 feet of logs by rafts, and not a single serious accident has occurred during the process. I would like to see that man who has shipped in any other manner without somebody getting hurt. In fact it could not be done."

#### "If we began rafting piles to San Francisco, they were worth 20 to 30 cents a running foot in that city, but we soon brought the price down to 10 cents. Ship-owners were obliged to charge heavy freights, and as it takes several months to construct a log raft, it is not probable that we will send any rafts to California during the year 1901. Log rafts will be floated before the storms of winter set in, as there is less danger in towing."

#### "I consider the method of towing barges loaded with lumber as much more dangerous to navigation. As an illustration of this, the wreck of the old steamer Laguna might be cited. Her machinery was taken out and she was loaded with lumber at Tillamook, some months ago, and a tug started to tow her to San Francisco. The main hawser parted on the way and the Laguna has never been heard of since. If that had been one of our log rafts, it would have paid somebody to go in search of it, as it would have been worth something, but the old Laguna is not worth bothering with, and she is now probably a darkling wreck on the ocean, with no soul aboard and no light to warn the lookout on board the approaching vessel."

#### Mr. Robertson's rafts were cigar-shaped and were held together by heavy chains wound around the outer tier of piles. A huge chain ran through the center and to this was attached a manila hawser of great thickness. The system of building the rafts was patented."

#### For a Cold in the Head, Laxative Bromo-Quinine Tablets.

### SPokane Gate is Open

#### Great Northern Gets Into Union Pacific Country.

#### And Union Pacific Gets to Puget Sound—How Traffic Will Be Affected by the Change.

#### Central Pacific Stockholders Satisfied.

#### Railroad Telephone System.

#### Railroad Conventions.

#### New Salt Lake Road.

#### East Side Affairs.

#### Will Invade O. R. & N. Territory.

#### Steamer on Snake Will Work Hand in Hand with Northern Pacific.

#### LeWiston, Idaho, Nov. 30.—The steamer J. M. Hannaford, owned by the Northern Pacific Railroad, and leased by F. W. Kettensch, manager of a local grain company, and will be put in service here early next week to ply between Portland and Lewiston.

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#### is alleged to have been received on good authority.

#### (The scheme of the Great Northern to get into Victoria is to cross by train ferry from Liverpool, and thence by steamer to Fraser, to Sidney, on Vancouver Island. The ferry trip would be about 80 miles. From Sidney entrance to Victoria would be traversed over a local road about 25 miles long.)

#### EPWORTH LEAGUE RATE.

#### Northern Lines Propose to Have the Same Privilege.

#### CHICAGO, Nov. 30.—After wrestling all day today with the proposition to grant a \$50 round-trip rate from Chicago to San Francisco to the Epworth League Convention, the Epworth League Convention, the Transcontinental Association, finally referred the matter to a committee, consisting of J. Francis of the Burlington; J. Sebastian of the Rock Island, and E. L. Lomas, of the Great Northern. The committee will report tomorrow. While there is no doubt that the round-trip rate to Chicago will be made to all persons going to San Francisco and returning here by the same route, it is not clear that the committee agree as to the rates to be made for persons wishing to go to the Pacific Coast by one route and return via another.

#### The roads which run to North Pacific Coast from the North and North Pacific Coast, and the Transcontinental Passenger Association, but they were represented at today's meeting, and demanded the privilege of making a round-trip rate of \$50 between Chicago and Portland, and Seattle, with the further privilege of quoting an arbitrary rate of \$15.00 by the Shasta route to San Francisco. It is likely that the decision will be in favor of the Northern Pacific will be granted by the association, because they have intimated that they will make the rates mentioned if the roads make a rate of \$50 to San Francisco and return on account of the Epworth League convention.

#### Central Pacific Stockholders Satisfied.

#### SAN FRANCISCO, Nov. 30.—The Chronicle says:

#### W. W. Morhead, a barrister and capitalist of London, who has been conspicuously identified with Central Pacific financial affairs for many years as a leader of the English shareholders of the English shareholders who came to San Francisco to prosecute the suit which he and other English shareholders of the Central Pacific brought against the Southern Pacific Company in the summer of 1898, controlling spirits in the Kentucky corporation some months ago. The suit is pending in the United States Circuit court in this city, and Morhead announces his intention to press it to a conclusion in spite of the fact that the recent Central Pacific readjustment had the effect of minimizing the issues in the case and causing some of the English shareholders to lose interest in the litigation.

#### Railroad Telephone System.

#### ST. PAUL, Nov. 30.—The Northern Pacific Railroad has decided to substitute the telephone for the present telegraph system of the road, and will build and equip long-distance and divisional telephone lines to take the place of the telegraph wires. It is deemed practicable. The officials of the road believe that the use of the telegraphing that is now done in connection with the business of the traffic department can be as well, if not better, performed by the telephone plan. To place each station on a division in direct communication with the division headquarters, and the various division headquarters are to be connected with the general offices by long-distance lines.

#### Railroad Conventions.

#### ST. LOUIS, Nov. 30.—A hundred delegates were present today at the 34th annual convention of the Conductors' Association of the United States and Canada. Tomorrow morning the delegates to the 20th annual convention of the Railway Passenger and Freight Conductors' Association of the United States and Canada, from Chicago, will join the delegates here, and all will leave for a trip through the South.

#### New Salt Lake Road.

#### LOS ANGELES, Cal., Nov. 30.—At a meeting of the officials of the Los Angeles and Salt Lake road today it was decided