FOR SWEET CHARITY

State Conference Effects Permanent Organization.

DR. T. L. ELIOT IS PRESIDENT

Workers Discuss Topics Concerning Care of Insane, Defective Youth and Rescue of Criminals, Pass Resolutions, and Adjourn.

The Oregon Conference of Charities and Correction concluded its session yesterday and adjourned, after effecting permanent organization for the coming year. The officers, who were elected by acclamation, are as follows: President, Rev. T. Ellot; first vice-president, Rev. S. S. Wise; second vice-president, Mrs. L. W. Sitten: third vice-president, Hon. George H. Williams, secretary, W. T. Gardner; treasurer, W. R. Walpole, all of this city. Executive committee, Stephen A. Lowell, of Pendieton; Mrs. S. Lawler, of this city, and John H. Scott, of Salem. One place on the committee was left vacant, the committee itself being authorized to fill the vacancy as soon as possible.

The morning session was held in the Sunday school room of the First Baptist Church, with Thomas N. Strong in the chair. The address of welcome was omitted, as Dr. Alexander Blackburn was unable to be present.

The first address on the programme was delivered by Rev. Father Black, who spoke on "Catholic Charities of Oregon." He told, in an interesting and instructive manner, of the Catholic charitable institutions throughout the state. Among the institutions described were: St. Mary's Orphan Home, near Beaverton; St. Vin-cent's Hospital, of this city; St. Mary's Hospital, of Astoria, and St. Elizabeth's Hospital, at Baker City.

The next speaker was Professor W. L.

Cummings, principal of the educational department of the Oregon State Reform who took for his subject Operation of Those engaged in the Reformation of Juvenile Offenders." He described the work of restoring juvenile eriminals to right action and moral conditions; told of the systems now in vogue in this state, and made a plea for the protection of society by the removal of vices which the law now protects. After a general discussion of the subject by the members of the conference, the morning

The afternoon session began at 2 o'clock, the first address being given by J. D. Lee, superintendent of the Oregon State Penitentiary. Mr. Lee traced the evolution of the treatment of criminals from the carliest ages, showing the great progress made during the inth century. He made a care-ful explanation of the modern methods of the care of prisoners, showing how many reforms have recently been made and giving a detailed description of the different work done by the authorities of the leading prisons of the country. After his address Mr. Lee cheerfully responded to numerous questions which were asked concerning the present condition of Ore gon's penitentiary, after which there a general discussion upon the subjects of

prison life and prison reforms.

Dr. W. T. Williamson, first assistant physician of the Oregon State Insane Asylum, delivered a well-prepared address upon "The Care of the Insane." He reviewed the growth and development of this work from ancient times, and made a careful analysis of the hereditary tendencies, as promulgated by marriage between per-sons of unsound bodies and minds. He made a plea for the introduction into the courses of text-books which present a plain and comprehensive

Dr. Williamson reviewed the care of the insane at the hands of the state, and described the ideal insane hospital for the porrection and treatment of the unfor-

The last paper of the afternoon session was read by W. R. Walpole, secretary of the City Board of Charities, of Portland. Walpole's subject was "Work of Charity Organization in Portland," and he made a careful review of the work done by the society—an amount of good which the community does not fully appreciate. Mr. Walpole has long been connected with the charitable work in this city, and his paper was listened to with intense interest all who were present. The committee on resolutions reported

as follows:

First-That the conference tender its thanks to the First Baptist Church for its generous Second - That the conference make public mention of the services of The Oregonian and Evening Telegram, of Portland, in awakening

Interest in the aims and works of the confer Third-That acknowledgment be made of the

help rendered by the City Board of Charities of Portland, the mgral and material support of which has made possible the forming of orth-That the executive committee of the

Fourth—That the executive committee of the conference carefully consider the advisability of actine looking to the presentation, at the next Logislature, of a bill designed to bring creation of a State Board of Chari- trensury.

Fifth-That the executive committee of the conference urge the passage, at the next Legislature, of a bill regulating the transportation to Salem of women committed to the State Asylum for the Insane, to the end that such transportation may be under fitting su-

Sixth-That the executive committee of the education of feeble-minded children under state

"What Shall Be Done With Our Feeble-Minded Children?" was the Utle f the first address of the evening delivered by Clayton Wentz, Superintend-ent of the Oregon School for the Deaf. He told of the good work now being done in the schools for the blind and the deaf at Salem, and made a plea for de fective youth in Oregon. He cited as examples the work being done by such schools in neighboring states. Mr. Wentz concluded by saying: "If I were in the Legislature for 20 consecutive sessions I ld introduce 20 bills appropriating money for a school for defective youth." The address throughout was interesting

and was generously applauded.

The next number was a charming violin sole by Mrs. G. Kuhn, who graciousded to an encore.

Mrs. George C. Brownell, of Oregon City, then spoke on "The Duty of the State to its Dependent Children." She made an earnest plea for the removal of corrupting influences, and the support of institutions of reform and speaking in bitter terms of the evil influ-

enees of yellow journalism.

"Hush, My Little One," was the title of a solo beautifully rendered by Miss Kathleen Lawler, who responded to an encore with "Mighty Like a Rose,"

"The Care of Homeless, Neglected

"The Care of Homeless, Neglected, Abused, Dependent and Delinquent Chil-dren of the State" was the title of the last address of the evening delivered by Superintendent W. T. Gardner, of the Boys' and Girls' Aid Society of Oregon. Mr. Gardner dealt in a general way with all the children's nid societies of the country, and gave an accurate account of the good work being done in this state, at the same time laying principles of future No man in Oregon, nor even on the en-

tire Coast, has done so much effective work for poor and hespless children as has Mr. Gardner, and his views on the work were listened to with keenest at-

After a short discussion upon the va rious topics which the programme had suggested. Chairman Wise announced suggested, Chairman Wise announced that the programme would conclude with "The Holy City," which was charming-ly rendered by H. G. B. Wilson, with Miss Edla Mildred Connell as accompan-

TASTE SCOTCH HAGGIS.

Visitors at Cooking School Are Feasted on Novel Dishes.

merry skirl of the bagpipe was heard last night at the School of Do-mestic Science on Washington and Nine-teenth streets, for the piper was out in all his glory, and Scotch tartan and Scotch burr flaunted themselves brave-ly in the air. The piper was a brawny Highlander, who had played before the Queen, and his reels and ligs and High-land flings were applauded to an echo by an audience that was very nearly as Scotch as he was.

The making of the haggis was preceded

by a reading from Thackeray by John Cran, which called up memories of smok-ing Bouillibasse and Burgundy, Mr. Robert Livingstene followed with Burns' "Ode to Haggis," which put everybody in a properly hungry and expectant state of mind for the savory dish Mrs. W. J. Honeyman then prepared it before the eyes of the guests, explain-

ing every step as she went, and there were plenty of questions to answer, for few people in Portland had ever seen that famous old Scotch dish made before that tamous old Scotch dish made before their eyes. A haggis has been called "a boiled bag-pipe." It is the stomach of a sheep filled with the lungs, heart, and liver of the same animal, minced with suct, onions, sait and pepper. is a complex operation, that of making properly; but when served smoking hot with Scotch scones and outcakes for company, it is as delicious a well be imagined. Followed by vof fee with whipped cream, and oatcake sandwiches with orange marmainde be tween, it makes a meal fit for a King. Everybody who tasted it would have heen glad to have had more; and there were quite as many exclamations of delight over the scones and catcakes, and dozens of requests for the recipes.

Scones-Four cups flour, one teaspoor sugar, one level spoon of salt, three ten-spoons of baking powder, one tablespoon of butter, milk enough to make into

Ontcakes-One cup outment, one and a half cups graham flour, one tablespoon of lard, one teaspoon of baking powder, salt, beiling water. Caution-Do not

mix too much at a time. As for the baggis, everybody agreed that it, as Sam Miller said of the veal pie. "It is a fine dish when you know the lady as made it." But it is not a as made it." But it is a entrust to a Chinese cook,

Mrs. Honeyman, in conclusion, said a few strong words in behalf of the cook-ing school that brought a rousing burst of applicase, for the school is constantly adding new friends to its list, through the remarkably successful work of Mrs. Ellen R. Miller, and Miss Porter.

A series of free lectures is just now to be inaugurated. The first will take place next Wednesday evening at Nineteenth and Washington streets, Dr. Woods-Hutchinson giving an address on "Firing the Human Engine." Everybody is cor-dially invited to be present.

FIREMEN'S PAY IS UP.

But Commissioners Manage to Keep It Secret a Long Time.

The drivers of truck, engine and hose companies of the Fire Department have been rejoicing in an increase of salary since January I, and news of the fact did not leak out until yesterday. Each driver is now receiving the maximum saiary prescribed by the charter, which is \$70 per month. The drivers of hosetenders to engine companies were also advanced to the maximum, which in their cases is \$55 per month,

The advance in salaries was made by the Board of Fire Commissioners at their first meeting in January. Each of the which present a plain and comprehensive view of the crying evils attendant upon view of the crying evils attendant upon the action of the board, and each held the secret as closely as a woman does a burgain purchase. None of them knew anything about the increase yesterday, although all had drawn their additiona. So last month, and none of them seemed know that a meeting of the board had been held in January. When told that their salaries had been raised, some of them said they were glad the Commissioners appreciated their services. They had not received the additional pay, but

they hoped they would. When asked about the increase of sal-arles, Colonel Milton W. Weidler, secre-tary of the board, said it had been made in January. It was necessary, he said, because drivers were constantly leaving the department, and in order to retain the present experienced force more pay had to be given. In the department drivers are on duty day and night. Each has an evening "off" every week, but during his six hours' rest he is subject to call. The salaries paid were based upon the value of labor in 1898, when the charter was passed, and since that time wages have ncreased and drivers have found better places, better wages and better hours. So many had left in the last year that it was thought best, to keep the present force intact and that could be done

raising the wages. It is unofficially stated that news of the increase was not given out because the Commissioners feared that some taxpayers might think it was a raid upon the

Remembered the Conductor. CHICAGO, Feb. 19.-Lleweliva Mason conductor on the Chicago & Alton Railroad, has just received assurance that courtesy to the traveling public times has its reward. When the W. A. Tyler, a Bloomington millionaire. conference urge the passage, at the next Leg-was probated yesterday, it was found islature, of a law which shall provide for the to contain the following clause:

"To Liewellyn Mason I bequeath the sum of \$1000 in recognition of the courte-ous treatment accorded me while traveling on the Alton road."

Conductor Mason is over 60 years old and has been a conductor on the Alton for nearly 30 years. He now runs a suburban train between Chicago and Joliet, Millionaire Tyler was exceedingly curious when craveling, and was wont to ask many questions. In 1868 he happened to take a train upon which young Mason was the conductor, and Mason spent all of his spare time on the run to Chicago in talking to him. Three or four times ich year Mason carried the rich man be between Bloomington and Chicago, and he never once tired of the old man's ques-

"Mr. Tyler made his last trip with me four years ago, and had almost passed from my mind," said Mason yesterday.

"Frisco" Route's Purchase.

OKLAHOMA CITY, Feb. 19.—It is re-ported here on good authority that the Oklahoma & Western line has been pur-chased by the St. Louis & San Francisco Railway. This line is being constructed from Oklahoma City to Quanah, Tex., on the Colorado Southern, 189 miles west f this city, crossing the Rock Island at Chickasaw, thence through Lawton, the new city. The Oklahoma & Western new city. lines, in addition to traversing the new reservation just opened give the Frisco direct connection with the Colorado Southern. It will be in operation by Jan-

BUSINESS ITEMS.

If Baby Is Cutting Teeth, Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colle and diarrhoes.

TO TAP KLICKITAT FIELD

ENGINEERS AT WORK ON SURVEY FOR ELECTRIC LINE.

Road Will Be 41 Miles in Length, and Will Assist in Exploiting District's Rich Resources.

The Columbia River & Northern Rail. road Company already has engineers in the field examining the valley of the Klickitat River for the proposed line from Lyle to Goldendale. The line will be about 41 miles lons. It will probably not follow up Klickitat Creek, which is the easterly arm of the Kilckitat River, to Goldendale, but will make a detour through a depression known as Swale Canyon, swinging from the main stream out south of Klickitst Creek, A better grade to Goldendale can be obtained by

as they call them. But I want to tell you that those very Contractors are the ones that are making the bigest part of your Hobos. Make laws and enforce them So that these big grafters cant get their work in on the Workingman and youll se a great change and therel be less Hobos in a short time. Its not long ago Since I heard 2 boys talking about a graft, that got me, kids that were not over 14 years of age, why the very child learns in a short time and before he is out of his teens that everything has a graft attached to it and that in order to make money he naturaly thinks that it is propper to rob Some one. get rid of your old grafters and cutthroats put them in the Penitentiary where they belong when they disobey the law and Il assure you theyl be less crime of all the R. R. Contractors in the Northwest, and when a man gets what is coming to him and is treated half way decent hel stay at a job. let a workingman go to a Lawyer and try to colect whats coming to him. he very soon finds that the lawyer has no use for him because R. R. Contractor Squares him and gives the Working man the laugh this thing of so mutch Silly nonsensical talk makes me tired. Its a good deal like was done

RAILROAD MEN AT SEA

SIGNIFICANCE OF CAMPBELL'S AP-POINTMENT NOT CLEAR.

Does It Mean Closer Union of Oregon Railroads!-Who Will Be New Traffic Managerf

The subject of most interest among railroad men yesterday was the report that Traffic Manager Campbell, of the O. R. & N., had been selected for the position of assistant traffic director of the Harriman lines. This news was of itself important, and then it opened a long line of speculation. Will the office of traffic manager of the O. R. & N. be filled again, and if so, by whom? Will this mean a Pacific Northwest greater influence The new railroad is to be designed as a trolley line, to be operated by electric power developed at the falls of the Klick-itat River, within two miles of its mouth.

Some one wants to cut his hair off. as try? Will it increase the traffic of the

this evening, was accepted, and the bureau will adjourn at 4 this afternoon for that purpose. President Mohler, of the O. R. & N., invited the freight men to take an excursion up the Columbia River. offering to place the steamer Harvest Queen at the disposal of the guests, at their convenience. This invitation was their convenience. This invitation was accepted, and the excursion will probably take place Sunday. For Friday evening an invitation to attend "Human Hearts" at Cordray's Theater was accepted. The traffic men will have a good time in Portland, as well as a chance to justify freight rates for the whole Western coun-

Wholesale grocers, furniture dealers and piano shippers appeared before the hu renu yesterday and spoke of some of the onsistencies that had crept into the tariff in connection with the wares they handle. They set forth their views and answered a number of questions. No con-clusion was reached upon those items, Indeed, the positive statement was given out that no conclusion had been reached on any rate matter that had been precloser union between the O. R. & N. and sented before the bureau up to last Oregon & California (the Southern Pa-cific's Oregon lines)? Will it give the change of great importance was likely to be made by this meeting, though there can be no assurance of this until the meeting shall have completed its work.

FIGHT FOR ROUTE TO REPUBLIC Graders of One Road Drive Off Sur veyors for Another.

SPOKANE, Feb. 18.-A special to the Chronicle from Grand Forks, B. C., states that sensational developments occurred in the fight between the Republic & Kettle River Railway and the Victoria, Vancouver & Eastern Railway for the right of way from Grand Forks to Republic. Relying on the theory that the Victoria, Vancouver & Eastern had no charter, and therefore no right of way, the surveyors of the Republic & Kettle River began surveying along the grade which their rival has nearly com-pleted between Grand Forks and Cascade, as if to take possession of it. An engineer of the Victoria, Vancouver & Eastern discovered them and drove them off, after four miles had been surveyed. At last advices the effort had not been repeated.

President of Metropolitan Securities. NEW YORK, Feb. 19.-Thomas Powell Fowler, president of the New York, Ontario & Western Raffread, has been elected president of the Metropolitan Se. curities Company and of the Inter-Urban Company, It is not known whether he will fill the office permanently. The lat-ter is the tentative lessee of the Metro-politan Street Railway Company, pending the indorsement of the plan by the stockholders and is owned by the new securities company, which will guarantee 7 per cent dividend on the stock of the Metropolitan Street Railway Company Fowler is the representative

the board of many railroad companies and large English money interests. Plans of the Rock Island.

CHICAGO, Feb. 19 .- Semi-official an nouncement has been made to the effect that the Rock Island would soon take over the Burlington, Cedar Rapids & Northern, and operate it as a division of the Rock Island. The work of extending the road into St. Paul is being pushed as fast as possible, and as soon as com-pleted the company will cease using the Minneapolis tracks. The latter will then be used by the Illinois Central

Rock Island Cuts Rates.

KANSAS CITY, Mo., Feb. 19.-In con-nection with opening its transcontinental passenger service March 2 the Rock Island Railroad will make a second-class rate of \$25 from Kansas City and the Missouri River to California points. This rate will be in effect every day during the the traffic departments of the two con-cerns under one management. The as-sumption then was that Mr. Miller would months of March and April. The present rate is \$50 first-class and \$40 second-class.

Colonization Plan in Kansas

OMAHA, Feb. 19.—Towa capitalists have entered upon an extensive plan to colonize more than 100 square miles of Union Pacific grant lands in Western Kansas The Union Pacific Land Company today completed the sale to Franklin E. Brooks and others, of Cedar Rapids, Ia., of 52,-600 acres of land in Thomas and Logan Counties, Kansas,

Pacific Coast Traffic Agents.

SAN FRANCISCO, Feb. 19 .- A large delegation from the Pacific Coast Association of Traffic Agents will leave here Friday evening to attend the as meeting of the organization, to be at Ashland Or. on Washington's birth-

Traffic Managers of Burlington. CHICAGO, Feb. 19.-General Freight

Agent Thomas Miller, of the Chicago, Burlington & Quincy, today received the appointment of freight traffic manager of entire Burlington system.

Railroad Notes.

Auditor E. S. Benson, of the O. R. & N., has returned from a two weeks' trip on railroad business in the East, most of that time having been spent in Omaha Mr. Campbell's departure at this time will leave two vacancies in the traffic de-partment of the O. R. & N.—the office of The Pacific Coast Association of Traffic Ashland Saturday. The president and secretary of the organization are respectively M. J. Roche and R. H. Trumbull, of Portland, the former representing the Rio Grande and the latter the Illinois Cen-tral. Jay Adams, of San Francisco, representing the Nickel Plate, is vice-president. Ashland is chosen as the place of meeting because it can be most convenlently reached by the railroad men of California and of the Pacific Northwest, The session will last but one day, and the latter half of the day at that, most of quet Saturday evening. Between 60 and delegates are expected to be present.

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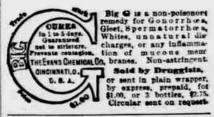
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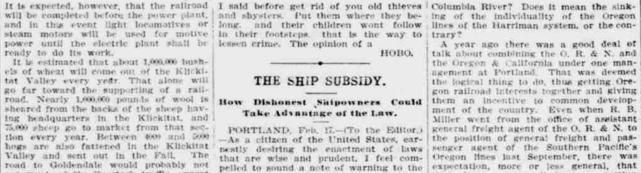
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HARBOR IMPROVEMENTS; Captain W. C. Langfitt, Corps of Engineers, U. S. A., S10 WILEY, DR. JAMES O. C., Phys. & Sur. 708-9 WILSON, DR. EDWARD N. Physician WOOD, DR. W. L., Physician 412-413-414

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Valley and sent out in the Fall, road to Goldendale would probably not get much of the livestock traffic except the hops, for the sheep and cattle will readily be driven to the Columbia, but everything requiring hauling will gravitate to the rallroad in the center of the Valley, because a range of hills 2000 feet tall stands between the Klickitat River and the Columbia. It is not presume that any farmer will choose to haul his produce up to the top of that range and down the long and dusty hill to the Columbla when he can put it aboard cars almost at his door, or at most, can reach the railroad by a short down-hill haul. The timber resources of the Klickitat country have been little exploited. The

timber is there, and it is of good quality, but not much has been done with it because of the lack of transportation facilities. The new railroad project will give the desired access to a large area of the timber, and there is no doubt that lumber will constitute an important part of the traffic to be handled.

These items of traffic will be avail-

able without waiting for slow general de-velopment to bring business to the rall-road. It is realized, however, that transportation facilities will open the country for settlers and for industries of all sorts. The electricity that moves the trains will be used for light, heat and power in various parts of the valley, running dairies and creameries, chopping feed for stock, lighting farm buildings, shearing sheep,

THE HOBO HAS MORE TO SAY

CASCADE LOCKS, Or., Feb. 19,-Ore-

gonlan, Portland, Ore.

He Again Attacks the Railroad Con-tractors and Their Methods.

nestly desiring the enactment of laws that are wise and prudent, I feel compelled to sound a note of warning to the oker in the proposed ship subsidy law.
I lived on the seashore in Maine, in Senator Hale's district, when a bounty was paid in the interest of fisheries, and the temptation to fraud fostered and ouraged by the fishing bounty would repeated in a subsidy law, I believe. Under the fishing bounty an old hulk that would hardly pay by her earnings dation project for some time, but the re-for keeping her affoat would be entered port of Mr. Campbell's appointment in under the law for supposed fishing bounty, peopled by an imaginary crew, he again concealed in the shelter of some friend-ly cove and at the end of the season the by cove and at the end of the season the persons guilty of the shameless fraud would appear before the officer designated and certify to the perjured statement that loaded their pockets with ill-the time of the appointment of J. C.

VIEW OF THE SPRING CREEK COUNTRY, IN THE KLICKITAT VALLEY, MOUNTS ADAMS AND ST. HEL-

ENS APPEARING IN THE BACKGROUND,

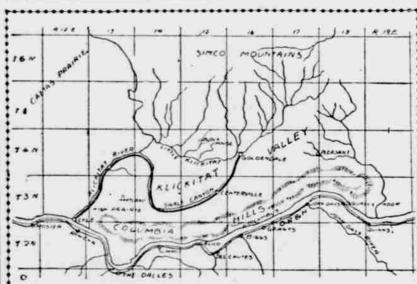
gotten gains, and their souls with the Stubbs as traffic director of the Harriman uilt of perjury.

The spectacle of a hitherto honest man O. R. & N. Co. has been extended over guilt of perjury. thus corrupted is a sad enough one to the Oregon & California, and Mr. Miller make it impossible for a right-minded legislator to consent to the enactment with the Southern Pacific lines since he of any law with a tendency in any such

While many fishermen who received the bounty were honestly entitled to it under the law, the names of the fraudulent were legion and the corrupting in-fluence of such legislation is too saddening to be repeated, whatever form it Senator Frye's ardent advocacy is eas-

ily accounted for by the great seaconst of Maine, and as his home is in the interior of the state it may be that he knows little or nothing of the effect of Government bounties in the promotion of fraud, so that Jesus may well pray for him and some of his supporters, "Father forgive them, they know not what they

I believe that New England ingenuity Dear Sir-1 and thrift are equal to competition with



SHOWING ROUTE OF PROPOSED COLUMBIA RIVER AND

NORTHERN RAILWAY TO GOLDENDALE.

hadn't the least idea that youd Publish that letter Signed a Hobo, 1 wish to building, without any bounty, which say a few words more in regard to the mutch abused Hobo when ever a working man finds that he is beat out of what he ing and you can bet you last Dollar as long as there are no laws to protect him there will be more Hobos every year, there are no laws for a working man and even if they were these Contractors and Schemers would find Some way to get around them and as long as this is the case the Hobo will get worse. knows that hes working for and therefore takes no interest in his work he learns to scheme why shouldnt he, and it wont be long befor hel steal and after awhile hel look at a man that works and think hes a fool when every thing is against a working man and nothing for him its about time to quit of do as little work as Posible and Save our strength. Scarcely a day passes but what theres an article in your paper about crime and how to bring children up. I supose there are Many old shysters they Pull their whiskers and Say its to bad talk to a R. R. Contractor and hel tell you a lot of stuff about R. R. Stiffs

they cannot afford to accept.
F. H. MERRILL

Canadians Ask for Protection. NEW YORK, Feb. 19 .- A deputation of boot and shoe manufacturers from all over Canada will wait upon the Dominion Government to request an increase of the duty upon imported fine shoes, says a Montreal special to the Times. Another complaint is that the Canadian manufacturers have to pay high duties the fine leathers they import for this class of shoes, while the shoes are admitted at a figure which makes it possible for them to compete with the American manufacturers. They will, therefore, require an increase of the pres-

A Good Start. For well-merited supremacy Moet & Chandon Champagne shows far in the lead throughout the world, and in America its increase during 1901 is greater than 100 per cent of the combined increase of all the other Champagne, houses, Moet & Chandon White Seal, Epernay, France, is a Dry, Delicate and Delicious Champagne,—Adv.

ent duty from 5 per cent to 5 per cent.

filled. Whether a new man will be sent out from the East to take one of the new jobs or the places will be filled by promo-tions of local men is a matter of consid-erable interest here, and nobody has yet figured out a "slate" that seems at all ikely to be adopted. Meanwhile railroad men interested are

that change was preliminary to getting

soon be made general freight agent of the O. R. & N., which office seemed to have

been left vacant for some such stroke. Nothing has been heard of the consoli-dation project for some time, but the re-

While there has been no formal union

came into charge of their traffic depart-ment. Some profess to see in the new ar-rangement that Mr. Miller will succeed

Mr. Campbell as traffic manager, not only of the O. R. & N., but also of the Oregon

N. staff will be filled regardless of its bearing on the Oregon & California, or

Southern Pacific. The consensus of opin-

ton of railroad men, however, is that there will sooner or later be a complete

ensolidation of the Oregon lines of the Southern Pacific with the O. R. & N., both in traffic relations and in operation.

general freight agent as well as that of

traffic manager. It is deemed unlikely that both of these will long remain un-

& California. Others think the O. R. N. staff will be filled regardless of

looking anxiously for the official anent of Mr. Campbell's new ap-This, it is said, will be pointment. circular over the signature of Traffic

ELLENSBURG IS PLEASED.

Preparations Had Been Made for

Changing Divisional Point.

ELLENSBURG, Wash., Feb. 19.—The official announcement that the Northern Pacific terminals are not to be removed from Ellensburg to Cle-Elum caused general rejoicing here. When the report of rumoval became persistent, the citizens sent a delegation to Tacoma to ascertain the truth, and they were informed by General Manager Pearce that the terminals would be removed from here, and until lately it was supposed that the or-der then issued would be carried out. Lately evidence of a change of plan has been accumulating. Lumber piled on the ground at Cle-Elum for immense icehouse, but work did not begin on the structure, and the company stored more ice at Ellensburg than ever before. Additional side tracks have also been laid here, and all this aroused hopes that the plans had been changed, so the news did not come as an entire surprise is rumored that extensive improve ments are to be made here at once, including electric coal bunkers and a new depot, which had been promised. A good many Ellensburg people invested in Cle Elum real estate on the strength of the reported move. The railroad men living here are delighted with the change, as many own their homes and were much

TO TAKE UP SCHEDULE TODAY. Transcontinental Freight Bureau

to making the move.

Has Spent Time in Preliminaries. This morning the transcontinental freight bureau is expected to settle down to the routine work of revising the transcontinental freight schedule. All the main lines were represented yesterday Mesers. Bissell and Chambers having arrived to act and speak for the Santa Fe but the day was spent in listening to re-quests of various business lines for adjustments in the tariff. An invitation from Captain Craven, of the Oriental steamship Indravelli, to visit his vessel