

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. L. Eliot, first vice-president, Rev. S. S. Wise, second vice-president, Hon. George H. Williams, secretary, W. T. Gardner, treasurer, W. R. Walpole, all of this city. Executive committee, Stephen A. Lowell, of Pendleton; 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. Vincent's Orphan Home, near Beaverton; St. Vincent's Hospital, of Astoria, and St. Elizabeth's Hospital, at Portland. Following this, the next speaker was Professor W. L. Cummings, principal of the educational department of the Oregon State Penitentiary, who took for his subject "Correction of the Insane." He discussed the work of restoring juvenile criminals to right action and moral condition, told of the systems now in vogue in this state, and made a plea for the protection of society by the removal of vicious which the law now protects. After a general discussion of the subject by the members of the conference, the morning session ended.

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's subject was "The Treatment of Criminals from the earliest ages, showing the great progress made during the 19th century. He made a careful 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 Oregon's penitentiary, after which there was a general discussion upon the subjects of prison life and crime.

Dr. W. T. Williamson, first assistant physician of the Oregon State Insane Asylum, delivered a well-prepared address on "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 persons of kindred blood. He also made a plea for the introduction into the common school course of text-books which present a plain and comprehensive view of the crying evils attendant upon certain mental diseases.

Dr. Williamson reviewed the care of the insane at the hands of the state, and described the ideal insane hospital for the correction and treatment of the unfortunate.

The last paper of the afternoon session was read by W. R. Walpole, secretary of the City Board of Charities, of Portland. Mr. Walpole's subject was "Work of Charitable Organizations." 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 by all who were present.

The committee on resolutions reported as follows: "That the conference tender its thanks to the First Baptist Church for its generous hospitality.

Second—That the conference make public notice of the work done by the conference in the form of a report, and in awakening interest in the aims and works of the conference.

Third—That acknowledgment be made of the help rendered by the City Board of Charities of Portland, the moral and material support of which has made possible the forming of the conference.

Fourth—That the executive committee of the conference carefully consider the advisability of action looking to the presentation, at the next Legislature, of a bill designed to bring about the creation of a State Board of Charities.

TASTE SCOTCH HAGGIS.

Visitors at Cooking School Are Feasted on Novel Dishes.

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

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The merry skirt of the haggis was heard last night at the School of Domestic Science on Washington and Nineteenth streets, for the pipe was out in all his glory, and Scotch tartan and Scotch burn flannels flaunted themselves bravely in the air. The pipe was a brawny Highlander, who had played before the Queen and the King, and his Highland 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 smoking Bouillabaisse and Burgundy. Mr. Robert Livingstone followed with Burns' "The Twa Dogs," which put everybody in a properly hungry and expectant state of mind for the savory dish.

Mrs. W. J. Honeyman then prepared to taste the eyes of the guests, explaining to them the light locomotives of steam motors will be used for motive power until the electric plant shall be ready to do its work.

It is estimated that about 1,000,000 bushels of wheat will come out of the Klickitat Valley every year. That alone will go far toward the supporting of a railroad. Nearly 1,000,000 pounds of wool is shorn from the backs of the sheep, and 75,000 sheep go to market from that section every year. Between \$60 and \$600 are also fattened in the Klickitat Valley and sent out in the Fall. The road to Goldendale would probably not get much of the livestock traffic, except the hope for the sheep and cattle will be driven to the Columbia, and everything requiring hauling will gravitate to the railroad in the center of the valley, because a range of hills 3000 feet high stands between the Klickitat River and the Columbia. It is not presumed 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 Columbia when he can put it aboard a car 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 available without waiting for slow general development to bring business to the railroad. 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, shipping feed for stock, lighting farm buildings, shearing sheds, and perhaps running harvesting machinery.

Senator Fry's ardent advocacy in early accounted for by the great season of the Hobe, 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 do."

I believe that New England ingenuity and thrift are equal to competition with any other part of the world in ship-building, under any bounty, which they cannot afford to accept.

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 duty on the importation of shoes from a Montreal special to the Times. Another complaint is that the Canadian manufacturers have to pay high duties upon the fine leathers they import for their shoes, while the shoes are admitted at a figure which makes it impossible for them to compete with the American manufacturers. They will, therefore, require an increase of the present duty from 25 per cent to 35 per cent.

A Good Start. For well-merited supremacy Mott & Chandon Champagne stand throughout the world, and in America its increasing demand is greater than 10 per cent of the combined output of all the Champagne houses. Mott & Chandon White Seal, Epernay, France, is a Dry, Delicate and Delicious Champagne.—Adv.

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 Railroad Company already has engineers in the field examining the valley of the Klickitat River for the proposed line from Lytle to Goldendale. The line will be about 41 miles in length, and probably not follow up Klickitat Creek, which is the easterly arm of the Klickitat River, but will make a detour through a depression known as Swale Canyon, springing from the main artery, and south of Klickitat Creek. A better grade to Goldendale can be obtained by this route.



VIEW OF THE SPRING CREEK COUNTRY, IN THE KLICKITAT VALLEY, MOUNTS ADAMS AND ST. HELMS APPEARING IN THE BACKGROUND.

It is expected, however, that the railroad will be completed before the power plant, and in this event light locomotives or steam motors will be used for motive power until the electric plant shall be ready to do its work.

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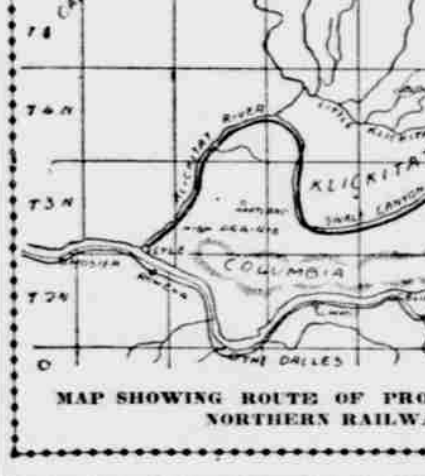
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THE HOBO HAS MORE TO SAY

He Again Attacks the Railroad Contractors and Their Methods.

CASCADE LOCKS, Ore., Feb. 19.—Oregonian, Portland, Or., Dear Sir—



MAP SHOWING ROUTE OF PROPOSED COLUMBIA RIVER AND NORTHERN RAILWAY TO GOLDENDALE.

hadn't the best idea that you'd publish that letter signed a Hobe. I wish to say a few words more in regard to the much abused Hobe when ever a working man finds that he is best out of his earnings by hard work it puts him to thinking and you can bet you last dollar as long as there are no laws to protect him from the Hobe. I have seen a Hobe, and 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 Hobe will get worse. He knows that his working for some grater and therefore takes no interest in his work he learns to scheme why shouldn't he, and it won't be long before he'll steal and after awhile he'll look at a man that works and think he's a fool when every thing is against a working man and nothing for him its about time to quit or do as little work as possible and save your strength. Scarcely a day passes but what there's an article in your paper about crime and how to bring children up to be good and how to bring them up they Pull their whiskers and say its to bad talk to a R. R. Contractor and he'll tell you a lot of stuff about R. R. Stuffs

RAILROAD MEN AT SEA

SIGNIFICANCE OF CAMPBELL'S APPOINTMENT NOT CLEAR.

Does It Mean Closer Union of Oregon Railroads?—Who Will Be New Traffic Manager?

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 closer union between the O. R. & N. and Oregon & California (the Southern Pacific's Oregon line)? Will it give the Pacific Northwest greater influence in high traffic councils through the fact that Mr. Campbell understands so thoroughly the traffic demands of this country? Will it increase the traffic of the

Columbia River? Does it mean the sinking of the individuality of the Oregon lines of the Harriman system, or the contrary? A year ago there was a good deal of talk about combining the O. R. & N. and the Oregon & California under one management at Portland. That was deemed the logical thing to do, thus getting Oregon railroad interests together and giving them an incentive to common development of their country. Ever since Mr. Miller went from the office of assistant general freight agent of the O. R. & N. to the position of general freight and passenger agent of the Southern Pacific's Oregon lines last September, there was expectation, more or less general, that that change was preliminary to getting the traffic departments of the two concerns under one management. The assumption then was that Mr. Miller would 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 consolidation project for some time, but the report of Mr. Campbell's appointment in the East brings the question to the front again.

While there has been no formal union of the traffic departments of the two Oregon railroads, it is well understood that they have been working in harmony. Whether it is believed to date from the time of the appointment of J. C. Stubbs as traffic director of the Harriman lines, in many ways the policy of the O. R. & N. Co. has been extended over the Oregon & California, and Mr. Miller has been able to make distinct progress with the Southern Pacific lines since he came into charge of their traffic department. Some progress to see in the new arrangement that Mr. Miller will succeed Mr. Campbell as traffic manager, not only of the O. R. & N., but also of the Oregon & California. Others think the O. R. & N. staff will be filled regardless of its bearing on the Oregon & California, or Southern Pacific. The consensus of opinion of railroad men, however, is that there will sooner or later be a complete consolidation of the Oregon lines of the Southern Pacific with the O. R. & N., both in traffic relations and in operation. Mr. Campbell's departure at this time may mean two vacancies in the traffic department of the O. R. & N.—the office of general freight agent as well as that of traffic manager. It is deemed unlikely that both of these will long remain unfilled. 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 promotions of local men is a matter of considerable interest here, and nobody has yet brought out a "state" that seems at all likely to be adopted.

Meanwhile railroad men interested are looking anxiously for the official announcement that the plans had been changed, so the news did not come as an entire surprise. It is rumored that extensive improvements are to be made here at once, including electric coal bunkers and a new depot, which has 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 averse to making the move.

TO TAKE UP SCHEDULE TODAY.

Transcontinental Freight Bureau 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. Messrs. Bissell and Chambers having arrived to act and speak for the Santa Fe, but the day was spent in listening to requests of various business lines for adjustments in the tariff. An invitation from Captain Craven, of the Oriental Steamship Indravell, to visit his vessel

ELLENSBURG IS PLEASED.

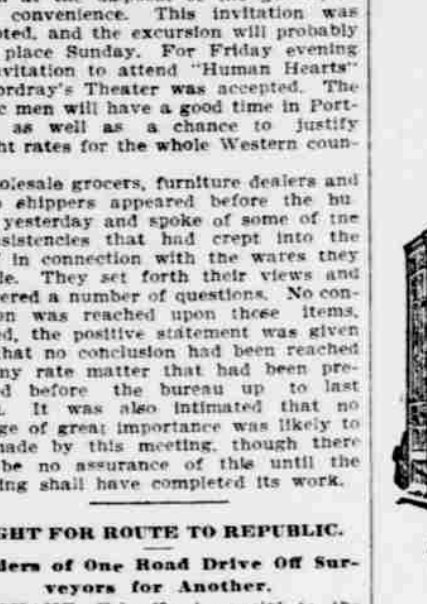
Preparations Had Been Made for Changing Divisional Point.

ELLENSBURG, Wash., Feb. 19.—The official announcement that the Northern Pacific will change its divisional point from Ellensburg to Cle-Elum caused general rejoicing here. When the report of removal became persistent, the citizens sent a delegation to Tacoma to ascertain the truth, and they were informed by General Manager Pearce that the terminal would be removed from here, and until lately it was supposed that the order then issued would carry out the move. Lately evidence of a change of plan has been accumulating. Lumber was piled on the ground at Cle-Elum for an immense pilehouse, but work did not begin on this 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. It is rumored that extensive improvements are to be made here at once, including electric coal bunkers and a new depot, which has 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 averse to making the move.

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