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What Is Oregon & Southeastern Scheme?

THIS A PAPER ROAD?

MAY GO TO WINNEMUCCA, NEV.

Revival of an Old Plan of C. P. Huntington-May Bring Competition to the Harriman Lines.

There is a pretty well defined theory in railroad circles that the Oregon & Southeastern Railroad Company, which was incorporated the other day in New Jersey, embodies a scheme for a railroad to connect the Corvallis & Eastern Ballway with the Central Pacific at Winnemucca, Nev. It is presumed that the recent talk of a line from Eureka, on Humboldt Bay, northeastward to Weiser or Bolse, was the immediate cause of the incorporation of the Oracod & Southeastern at this of the Oregon & Southeastern at this time. If this Humboldt Bay road should be built it would penetrate a country that could also be served by a line from the Corvaills & Eastern to Winnemucca, and the first road in the field would establish trade routes that might not be easily changed afterward. It is less than 250 mlics from the present eastern terminus of the Corvallie & Eastern to Winnemuc-ca, so the enterprise would not be out of proportion to the capital of the New Jer-sey corporation, \$1,000,000. The fact that something like \$1000 would be required for an incorporation fee in that state is look-ed upon as evidence that the people who are behind this project have a serious purpose in view. Their identity is care-fully concealed behind the names of K. K. McLaren, Horace F. M. Gould and Evan

J. Dudley as incorporators. It is said that the C. P. Huntington estate is heavily interested in the Corvallis & Eastern Railway, which is plain-ly in a condition of arrested development. The Huntingtons recently got several mil-lions from the sale of the San Francisco street-car lines, and must have much more than is required in the development of their trolley system in Southern Call-fornia. Therefore, it is supposed that H. E. Huntington who manages the estate E. Huntington, who manages the estate, is favorable to carrying out at this time a long-cherished scheme of his late uncle to build across Oregon to Winnemucca, and thus make something of the family's present holding in this state.

B. J. Pengra, who was Surveyor-General of Oregon and a prominent citizen, de-voted many years of hie life to an effort to get a railroad on that route. He was largely interested in the Oregon Central wagon road grant, extending across the state from Eugene to the southeastern conner of the commonwealth. Any agency that would open that region to settlent and improvement would add vastly the value of the wagon road grant. Mr. Pengra had a plan for a rallroad there. In addition to his wagon-road grant he wanted a railroad grant, and came near getting it. C. P. Huntington added and supported him in this effort, and it was understood that he would handle the railroad end of the enterprise. That was away back in the '60s. The railroad grant was defeated through the sub stitution of Jacksonville for Springfield as its Oregon terminus, which would have made the road to be built for that grant a feeder for the Holladay line, rather than for the Oregon Central, a rival enterprise on the west side of the William-ette that was backed by S. G. Reed, J. C. Alasworth and D. P. Thompson. The Holladay railroad enterprise looked to connection of Portland with San Francis-co by means of the line parallel with the coast, which would also give Oregon its transcontinental railroad outlet. Hunt-ington wished to serve this country by the line projected direct from Winnemucca to the Willamette Valley, and he was will-ing to co-operate with the Oregon Contral

0. B. & N. TRAFFIC MANAGER. Schumacher Said to Be Slated for the Position.

These are incidents that will take shape when the enterprise shall be further ad-

In yesterday's press report was the fol-lowing dispatch pertaining to the vacant traffic managership of the O. R. & N. Co.: - Sait Lake, April 23.- The Herald today says that Thomas M. Schumacher, traffic manager of the Oregon Short Line, is slated for the po-silion of traffic manager of the Short Line and the Oregon Railroad & Navigation Company. with headquarters either at Salt Lake or Porland. The appointment has not yet been ufficially announced, but it is said to have been definitely decided upon and will soon have ficial announcement.

The position of traffic manager of the Ore-gon Railroad & Navigation Company has been vacant since the appointment of Ben Camp-bell to be assistant to Traffic Director J. C. lines of educational work and a steady growth in strength and numbers since the beginning. Stubbs, of the Harriman system at Chicago.

the beginning. Oregon will send five delegates to the National federation, to be held at Los Angeles, May 1-8. The president will be one of these, and the other four will be elected at this meeting. The choice of these delegates will be of especial in-Stubbs, of the Harriman system at Chicago. Little credence is given this report by railroad men, and for obvious reason. The appointment indicated in the dis-patch would not give the relief needed here. The O. R. & N. has two vacant offices-traffic manager and general freight agent. This leaves extraordinarily heavy work for texture Contractions of the system. terest, as they will have a volce in de-ciding the questions of individual or state work for Assistant General Freight Agent Coman, upon whom devolves the work representation, and upon this practically hinges the color-line question, now caus-ing so much discussion. and responsibility of three offices. For Mr. Schumacher to be appointed traffic manager of the O. R. & N. and still keep ing so much discussion. When the movement of a National organization was first started a National charter was obtained under the name of the General Federation of Women's

manager of the O. R. & N. and still scep his office and duties in the Oregon Short Line would give little relief here, par-ticularly if his headquarters should re-ticularly if his headquarters should remain in Sait Lake City. If he were to come to the O. R. & N. and give it his whole attention, it would be quite another matter. That might be a credible story. O. R. & N. traffic is of peculiarly competitive nature. Every pound of freight it gets is affected by competitive condi-tions, and the extent and character of the field and nature of the competition calls for a high order of talent in deal-ing with it. It requires a man of experience and energy to deal with it satisfac-torily. To add the traffic department of the O. R. & N. as a frill to some other railroad office will not produce satisfactory results here, unless the official roster shall be filled and the duties adjusted so as to balance the new relations. The arrange-ment indicated in the Sait Lake disputch is not deemed likely to be made, because It would not give the desired relief here. Local officials of the O. R. & N., however, any they have no information as to what

offices will be filled or who will fill them, or whether Mr. Schumacher is under consideration in connection with any of them

LOGGING ROAD TO COLUMBIA CITY Four Miles Under Construction-Mill

and Coal Bunkers. ST. HELENS, Or., April 23.-The Co-umbia & Nehalem Valley Railroad Company has a gang of 60 men at work on the grade for the track. At present the grade is completed to a point about half

Women's Clubs. a mile west of Columbia City depot, on the Northern Pacific. Track-laying will commence next Monday, and it is ex-pected that in less than two months the company will have the road in operation Clubs. In this organization, then, any women's club was eligible to membership. Later state federations were organized, and many clubs that held membership in the National federation joined the state to its timber, which is about four miles federations, and through them obtained a from the Columbia River, and will be rolling logs in the river. The company has in its own right about 4000 acres of as and representation in the National federation As can be plainly seen, the National

good timber as is found on this Coast. As soon as the road is ready for opera meetings became so clumsy and compli-cated that it was impossible to keep the tion two logging camps will be established proceedings straight. A complaint was made by many clubs, and a resolution presented requiring all clubs to be repreand the logs will be taken out with half a score of donkey engines and hauled to the river, where they will be rafted for market, until such time as the company can build and equip a sawmill, which will be located on the water front near Colum-tic City. This will have a consettsented through the state federation. This would solve the problem, but then an-other knotty question came up. The Southern clubs were bitterly opposed to any colored women's clubs becoming members of the federation. To adopt bia City. This mill will have a capacity of 100,000 feet of lumber per day. The company has secured 2000 feet of water state representation would be to leave the color question to each individual state, and if a colored club could gain memfront at one of the best mill sites on the bla River A large donkey engine is out at the

A large donkey engine is out at the end of the grade, and is used for clearing the right of way and in building the

omplish that object. When the bill men of good standing financially. The "Oregon clubs stand for state repre-tor a sentation. Letters were sent to every Berond 1904.

down the Williamette Valley to Portland. CLUBWOMEN ARE TO MEET orary president of the Netherland-South African Union, division of The Hague; G. A. A. Middleberg, president of the Netherland-South African Union. Miss Grothjean is now living and work-ing in Porlignd, after an absence of it wars abroad during which time ab STATE FEDERATION CONVENES IN PORTLAND TODAY.

The delegates to the State Federation

years abroad, during which time she studied art under Courtois, Girard, Puvis de Chavannes, Paul J. Blanc, aPierre Fritel and A. G. Deleciuse. She has ex-Fritel and A. G. Deleciuse. She has ex-hibited paintings at both Paris salons in 1893 and 1900, Columbia Exposition, Chi-cago, 1893; Society of Artists and Acad-emy of Design, New York; Academy of Fine Arts, Philadelphia. At the recent exhibit of the Portland Art Association Miss Grothicas exhibited har intert work Delegates Will Be Chosen to National Convention-Interest in Color Line and Other Questions.

Miss Grothican exhibited her latest work, a beautiful marine, "After the Storm, Off the Coast of Holland," which at-tracted a great deal of attention both for the novelty of the treatment of the theme as well as the masterly technique of Women's Clubs had nearly all arrived last night. Their first meeting is in the Selling-Hirsch building today at 9:30 A. M. This is the first meeting since the organ-ization, two years ago, and the reports will show a remarkable activity along shown in the execution. Miss Grothjean is at work at present on a marine for Rijks Museum, the government art exhibit, of Amsterdam, and is also pre-paring a private exhibit at Durand Ruel's,

TO START FREE NURSING Association Will Work to Raise

\$1000 to Help the Poor.

There was a large attendance of rep resentative women yesterday morning at the chapel of the Unitarian Church, on occasion of a meeting of the Visit-Nurse Association of Portland, to the ing hear the steps proposed to start a sys-tem of free nursing among the sick poor. It was announced that the sum of \$500 is already pledged, and that active work will be started as soon as \$1000 in all is subscribed, as that sum will represent one nurse's expenses for one year. Many new members joined the

Mrs. Stephen S. Wise, president of the association, called the meeting to order, and she said, in part:

"Three objections have been raised to this work, which I wish to answer. The first, Why not let the sick poor go to the hospitals? The second, What is the bene-fit of one nurse in this city? The third concerns the danger of pauperization, Respecting the first, I would only ask you to consider that there are people whom the hospitals, however fine they may be, cannot help; those who through mistaken prejudice, will die at home rather than enter a hospital; those whose diseases are incurable, and those whom it is un-wise to separate from their families. "As to the second objection, of only one nurse to hear the work is it better the list is the pectade objection, of only one nurse to begin the work, is it better to withhold all help, because we cannot help all? Then, too, as soon as our mem-bership is large, and donations come pour-ing in to our treasurer, we will employ as many nurses as the needs of the sick period demand. This same mode was be poor demand. This same work was be-gun in Boston with but one nurse, and a few years later there was not one call

that falled of a response. "To the third objection of pauperization, let me answer that the association hopes to furnish trained nurses free to all unable to pay for their services, but will also send nurses to those who can pay something, a good nurse being supplied for \$7 a week, or for 25 cents an hour, the money to be added to the association's funda

It was reported that two physicians have offered their services to the as-sociation, and that the Portland Railway Company and City & Suburban have promised free transportation for the nurses. The Board of City Charities has offered its room as an office for the as-The Board of City Charities has eoclation, in addition to medicine and clothing. Mrs. Emma J. Wakeman, superintendent of the Good Samaritan superintendent of the Good Samarican Hospital, wrote offering the free use of the mother's bed at the hospital. Mrs. J. C. Reed, of the Portland branch of the Needlework Guild of America, offered its services.

Helpful and interesting addresses wer given by Rev. Dr. Edgar P. Hill, of the First Prosbyterian Church, Dr. Woods Hutchinson, and Mrs. Lucy Morgan, a the right of way and in building the bridges. It is the intention of the promoters of this road to extend it on towards the Ne-halem Valley as rapidly as possible. It will pass through the Bunker Hill coal fields and, should a good grade of coal be found, it will furnish quick means of transportation to the Northern Pacific track and to coal bunkers that will be built at Columbia City. David Goodsell is president of this new company, and the incorporators are all men of good standing financially. The years ago; but we have to go 3000 miles for our legislation on that subject, and it is almost impossible to bring Congress to an appreciation of the wealth of this empire so remarkably drained by these rivers. It is not necessary to put into the mouths of enemies of river improve-ment the argument that will be based upon Puget Sound's increase in wheat shipments; he who runs may read. It is my opinion that nothing can re-



bar is always first in importance, we are bound to admit that upper river improvement is at least equal in importance; if it has reached equality in point of develop-

ment and necessity, it exceeds it in point of justice, because not a dollar has even been expended on it to enable the producer to send a boatload of wheat from Lewiston to Portland or Astoria. In the early days Portland was mistres

of both land and sea in the North Pacific the topography of the country, her natural strategic eltuation, made her so. It she had begun 25 years ago to work as persistently for the canalizing of the Co-lumbia and Snake Rivers as for improvement of the lower river and bar, that great work would have been accomplished now, and she would have rendered her position impregnable as the commercial port of the Northwest; she would have had more railroads, and double the population she now has. Had this been ac-complished ten years ago, it is hardly an exaggeration to say, that with a smeller at Portland, and the cheap rates of river transportation, the shipment and treat-

them Siamese twins of commerce, the prosperity of one is the prosperity of the other, and Portland, least of all, can be a party to any action which tends to defer at this critical time, even⁶ for a single year, the era of an open river. C. H. SHOLES.

Must Reopen Its Foundry. OMAHA, Neb., April . 23 .- The City Council last night unanimously passed a resolution demanding that the Union Pa-the Railroad retain its iron foundry in this city and that it be reopened at on The foundry was closed 10 days ago, and the matter was brought to the attention of the city authorities by the Molders' Union. The resolution passed cites the fact of an agreement entered into between the city and the railroad company, whereby the city granted certain conces-sions in the matter of streets and other city property, and the railroad agreed to maintain its shops perpetually in this

The lantern of the Lundy Island lighthouse is 540 feet above high water, and can 31 miles. The Cape Clear light is 455 feet ve the



Puny Men

Give me a man broken down from

dissipation, hard work or worry,

from any cause, which has sapped his strength. Let him follow my

advice for three months, and 1

will make him as vigorous in every

I will not promise to make a Her-

cules of a man who was never in-

tended by Nature to be strong and

sturdy. Even that man I can make

better than he was; but the man

who has been strong and has lost

his strength, I can make as good

as he ever was. A man who is nervous, whose

brain and body are weak, who sleeps

badly, awakes more tired than when

he went to bed, who is easily dis-

couraged, inclined to brood over

imaginary troubles, who has lost

ambition and energy to tackle hard

problems, lacks the animal elec-

tricity which the Dr. McLaughlin

body is dependent upon your animal

electricity. When you lose that by

draining the system in any manner,

my Belt will replace it and will

Mr. O. W. Morrisey, Antelope, Or.,

writes: "I have suffered continually

with rheumatism for thirty years, and have tried most everything,

and, considering what your Belt

has done, and how I feel now, I

believe your Belt to be worth its

Letters like that tell a story which

means a great deal to a sufferer.

They are a beacon-light to the per-

son who has become discouraged

from useless doctoring. I get such

Send for my beautiful book, full

of the things a man likes to read

if he wants to be a strong person.

Dr. M. L. McLaughlin, 106 Colum-

The whole force of vitality in your

Electric Belt supplies,

cure you.

weight in gold."

letters every day.

I send it sealed free.

Cut out this "ad."

bla street, Seattle, Wash.

respect as any one of his age.

provement is the first requisite toward uring Governmental recognition, it may ot be amiss to present a counter-argunent

This loss of first place as a wheat port s of much more serious and far-reaching sequence to Portland and river improvement than the mere transfer of business in a financial sense, because it will be reflected and grow in importance and influence in proportion to the distance the news travels. If Idaho, Washington and Oregon had been a separate govern-ment, the Columbia and Snake Rivers

would have been opened to navigation

4m (Co) It carry grist to the Holladay mill, Huntington and the others lost interest in it. and it did not pass. That was in the last days of the railroad land-grant business. After that it was impossible to get a grant for a road from Wianemucca to the Willamette Valley, or anywhere else, for

In 1877 Mr. Huntington, in company with General Colton and Chief Engineer Montague, visited Oregon and made a thorough examination into the railroad situation here. On their way back they left the railway at Eugene and inspected the country from that point to Winnemucca, It is said that the conclusion was then reached that a railroad between Winnemucca and the Willamette Valley would be a profitable enterprise, and highly de-sirable for the Central Pacific. A complete survey was subsequently made, but the project never reached the stage of actual construction. Completion of rail road connection between Portland and San Francisco in 1887 removed the necessity for a line from Winnemucca to Oregon. But since then the development of the country and growth of traffic have reached the stage of actual construction. Completion of railroad connection between Portland and San Francisco in 1887 removed the necessity for a line from Winnemucca to Oregon. But since then the development of the country and growth of traffic have reached a stage that many railroad men think will warrant the con-struction of the line from the Willamette Valley to Winnemucca, or to connection with some trans-continental road near that point.

It is not supposed that a Huntington me to lead the Corvallis & Eastern to an Eastern connection at Winnemucca would be exactly relished by the Harri-man interests, because it would be something more than merely a line for local development. It would be after through business as well as way traffic. The Har-riman lines are now very well fixed for handling all the through traffic that may come to them. They don't need an independent line to take traffic from them at Winnemucca or any other point for de-livery where Harriman lines already reach. There is ground for the bellet. however, that the Oregon & Southeastern will not hird lively to the Central Pacific will not bind itself to the Central Pacifi

at Winnemucca. There was at one time a move to make the line from the Willamette Valley to Winnemucca a narrow-gauge road. It was to have connection with the narrowgauge system then in process of building in the Willamette Valley, and at Winne-muces the Denver & Rio Grande, siso narrow gauge, was to meet the line from Oregon. Now the Rio Grande system is of standard gauge, and it is believed to owned by the Goulds, who have the Missouri Pacific and other Southwestern lines. There has been a good deal of talk lately about a Pacific Coast outlet for the Gould lines, and it is deemed possible that this Oregon & Southeastern may be designed in the Gould interest as well as in the interest of the Huntingtons. This would be carrying out plans that were formed many years ago. It would also be an invasion of Harriman territory by a competitive line. But every new line to the Pacific seaboard must invade territory that has been assigned in some manner in the present adjustment of interests, and it certainly cannot be that no more rau-roads will be built to the Pacific.

How the Oregon railroad situation would be affected by this new enterprise cannot be forefold. It is possible that the new forces may bring power enough to bear

large consignment of logs at \$6 per thousand

Columbia River & Northern Negotiating for D., P. & A. N. Co. THE DALLES, Or, April 23-A meet-ng of the chief stockholders of The Dalles, Portland & Astoria Navigation Company was held here this afternoon for the purpose of considering a proposal from the Columbia River & Northern Railway Company to purchase the holdings of the navigation company. No de-cision was reached, but it is stated authoritatively that a meeting will be held amotrow at which a definite answer will e given by the navigation company. Work on the Columbia River & Northern's road from Lyle to Goldendale is being pushed rapidly.

(President Rufus Mallory, of the Co-umbia River & Northern Railway Company, said last night that the proposal made the D., P. & A. N. Co. was not in shape to be made public at this time; but he admitted that negotiations were in progress looking to control of the nav-igation company by the Klickitat rail-The railway will need steamer way. connection at Lyle to make its route at all a practicable transportation way, and the acquisition of some of the boats now on the river is deemed better than put-ting on a new line and increasing competition that is regarded as already sharp nough.)

RAILROAD TO BURNS.

Sumpter Valley Line Will Be Extend-

ed From Whitney. BAKER CITY, April 23. - Joseph A. West, chief engineer of the Sumpter Val-ley Railroad, left for Whitney this morning with a complete surveying outfit, pre-pared to survey the line for the exten-sion of the road to Burns, the county sent of Harney County. The indications are that the road is to be extended at once.

Americans to Build Norwegian Road NEW YORK, April 23.-A party of enthe first American-built railway in Euhas sailed for Bremen. The railway will be used to ship large quantities of iron from Norwegian mines. The engineers in the party are ex-State En-gineer Adams, his son Arthur, C. A. Poole

and Arthur O'Brien. On reaching Bremen they will meet Henschel Roberts, ex-Deputy State En-ginter, who has charge of the dealings of the new road, and will accompany him to Mo, on the west const of Norway, 300 miles north of Christiania, where the mouth of a rock-walled ford will be made into a great harbor. From the docks there the new railway will run to the ore fields, 18 miles away. Three thousand laborers will be employed in the work. The Gilison ore milling syndicate, of London, is the backer of the scheme. A director of the corporation is Thomas A. Edison. Most of the materials used will be sent from the United States and the rolling stock will be of American manufacture. It is expected the total cost will exceed \$1,000,000.

Reduced Rates for Teachers. SALEM, Or., April 23 .- State Super

tendent Ackerman was today advised by R. B. Miller, general passenger agent for the Southern Pacific Company, that the usual reduced rates of 11-3 fare round forces may oring power enough to bear to have the Yaquina Harbor made avail-able for vessels of deep draft. In that case good use could be made of the Cor-vallis & Eastern. Or it may be that the new railroad power will insist on getting on chartered cars.

club in the state during the Milwaukee

biennial meeting, and every one answered in favor of state representation. I think RAILROAD COMPANY WANTS BOATS that the charter will be changed at the next meeting, for the clubs are favoring it more and more, and it is believed that two years ago the majority of the states favored such a change. The North will advocate the change, and the South will oppose it." To morrow Mrs. Dockery, of Boise,

MRS. C. B. WADE.

nt, Oregon Federation

ol

Idaho, will address the meeting on "The Club and the Public School." A special invitation is extended to the mothers and teachers.

TO SPEAK ON CIVIC IMPROVEMENT. Mrs. Hamlin, a Noted Worker, to

Give an Address Friday Night. The State Federation of Women's Clubs has granted Friday night, April 25, to the Lewis and Clark Civic Improvement Association. Seeing here a chance to ap-

peal to an audience whose influence is feit throughout the entire state, an engagement was made with Mrs. Lenora Austin Hamlin, of St. Paul, to deliver the address of the evening. The meeting will be held at the First Baptist Church. Mrs. Hamlin is one of the most effective champions of civic improvement in the United States. She is president of the Woman's Civic League of St. Paul, chair-man of the town and village improvement committee of the Minnesota Federation of Women's Clubs, and second vice-president of the American League for Civic

Improvement. She was born and edu-cated in Minnesota, and at one time a resident of the college settlement in New York City, where she received her first training in civic work. Mrs. Hamlin was the organizer, and since its founding three years ago the president, of the Woman's Civic League of St. Paul, which

has a membership of 250 women. Under her leadership the league has been in-strumental in securing improved sanitation, purer milk supply, the cleaning of vacant lots, the opening of two public playgrounds, the establishment of reading-rooms and study classes in one of the poorer sections of the city. Mrs. Hamiln is a clear, forceful, easy speaker, who uses her wealth and experien

civic affairs both convincingly and with conviction. Her address next Friday evening will be illustrated with lantern views of Eastern cities before and after the civic imement work was undertaken.

HONOR TO AN ARTIST.

Miss Grothjenn Invited to Send Marines to Big Exhibit.

Miss Francesca C. R. Gothjean, a Port-Miss Francesca C. R. Gotagenn, a Port-land artist, has been honored by an invi-tation to exhibit her marines at a large international exhibition, to be, held in Scheveningen, Holland. The objects are scheveningen, Honand. The objects are to raise money for the Pro-Boer Associa-tion of The Hague, with which to re-lieve the distress of the Boer women and children confined in the British camps of South Africa. Sympathizing with the objects of the exhibition, Miss Grothiean will send for exhibit several of her can-vasses now in New York. The committee of the International Art Exposition. which is arranging the exhibits, is com-posed as follows: President, Dr. W. De Ridder: secretary, S. H. L. De Korte; treasurer, Dr. Beelaerts Van Blockland; Dr. C. H. Van Haeften; H. W. Mesdag, president of "Pulchi Studio"; Joseph Israels, president of the Dutch Drawing Society; H. W. Jansen, President of "Arti et Amicitae"; Mrs. Annie Botha, Louis Botha, Countens E. Van Bylandt, Baroness A. Van H. Thoe Slooten, hon-

Any attempt to postpone the St. Louis Exposition to 1995 will meet with resist-Representative Tongue writes to H. W. Corbett that he is willing that postonement should be until 1904, "I have frequently called attention to the fact that Oregon has pre-empted 1905," he writes, "and that every rule of fairness

and good-will requires that that should be We supported the St. Louis espected. till and are entitled to some consideration

oppose any bill to put off the St. Louis Fair until 1904. As to postponement until 1965, he sends a letter from David R. Francis, president of the Exposition, who circumstances consent to it; consequently the Lewis and Clark Exposition need entertain no fear of conflict of dates. Our local company has taken no action looking postponement to any year beyond "This was written to Senator Mitch-The letter continues: to a 1903."

ell. "I believe that the World's Fair at St. Louis will so arouse interest in this part of the country and its history as to help in no small degree the exposition at Portland.'

Senator Simon wrote: about the probable delay in the opening of the Louisiana Purchase Exposition, and I also note the opinion of yourself and your associates that a delay of one year, or until 1904, in the opening of the Louissiana Exposition will not militate Louisiana Exposition will not militate genius that guides with signal ability against the proposed exposition at Portand in 1905.

"I am pleased to receive your letter and to learn your views on this subject. I pected, Portland must turn her atten-will very gladly support any measure that may be introduced in Congress providing river development. The time is opporyour letter."

follows:

Oregon Delegation Will Work to Secure Advertising Device.

The Oregon delegation in Congress will endeavor to have the Government use a postmarking stamp in the Portland office to advertise the Lewis and Clark cen-tennial. The Postmaster-General has said

that such privilege is prohibited "ex-cept in case of an affair of National character, for which an appropriation by Congress has been made," Mr. Mitchell writes to the Lewis and Clark board: "Your desize avails and collargence to "You desire myself and colleagues to

consider the propriety of securing what you desire by legislation. I trust we may be able to present a united front in an

effort to secure what you wish. "I am strongly inclined to the opinion that it will not be possible for us just at this time to secure this legislation. The better way, I think, would be to await the introduction in Congress at the next session of a bill providing for the Govern-ment exhibit at the Lewis and Clark centennial, and then to endeavor to secure franking and postmarking privileges.

Constipation, which gives rise to many graver troubles, is cured and prevented by Carter's Little Liver Pills. Try them and rou will be convinced.

do it may be regarded as a practical cer-tainty. One railroad against two, with the possibility of a third, cannot main-tain an even fight, especially when the one sleeps upon the advantage of a water-level route, while the others with masterful aggressiveness send their feeders into its richest territory. Railroads are into its richest territory. Railroads are not run in the interest of any city or port; but when run on business princi-ples, they are after all the traffic they can haul. When the Northern finds it-to its interest to build down the river to Portland it will do it, and its interest in

store Portland's supremacy as a wheat port except the opening of the Columbia

In that account." Senator Mitchell says that he will not popose any bill to put off the St. Louis Portland it will do it, and its interest that respect cannot be more effectually and quickly made to appear than by making the Columbia navigable from British Columbia to Astoria. That might even have some effect in spurring the Oregon says that the corporation "would under no Railroad & Navigation to proper development of its own rightful territory. In every way it has the key to the situation in the Inland Empire, and yet like a bashful man at a dance it stands idle while its rivals carry off both honors and

Senator show wole, "I am in receipt of your valued favor of the 12th inst, and note that you write of the 12th inst, and not you write of the 12th inst, and world, and a great and valuable traffic is ready, for the new road. It followed so soon that the casual observer would almost think it had been anticipated by the

Therefore, in view of the railroad situ-ation, from which little relief can be expected. Portland must turn her atten-

for the postponement of the Louisiana Purchase Exposition until 1904, in accord-lion dollars for the mouth of the river ance with the suggestions made by you in a liberal amount has been recommended for the opening of the upper river. Bu "I note that you say in some manner an the importance and necessity of improv impression has been given that Port-land is opposed to the postponement of eventually the upper river, we are told the St. Louis Fair. This is the first inti-mation I have had of such an impres-sion." will oppose this appropriation on the ground that Captain Harts' estimate is too high, and wants to have another survey made. This seems incredible,

POSTMARK FOR THE FAIR llons upon millions wasted in rotted transports, but one of the most useful and important projects of the century must wait-as it has already waited while men who played upon its banks in boy

hood have grown gray-In order to save a few hundred thousand dollars! In the meantime the beneficiaries of the improvement paying a million dollars in ex-cess tolls. Such short-sighted policy is uncalled for; there is no reason why the Government should be hesitant or parsimonious in inaugurating and completing with all possible speed a work of such vital importance to three states as the canalizing of the Columbia and Snake Rivers. Their volume of water is large and constant, and they are not closed to navigation to exceed an average of one month a year. It is a scheme so pregnant with utility and benefit to a mil-lion people now, and millions more in the future, that it should enlist support of

the wisest statesmen; it is worthy of the best years of any man's life to carry it to a successful termination, to whom, should such a man arise, it will prove a monument more enduring than granite. Eastern Oregon, Idaho and Eastern

Washington are at this time a unit in their demand for open rivers; enthusiasm runs high, and every one is ready to put forth his best efforts for the result, questionably there has been a confi conflict in Interest between the mouth of the river

ment of ores alone from Eastern Washington and Idaho would today be giving Snake Rivers, and that that would employment to several thousand men The improvement of the lower river and bar would then come as a matter of course, because the interior would be sending its flotillas of merchandise to Portland's wharves by thousands of tons. Unfortunately, the energies of the city were absorbed in enlarging its facilities for output without correspondingly increasing its avenues for supplying ex-port tounage. What avails it to have the best harbor and ship channel in the world if the tonnage, for lack of ability to reach your ships, is being hauled by enterpris-

ing ratiroads to other ports? It seems to me that the combined influ-ence of Portland and Oregon could serve no better or more self-serving purpose than to unite in a demand for immediate improvement of the upper river. It is hardly conceivable that the bar will shoal to impassability; by some means it will be kept open. But when the time comes that the river is navigable from Lewiston A few hundred miles of feeders to the sea there will be such a volume of sources; yet it stands mute, heedless of its own interests, deaf to the demands of suffering communities. On the other hand, witness the Northern Pacific's Clearwater branch. It was intended more Clearwater branch. It was intended mere-ly to develop a known rich country, but erally, that under the conditions now ex-isting along the Columbia, upper river the improvement must go along with lower that their interests

dependent upon the other for future ex-istence, then in the same degree that the city is dependent upon the country, is lower river improvement at the mercy of the interior. Their interests are now identical; however disconnected in the early



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