TO LEAD THE DEMOCRATS

TALK OF A NEW CHAIRMAN FOR THE NATIONAL COMMITTEE.

Oregon National Committeeman Non-Committal—Chairman White Favors a "Regular."

The Eastern papers are publishing stories that Senator James K. Jones, of Arkansas, will soon resign the chairmanship of the Democratic National Committee, or will be forced out as the result of the belief of many Democratic leaders that his mismanagement was responsible, in a measure at least, for Bryan's two defeats. It is reported that Jones' successor will probably be Mayor Thomas H. Taggart, of Indianapolis, whose name was mentioned in connection with the chairmanship when Jones was re-elected in July, 1900. While Taggart supported Bryan in both campaigns, he is not nearly so radical in his views as Chairman Jones or Mr. Bryan. According to the Eastern newspapers he has decided leanings towards the conservative wing of the party, which has twice refused to support Bryan. Mr. Taggart, it is said, believes that only party reorganization can give any hope for Democratic victory in 1904.

With a view to obtaining an expression of opinion from prominent Northwestern Democrats relative to Mayor Taggart's candidacy, the Oregonian wired to the National Committeemen and State Chairmen of the Northwestern states for an expression of their sentiments. Replies have been received from M. A. Miller, National Committeeman for Oregon; Samuel White, of Baker City, chairman of the Democratic State Central Committee, and William H. Dunphy, of Walla Walla, National Committeeman for Washington. Mr. Miller's reply was non-committal, as usual. He telegraphed from Lebanon:

I am not prepared to say whom I favor for chairman of the Democratic National Committee.

Chairman Samuel White's reply from Baker City:

I have not considered the matter of change of chairman of Democratic National Committee. I am not a member of the National Committee. I have no choice. Any regular Democrat will suit me. The chairman should be a regular Democrat.

Colonel Dunphy answered from Walla Walla:

In answer to your telegram will say that Chairman Jones possesses the confidence of the committee. Should he resign I would probably favor the election of Taggart.

Coin Harvey Weary of Jones.

It would seem that the reorganizers of the Democratic party are not the only ones who are out for Chairman Jones' scalp. Coin Harvey, the great apostle of free silver, in a recent interview, denounced Jones as incompetent, and charged Bryan's two defeats to him. Harvey is very bitter in his repudiation of Jones, alleging that his repeated failures have given the reorganizers their much-coveted opportunity to wrest the organization from the Bryan element. Harvey goes further and declares that the Bryan element—or that element which he says have the "stuff from which martyrs are made" in them—will not vote for a ticket nominated by the gold element of the party. Harvey does not say whom he favors for the chairmanship to succeed Jones.

Mr. Harvey, who says he has abandoned city life for the quietude of the Ozarks to escape crucifixion, is developing a fashionable Summer resort at Monte Ne, Ark. It is not believed, however, that he has abandoned politics, as he was asked what in his opinion would be the platform of the next Democratic National Convention as to the money question.

"It looks to me," replied Mr. Harvey, "that the Democratic organization and the convention will be in the hands of the politicians in the Democratic party, men who want office and power and who want to go as the wind blows, and who know nothing about principle or statesmanship—and these men, in the platform they make, will ignore the money question. They muddled the water at Kansas City and did not know enough about the question to present it there properly. They will plan the campaign of 1904 on other issues. The men of principle in the Democratic party, the kind of men of whom martyrs are made, will not vote that ticket. The money power will be satisfied that they have lashed both parties into subserviency and will not care much which is elected. The result on the whole will be a disorganized Democratic party and defeat. Of course we will hope for something better than what can be expected."

"In what respects do you think the Democratic party in '96 and 1900 was most deficient?"

"In organization. There was no management. Politics in the Democratic party, as a rule, brings to the front in the main lawyers who know nothing about business organization. Senator Jones is that kind of a man and without the capacity to recognize his own weakness. We should have made a man of great ability in business organization chairman of the executive committee—a man capable of organizing any great business, ramifying the United States with countless details, putting together a great system that would grind out net results. This is as necessary in promoting principle as in promoting commercialism. One is headed toward pure result, the other toward aggrandizement and greed. Great organizing ability, comprehending details, is necessary to save liberty and free institutions in the United States, and the necessity for it is increasing as we drift toward a hopeless cause.

"It is also necessary for such a man to understand education. The orator is all right in his place. The man of eloquence is another class of speakers who, like sheet lightning, may be necessary to precipitate action in a crisis, but the most valuable of all work in the present period is the teacher on the stump and educational matter properly directed. We are dealing with issues involving the happiness of mankind, and the very existence of civilization. Civilization may be put together so as to crush itself out, by reason of its laws, as in the case of 2000 years ago when the Dark Ages came from a cause that can be traced directly to the laws, mainly the law of usury, if not wholly attributable to that. And so now, as then, crime, suicides, divorce and other evidences of decay are increasing and plainly manifest. To deal with these questions requires a statesman in executive leadership, and not a politician. A statesman would use education, simplified, that the common people could grasp, organize and give the work system, and press it hard, with all the ability that might be put behind it. These requisites were totally ignored in the campaign of 1896 and 1900. The people are crying for an executive leader who can lead them out of the wilderness, and the incompetent politicians are forcing themselves to the front to fill such a position, and have all the machinery of party organization now under their influence. If the people in the respective states where these false leaders live will overthrow them in their candidacy for office that keeps them before the National organization, it may result in bringing better material to the front; if not, it will be in the right direction and a rainbow may yet come on the sky."

"How do you think Mr. Bryan feels toward the management of his campaign?"

"I do not know. Mr. Bryan is a very noncommunicative man. He was entirely without the power of dictating and thought it best to drift with the organization. He is a very pure man, but with too much confidence in what the people may do without business-like organization."

"What do you think about him again being a candidate?"

"He ought to be nominated, regardless of his two past defeats, and the spirit of martyrdom leading to political and religious organization put behind him, and the principles he represents vigorously pushed."

As to himself, Mr. Harvey says he does not seek political preferment. But he is in constant communication with Bryan, it is said, and it is generally believed here that a new deal is incubating at the Harvey retreat that when "hatched out" to the public, a sensation may follow in the ranks of Democracy. Mr. Harvey declined to venture an opinion as to Senator Jones' sudden acquisition of great wealth.

Taggart has recently refused to be a candidate for a fourth term as Mayor of Indianapolis. He will soon begin an active canvass for the chairmanship to succeed Jones.

WILL GIVE UF THEIR QUEUES

Washington Chinamen Favor Probable Order to This Effect.

WASHINGTON, Aug. 18.—A report received here that the Chinese Reform Association was about to issue an order requiring all Chinamen in the United States to cut off their queues has brought out the interesting fact that many of the Mongolian population of the National Capital cut off their queues long ago. They are among the most progressive and thrifty Chinamen here, and are all doing a good business. They say the number of Chinamen who are willing to give up the idea of going back to China is constantly increasing, and the general drift of sentiment among them is toward staying in this country and becoming, as far as possible, American in manners, language and dress. They realize that they are better off than they would be in China, and they prefer to stay here. Charles Sping, one of the foremost Chinamen here, said, in discussing the proposed order:

"All of my people who have advanced ideas of life and business are willing to cut off their queues. Most of them have already done so, and many are coming to this way of thinking every day. They find they are treated better by Americans, and can get on better in business than they can if they remain 'Heathen Chinese.' They are even thought better of by their countrymen who are not advanced. These men who are willing to cut off their queues can make more money than ever by thus publicly declaring their freedom from a blind Oriental superstition. Most of these Chinamen are pledged to work for the bettermen of their native land, and sometime the movement will bear fruit. I should be glad to have all my people cut off their queues and dress like Americans."

SCARED BY EMPTY AIR GUN

Honor of France Upheld in a Quarrel Near Linnton.

Eugene Doutrevaux, an elderly Frenchman who lives in a rustic bower overlooking the Willamette at Linnton, will face Justice Vreeland today to answer for the larceny by bailee of a boat valued at $35. Gaston Marquis is the complainant. Deputy Constable Wagner, accompanied by two stalwart assistants, drove to the defendant's place Wednesday and arrested him as he was about to have a rabbit for dinner. On the way to Portland Doutrevaux said that some time ago Marquis asked him to take care of a boat, and afterward came for the boat, offering the defendant $3 for his trouble. Doutrevaux demurred and asked $8—$3 for the care of the boat and $5 for the keep of a horse. Marquis then attempted to take his boat away.

"But I vould not allow heem to take ze boat avay," said the defendant in telling the story. "I have served for La Belle France, and I am a Fr-r-ainchman, and I have bin a Zouve wiz ze Frainch armee in Algiers. So I drew empty air rifle and revolver on ze Marquis, an' he flee. Sacre! zat is all."

Doutrevaux and wife live by themselves. The man earns a living for them by catching crawfish and selling fruit and rabbits.

DAILY CITY STATISTICS.

Marriage Licenses.

Edward Carlson, 29; Alma Haggblom, 23.
James Vermier, 20; M. Kohn, 20.

Birth Returns.

August 4—Boy, to wife of John Audregg, Barnes' Place.
August 17—Boy, to wife of E. Sauer, 334 Caruthers street.

Contagious Disease.

Raymond Nelson, 131½ Grand avenue, typhoid fever.

Real Estate Transfers.

David Goodsell and wife to Maud W. Woolfolk, lots 1 and 3, block 23, Southern Portland, August 21 300
University Land Company to G. B. Barnett, 12½ acres in section 6, township 1 north, range 1 east, W. M., August 2 2812
L. A. Loomis to Miles S. Griswold, lot 5, section 21, township 1 north, range 1 east, W. M., 8 and 86-100 acres, August 20 1
Miles S. Griswold and wife to L. A. Loomis, trustee, above property, February 6 1

For abstracts, title insurance or mtg. loans, see Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing bldg.

UTTER LACK OF DISCIPLINE

Pilot of Islander Was Too Drunk to Walk Straight.

Writing from Juneau, Alaska, Rev. J. J. Walter, who is well known in Portland, gives the Pacific Christian Advocate the following account of the sinking of the steamer Islander off Douglas Island:

"The saddest part of the story is the utter lack of discipline aboard the ship. It is said that the captain had been drinking heavily all the evening, and that the pilot in charge when the ship struck had come aboard at Skagway too drunk to walk straight. The first boat that put off for shore was filled with members of the crew. This shows the lack of discipline."

PERSONAL MENTION.

William Kelly, of Duluth, Minn., a heavy dealer in timber lands, is at the Portland.

NEW YORK, Aug. 22.—Northwestern people registered at New York hotels today as follows:

From Portland—I. L. Labowitch, at the Broadway Central.

From Albany, Or.—C. B. Winn and wife, at the Netherland.

From Spokane—W. J. Shelton, at the Murray Hill.

From Seattle—Miss A. Tznor, at the St. George; T. J. Ivers, at the Hoffman; G. T. Hussy, Miss H. Hussy, at the Continental.

NEW YORK, Aug. 22.—H. B. Litt and Dan J. Malarkey, both of Portland, called at the Eastern office of the Oregonian today. Mr. Malarkey is the guest of Mr. Litt, who will entertain him while in New York. Mr. Malarkey is stopping at the Hoffman House.

Leopold B. Hirsch, manager of the carpet and upholstering department of Meier & Frank Co., has returned from Europe, after purchasing in that market for the last four weeks. He will leave for home this week. While abroad, his trip through France and Switzerland was crowned with success.

An Unexpected Consequence.

Boston Herald.

"Bold Cyrus Field he said, said he,
I have a pretty notion,
That I can lay the telegraph
Across the Atlantic Ocean."

But it isn't at all likely that even "Bold Cyrus" dreamed that he was making it possible for Mr. Croker in the year 1901 to govern New York City by wire from his Summer home in England.

Oil Is King.

We have it in California. Watch our 10c stock go to $5. Later, kick yourself for not buying now. Portland Oil Co., 131 Third street. L. M. Davis.

OUR WATER RESOURCES

GOVERNMENT SHOULD TAKE UP ARID LAND IMPROVEMENT.

Extensive Irrigation Works Generally Unprofitable to Private Capital—Many Difficulties.

In the current number of The Forester is another article by F. H. Newell, hydrographer of the United States Geological Survey, who is now in Oregon examining the arid land problem, in which he discusses "Development of Water Resources" in this wise:

"The development of the Trans-Mississippi region to its full growth, agricultural and commercial, depends upon the early solution of forest and water conservation. The region is largely arid and over one-half of its extent consists of vacant public lands. Much of this has a rich soil, but is useless on account of the lack of water. There is on the whole a considerable supply if the floods were conserved, but the easily available sources are limited and the development of these has already proceeded to the extent to which individuals or co-operative organizations can attain. Much has been accomplished in a relatively small way by farmers and by associations of irrigators.

"A few large corporations have built great works, but while the farmers have succeeded almost beyond belief, the corporations have almost invariably met financial loss. It has been proved again and again that reclamation in a small way pays the landowner, but in the large way it has not been made a source of profit to the investor. The benefits derived from his efforts and enterprise have gone to the community at large rather than to himself.

"There still remain, throughout the arid region, many large rivers whose waters are practically untouched, but which cannot be taken out to the fertile land without the employment of great capital invested in substantial masonry works, tunnels, and conduits. There are also natural reservoir sites where, by the construction of permanent dams, flood waters can be held for use upon the fertile fields. Enough of such works have been built to demonstrate that from an engineering standpoint the work is feasible and lands can be reclaimed at moderate cost; but, owing to many conditions, these works cannot be built to the full capacity at a profit sufficient to make the enterprise an inducement to investors.

"During the latter part of the year 1900 the increased public interest in water conservation led to action by Congress to the extent of considering a number of bills and holding committee hearings. These were principally by the committee on public lands of the House of Representatives, and by the committee on the irrigation of arid lands, also of the House.

"The legislation proposed is mainly along the line of providing funds for the construction of large works, which, from their magnitude, are beyond the power of individuals or even of ordinary corporate enterprises. Such works, while of great value to the country, cannot, from various reasons, be made matters of speculative profit. It has been proposed that in order to meet the objections regarding the expenditure of public funds in unlimited amounts for such work that the investments be confined to the proceeds from the sale or disposal of the public lands of the West.

"The amount which has been received by the Treasury since the foundation of the Government, up to and including the year ending June 30, 1900, is $300,000,000. The following table gives the receipts for the past 20 years:

Year.	Amount.
1881	2,202,000
1882	4,753,000
1883	7,956,000
1884	9,811,000
1885	5,706,000
1886	5,631,000
1887	9,254,000
1888	11,202,000
1889	8,039,000
1890	6,358,000
1891	4,030,000
1892	3,262,000
1893	3,182,000
1894	1,674,000
1895	1,103,000
1896	1,006,000
1897	865,000
1898	1,243,000
1899	1,678,000
1900	2,837,000

"It is evident that the proceeds from the disposal of the public lands furnish ample funds for entering upon a general scheme of reclamation. The amount is sufficient to begin the construction of reservoirs or canals for the diversion of large rivers in several states where the needs are greatest. A limit to expenditure is afforded by the income, and thus no widespread disturbance of industrial conditions can be made possible. The gradual bringing into use of public lands through such reclamation works will be no more than needed to keep pace with the increasing population.

"In the discussion in Congress attention was given to the disposal of the lands thus reclaimed, and arguments advanced that these lands should be reserved wholly for the use of actual settlers, under the terms of the homestead act, restricting the acreage, however, to 80 or even 40 acres, since a well-irrigated farm of this latter size will, under favorable climatic conditions, be more than sufficient to support a family. In grazing regions, where the principal crop irrigated is used for forage, larger areas must of course be had for a homestead.

"The proposition was made that when the works of reclamation have been constructed, the cost should be ascertained and also the area of land irrigable, and having in this way found the average cost per acre of reclaiming the land, this amount should be made a charge upon the land, payable in 10 or more annual installments—title to pass only when these deferred payments have been made.

"It was not proposed to actually irrigate the land, but to bring the water to a point where priavte enterprise can step in, as was the case in earlier days. The pioneers found numerous streams where water could be taken out by ordinary farming tools and they were then able alone or in co-operation, to bring under irrigation consederable areas of land along the streams. The later comers find these opportunities already utilized, and a vast extent of vacant lands which cannot be supplied with water until certain great obstacles have been overcome. The propositions now under discussion are in the line of surmounting these obstacles; such, for example, as storing the flood waters, or diverting large rivers by canals and tunnels, leaving to the settler the construction of a distributing system comparable to the older small ditches which lead from the rivers.

"The question is, 'Why cannot private capital continue to build these works?' The reasons are primarily that, in the majority of cases, such work as before started has not been built with profit to the investor.

"Private capital must have a gain commensurate with the magnitude of the work and risks. In the irrigation scheme there is usually first a promoter's profit, then an investor's profit, next a bond-buyer's profit, and finally interest charges, and before the settlers are located on the lands the price is of necessity so high that few can afford to take it; such has been the experience in the majority of cases of large irrigation enterprises.

"Private capital has rarely been able to secure satisfactory returns from investments of this character and large works of reclamation are practically at a standstill. It is recognized that if the arid lands are to be utilized all of the water must be conserved as far as practicable by reservoirs and the large streams diverted to make available the fertile lands. Private enterprise has already made the experiment and solved the feasibility—but has demonstrated that it will not pay.

"The investor or speculator looks at these matters solely from the standpoint of his own profit and not from that of the greatest good to the greatest number; while on the other hand it is urged that the higher interests of the country must be served by the creation of the largest number of prosperous homes. The Government is warranted in making expenditures which would not be profitable to the private investor, since indirect returns compensate many times over for immediate losses. That is to say, if 500 homes can be made possible by larger and more expensive works, but which cannot be made to show a profit of more than 1 per cent; and on the other hand, 200 homes can be made with a less expenditure, but showing a profit of 10 per cent, the Government is warranted in building the first while the private investor would find it for him a better business project to construct the latter, even though the opportunity for making 300 homes would be forever destroyed.

"The question of immediate profits and of tempting interest returns is not considered in the case of reclamation by the Government. The matter of time also is not one always pressng, and if it is necessary to wait 10 or even 20 years before all the reclaimed land is disposed of there is not the ever-threatening bankruptcy such as is involved in speculative enterprises where the land and conserved waters are not disposed of at once.

"When a corporation undertakes reclamation works, the funds invested in preliminary surveys and investigations must be returned with interest—thus the money spent for construction must ultimately refund interest from a period preceding the laying of a stone. If, as often happens, the work is delayed and the settlers become discouraged and land is not disposed of rapidly, the interest charges continue day and night, increasing the ultimate cost; thus it frequently occurs that the bondholders must step in and take the enterprise and reorganize it upon a new basis.

The time and uncertainty involved in these reorganizations tend to discourage the settler and involve additional expense, and so it has happened time and again that these large enterprises go to pieces.

Simple for the Government.

"In the case of Government construction, the conditions are far more simple. They are along the line of reclaiming the largest possible area of arid land at a cost commensurate with the ultimate value of the reclaimed land, and with the probability of financial return of the cost without reference to interest charges on stocks and bonds. If 10 or even 20 years are required for the gradual settlement of the country and the disposal of the water there is no anxiety or loss, since experience demonstrates that the conserved water and the reclaimed land slowly but steadily attains higher values.

"While the interest charges are not considered by the Government, yet the latter is by no means the loser as the indirect gain through the increase of population and of taxable property far more than compensates for the loss of interest charges.

"If a business firm should be in the position of the Government, as owners of vast quantities of land, and with a vital interest in the welfare and property of the people there could be no hesitation in taking up the reclamation of these lands as one of the best business enterprises. While each particular item of investment might not from the outset be a money-making project, yet in the aggregate the increased prosperity of the whole property would justify the outlay.

"The present condition is something like that prevailing in the early days preceding the systematic improvement of rivers and harbors. Certain necessary works were executed on these by municipalities and corporations, but trade and commerce languished because the large works were found to be unprofitable, and no one community was able to bring about the necessary charges, although when these were made property values were increased far beyond the outlay required.

"The question may be asked, what has the Government done towards making habitable these vacant public lands? Up to the present time practically nothing has been undertaken beyond surveys and examinations determining the extent to which these can be reclaimed by irrigation. Some of the investigations have been quite extensive and have brought matters to a point where, if further advance is made, it must be along the line of construction. As an example of the work already accomplished may be given the surveys of Gila River in Arizona, Tuolumne River in California, Truckee River in Nevada, Saint Mary River in Montana and other projects.

Projects Before Congress.

"In Arizona the most important undertaking claiming the attention of Congress is the consideration of a large reservoir on Gila River. This important stream has a large erratic flood flow, much of which can be held in natural storage reservoirs, of which there are several. The best of these is on the Apache Indian Reservation, near San Carlos; the waters to be held here are needed for the cultivation of lands on the broad valley beginning in the vicinity of Florence, Ariz., and extending northerly, westerly and southerly for many miles. In this broad valley is the reservation of the Pima and other Indians, who have cultivated the soil from time immemorial by the use of water from the Gila River. The building of canals and ditches above the reservation has deprived these Indians of the water which they have previously used, and the Government has been compelled to appropriate money for their support. Justice and humanity demand that this water supply should be restored in order that these Indians may continue their agricultural operations. The storing of water on a small scale has been found to be impracticable, but on a large scale an amount of water can be held sufficient not only for the Indians, but for the irrigation of 100,000 acres of lands additional. Congress has been urged to build the storage works at a cost of a little over $1,000,000, supply the Indians with water and dispose of the vacant public lands at a price sufficient to cover the cost of the works.

"In contrast to the reservoir system of Arizona, are the projects for the diversion of large rivers. The most notable of these is that of Saint Mary River in Northern Montana, receiving the drainage from the Rocky Mountain regions, and carrying it due northerly into Canada, intercepting the supply which otherwise would flow easterly across the Great Plains. It is proposed, by a large canal, to take the waters from this mountain area over a low divide, and throw them into the head of Milk River, from which they can be taken for the irrigation of many thousand acres of land along this valley.

"Another project is that in Western Colorado of the diversion of Gunnison River through a great tunnel into Uncompahgre Valley. Here also is a large river flowing to waste, and it is possible that by means of suitable works the water can be diverted to lands, the supply of which is now deficient.

"Another class of problems is that having to do with interstate waters, such, for example, as the Arkansas River. The canals in Kansas are practically useless, but it is possible that by careful water conservation by reservoirs in the mountains and high plains the supply for the lower river can in time be increased to such an extent as to supply some of the lands of Kansas.

"The facts as to the cost and benefits of some of the important works are now before Congress and the people of the United States, and the only thing remaining to be done is to unite upon some policy as to whether the proposed works shal lbe executed by some form of public funds. If so, steps should be taken towards this end at once, before the interests of individuals have attained such proportions as to render developments so difficult and extensive through legal complications and adjustment of vested rights as to prevent construction in localities where the results are most needed. If these matters are to be left to private enterprise, then the land laws should be adjusted so as to make these practicable and recognize the fact that the risks undertaken by private capital should not be increased, since these in turn must be borne ultimately by the cultivators of the soil. A definite, logical policy such as that of forest preservation should be determined upon and urged by the friends of the West."

WON'T BUILD THIS YEAR.

Decision of Northern Pacific With Reference to Klickitat Country.

NORTH YAKIMA, Aug. 22.—It has been decided to postpone the building of the Northern Pacific spur into the Klickitat wheat country, 35 miles below here, until another year. There is some opposition to the construction of this short piece of road, both in the town of Mabton and on the part of influential persons who have interests at Mabton. The spur was ordered built out from a point four miles this side of Mabton, and would have taken away from that town practically all the wheat business, which is now its mainstay. At a conference held Saturday in Tacoma it was shown to Mr. Mellen that it would take three months to build the spur, and he decided there would be no necessity for it until the next crop shall come on. The Mabton people hope to have arrangements made so that if the spur shall be built next year it will come directly into their town, or will be operated as a switch from there. Two large warehouses were to have been built at Mabton this season to handle the grain raised in that vicinity, but it is not likely they will be built until it is definitely known what the railroad company will do about the spur.

STUBBS' NEW AND UNIQUE OFFICE.

Directs Traffic of 22,000 Miles of Rail and Water Lines.

In the following comment of the Railway Age on the functions of Traffic Director Stubbs, about 1000 miles of O. R. & N. water line and the entire Portland & Asiatic Steamship Company, with its line of Oriental steamships, is overlooked:

"A new and unique office has been established on American railways, the incumbent of which holds powers in the traffic department greater than those of a president, and exercises authority, within certain defined limits, over numerous presidents. The Official Guide for August, in the list of officers of the Southern Pacific Company, under the sub-heading Traffic Department, has this line:

T. C. Stubbs, traffic director, Union Pacific, Southern Pacific, O. R. & N. Co., Oregon Short Line, Chicago, Ill.

"The announcements in the Official Guide of the other roads in this list do not yet show the new office, but doubtless will in due time. Mr. Stubbs continues to appear also as third vice-president of the Southern Pacific Company, with office in San Francisco, but as a matter of fact his office and residence are now in Chicago. Also, it is to be noted that none of the roads which he represents has a rail within 500 miles of Chicago, and that the traffic which he is to direct originates chiefly and terminates two or three thousand miles away. The four companies which, under the enlightened financial policy represented by Mr. Harriman, are now allied in interests, although distinct in organization and ownership, have mileage as follows:

	Miles.
Southern Pacific, including affiliated lines in Texas	9444
Union Pacific Railroad and auxiliary lines	3029
Oregon Short Line	1495
Oregon Railroad & Navigation	1136
Total	15,104

"The Southern Pacific also operates over 3000 miles of ocean and river steamer lines.

"Charles M. Hays is president of the Southern Pacific, with office at San Francisco; H. G. Burt is president of the Union Pacific, with office at Omaha; E. H. Harriman is president of the Oregon Short Line, with office in New York, and A. L. Mohler is president of the O. R. & N. Co., with headquarters at Portland, Or., Mr. Harriman being chairman of the board. These companies all have their traffic managers and their thoroughly organized freight and passenger departments, which will continue to strive as earnestly as in the past after competitive as well as local business for their respective lines. When they keep within their own spheres of influence and respect their neighbors' rights, the presumption is that they will feel no external authority. When there are differences between the allied lines, or when complications arise with connecting lines, as to rates and distribution of traffic, then will be exercised the authority of the joint traffic director."

GOULD IN CONTROL.

Pennsylvania Railroad Loses the Norfolk & Western.

PHILADELPHIA, Aug. 22.—The North American tomorrow will say:

"Control of the Norfolk & Western Railroad has passed out of the hands of the Pennsylvania Railroad and is firmly in the grasp of the oGuld interests. The Gould interests, it is asserted, now hold an actual majority of the capital stock of the Norfolk & Western. It is believed that the Pennsylvania interest is about $10,000,000 out of the $23,000,000 preferred stock and $13,500,000 out of the $66,000,000 common stock. Control of the Norfolk & Western will be used by George J. Gould to further the interests of his railroad system. If the Pennsylvania Railroad will withdraw opposition to the Wabash in Pittburg and agree not to thwart Gould in his effort to get an Atlantic seaboard outlet, the recently acquired interest in the Norfolk & Western will be surrendered at a price which is fair. It is believed that President Cassatt, of the Pennsylvania Railway, will decline to make any compromise with the Gould party disadvantageous to the Pennsylvania. It is understood that the Pennsylvania will make no agreement to handle Gould freight from Pittsburg to the seaboard unless Mr. Gould will agree to abandon absolutely the project for a new railroad across Pennsylvania to Philadelphia.

"In the meantime, arrangements are being perfected for a number of feeders which will draw together at Pittsburg, over the Wabash, a heavy freight traffic. The Big Four has agreed to let Wabash trains use its rails between Wellington, O., and Cleveland, under a 99-year agreement."

As to the Director of Traffic.

St. Louis Globe-Democrat.

"In a few years a number of men will have the title of traffic director, now held exclusively by J. C. Stubbs, or will be discharging the same duties under some other title," said a leading Western railway official. "Paul Morton, as second vice-president of the Santa Fe, has been doing for that system just what Mr. Stubbs will do for the Union Pacific, Southern Pacific, Oregon Short Line and the O. R. & N. Co. Included in the Santa Fe system are more than 100 separate corporations. Disputes as to traffic arising between any of them are promptly and finally settled by Mr. Morton. In other words, he stops the quarreling between the children which would be injurious to the whole family. He directs the individual efforts of all to a common end.

"Railway officials have commented times without number on the attitude of the various lines controlled by the Vanderbilts toward each other. No competing line causes a greater loss of revenue to the Lake Shore road than the Nickel Plate, which is owned by the Lake Shore. There is always the keenest of competition for both freight and passenger traffic between the Lake Shore and Michigan Central, both of whom are owned by the New York Central. The president of each road is a law unto himself. What an immense waste of revenue could be stopped if one man were clothed with authority to compel any road in the Vandelbilt system, which is pursuing a policy which is injurious to others, 'You must do this and you must not do that.'

"The growth of the Pennsylvania system makes the early appointment of a man who shall be supreme in traffic affairs as necessary as it is on the Vanderbilt system. Before the end of this year I am confident there will be a traffic director for the Gould system. I look upon the traffic director as the best friend of the shipper as well as the railway stockholder, because of the power he will have to insure the maintenance of uniform rates. When all the big systems have traffic directors there will be fewer 'gentlemen's agreements' to maintain rates, and, therefore, fewer will be broken."

The rumor is current in railway circles that Oscar G. Murray, vice-president of the Baltimore & Ohio Railroad, is to be made traffic director of all lines controlled by the Pennsylvania Company. Mr. Murray has the rank among Eastern traffic officials that J. C. Stubbs has among those of the West, and none stand higher.

Slight Change on Northern Pacific.

A new time schedule will go into effect on the Northern Pacific tomorrow, by which the train now arriving from the East at 8 P. M. will arrive 15 minutes earlier, and the Seattle train now retching Portland at 5:15 P. M. will arrive at 5:20, five minutes later. These slight changes are occasioned by the use of the Palmer cut-off, by which the main line is shortened 24 miles by cutting out the bend away southward between Tacoma and the Cascades. Hereafter no main line trains will run by way of Orting, Buckley and Enumclaw, but there will be a local train service for that section. A part of the through train service has been over the Palmer cut-off for some months; now all the through trains will run that way.

The Right-of-Way Struggle.

LOS ANGELES, Cal., Aug. 22.—The struggle in securing a suitable right of way between the Oregon Short Line and the San Pedro, Los Angeles & Salt Lake Railway has been shifted from Nevada to San Bernardino County. Today Chief Engineer Henry Hawgood, of the Salt Lake Road, sent rush orders to his corps of surveyors in the Cajon Pass to proceed immediately to a point this side of Barstow to head off a party of engineers from the employ of the opposition forces. The Clark people left hurriedly with a week's provisions.

President Hays' Future.

NEW YORK, Aug. 22.—President Newman, of the New York Central, denied today that President Hays, of the Southern Pacific, would become president and general manager of the New York Central. Mr. Newman said that there was no foundation for the report in any sense and that Mr. Hays was not coming to the New York Central in any capacity.

LONG-DISTANCE TELEPHONY

Ocean to Ocean Line About to Be Completed.

HELENA, Mont., Aug. 22.—D. C. Murray, of Salt Lake City, general superintendent of the Rocky Mountain Telephone Company, is here and announces that an agreement has been reached between his company and the Northwest Company whereby there will be at once constructed the missing telephonic link between the two oceans. The Rocky Mountain Company will build from its present eastern terminus at Billings to Miles City, while the Northwestern Company will build west from its North Dakota terminus to the same place, thus forming a complete circuit via New York, Chicago, the Twin Cities, Helena and Portland, from Boston to San Francisco and Los Angeles, undisputably the longest line in direct communication in the world.

(Though it is entirely practicable to unite Boston and Los Angeles by telephone wire through Chicago, St. Paul and Portland, telephone men say such a circuit would be entirely too long for satisfactory through service. Now conversation may take place between San Francisco and Spokane, a distance of about 1200 miles, but that is the limit for general service. Under special conditions this circuit might be extended to Los Angeles, but that would not be reliable for commercial use. However, by an invention known as Dr. Pupin's coil, that the Bell Telephone people recently acquired, it is said the range of conversation by telephone can be greatly extended, perhaps to admit of talk between Boston and Portland or Los Angeles. The change indicated in the Helena dispatch will not affect the local telephone business.)

Sensational Affidavits Filed.

HELENA, Mont., Aug. 22.—Sensational affidavits filed in the Silver Bow District Court in the Minnie Healy case, in which it is alleged that Judge Harney, of Butte, was improperly influenced in rendering a decision favorable to the Heinze interests, have reached the Supreme Court through official channels. The affidavits make up a large record filed with the Supreme Court today by Attorney Forbis for the Boston & Montana, asking for an injunction to restrain Heinze from working the Minnie Healy pending an appeal from Judge Harney's judgment. The court will hear the application next Monday. The Boston & Montana has also asked for an increase of bond in the Pennsylvania case, and filed affidavits setting forth that the Montana Ore Purchasing Company has extracted ore worth over $100,000 in excess of the existing bonds.

Contest for Burnes Estate.

ST. JOSEPH, Mo., Aug. 22.—A suit for the division of the Burnes family estate, estimated to be worth between $10,000,000 and $12,000,000, has been filed here by Mary B. Moore, one of the heirs, wife of General Milton Moore, of Kansas City. A receiver is also asked for the estate, of which Lewis C. Burnes, president of the National Bank of St. Joseph, is administrator. Mrs. Moore claims one-seventh of about one-third of the estate, which covers valuable property in St. Louis, St. Joseph and Joplin, Mo., and Leavenworth and Atchison, Kan. The suit charges Burnes with withholding the books and refusing to permit an investigation of the affairs of the estate. Among the other defendants is Elias Gatcha, manager of the famous Granby mine, in the Joplin district, valued at $5,000,000. The estate was the property of Congressman James N. Burnes, who died in 1887.

CONVENIENT TIME CARD.

The O. R. & N. service between Portland and the seaside is proving very popular with the public. The steamer T. J. Potter leaves Ash-street dock daily, except Sunday and Monday (get a seaside time card from O. R. & N. ticket agent), for Ilwaco, connecting at Astoria with trains for Clatsop. The Hassalo leaves daily, except Sunday, at 8 P. M., Saturday at 10 P. M. for Astoria, connecting there with trains and boats for Clatsop and North Beach. Round-trip rate to all beach points, good for season, $4 00; Saturday round-trip rate, good for return following Sunday night, $2 50, and the lowest rates to Astoria and other river points. All round-trip tickets for the beach sold at Portland are good for return via boat or rail at passenger's option. Time cards, berth reservations, etc., at O. R. & N. ticket office, Third and Washington.

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FACTS!

The skill of a physician is not always determined by the length of time he has resided in a town or city, and while we cannot claim a long residence in Portland, we have been located on the Pacific Coast for the past 22 years, with extensive offices in Los Angeles and San Francisco, where we have thousands of grateful patients. Urgent inquiries by mail from afflicted men, who, living in this great Northwest, were unable to get proper treatment in their vicinity, have prompted us to open a permanent branch in Portland, where those desiring our services may have the benefit of personal consultation and examination.

Many Men Treated for a Weakness Which Never Existed.

In the largest proportion of cases of lost vitality, prematureness and the train of symptoms known as "weakness," certain morbid conditions of the urethra and prostate gland damaged by early disfigation or illy treated contracted disorders so react on the organs that a condition of diminished vitality and function is induced. Our knowledge of the morbid changes in the organs themselves is quite clear and full, but how these changes operate on the nerves and spinal-cord centers are mysteries to the medical profession. Whatever the morbid change may be, however, the effects are apparent to embarrassed sufferers. These troubles being symptomatic of the above mentioned well-defined morbid conditions, it seems that even the unprofessional patient must understand that stomach drugging will not cure, but efforts directed toward repairing the damaged tract will restore. In practice such is the case, as the treatment on these lines seldom fails to accomplish the desired result. Colored chart of the organs sent on application.

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NEW TODAY

TAXES

Property for delinquent taxes for the years 1888 to 1895 will be sold September 2. Have you any old taxes against your property? We look up taxes, buy mortgages, loan money and furnish guaranteed abstract. Security Abstract & Trust Co., O. M. Smith, secretary, 3 Chamber of Commerce.