

APERTURE THE HONOR

Eastern Oregon Would Like to Name the Senator.

NO DEARTH OF ELIGIBLE MEN

Ex-State Senator Hilton for Malcolm A. Geer—Will Democrats Go for Geer—Applications for Legislative Jobs.

Quite naturally, Eastern Oregon feels that that section of the state should have a Representative in the United States Senate, says ex-State Senator Charles Hilton, of Wasco County.

"I have plenty of good men over there out of whom good Senators could be made. Any of the Eastern Oregon men suggested by Senator Daly the other day would be competent to represent the State of Oregon in the United States Senate."

He mentioned only the names of men who have not been talked of in that connection. To his list I would add the name of Malcolm Moore, who has been mentioned and who could well represent not only Eastern Oregon, but the whole state.

He is a broad-gauge man, very energetic, and already well informed upon all National and state topics. His experience in the lower house of Congress would make him a particularly strong man in the upper house.

"I am told that there are few men in the National House of Representatives who have as large a circle of warm friends in official life as has Mr. Moore. So far as I have learned the sentiment of the people of the eastern part of the state is in favor of a liberal appropriation for the Lewis and Clark Park. I have not heard many express an opinion as to the advisability of the amount the Fair Board has set aside for the park. My opinion is general in my section of the state that the appropriation should be liberal."

Governor Geer and State Senator Fulton were in the city yesterday, and were around the hotel corridors occasionally. But few of the out-of-town members of the Legislature were in Portland, so there was little doing in the way of Senatorial campaigning.

Representative N. Wheeler, of Wasco County, was in town for a few hours, but was busy with personal affairs and did not have much time to talk politics. E. F. Jones, of Polk and Lincoln, was also in the city for a day's visit, and was greeted with the glad hand of the hope-to-be Senators.

The Governor and the best of friends personally, and always have pleasant chat when they meet, but they don't go very deeply into a discussion of politics. It is said that when Mr. Fulton goes to Salem he will always call on Executive Secretary to pay his respects to the Governor.

"If Geer can get 29 Republican votes for Senator he will be elected," said a prominent Geer man in the Legislature a few days ago.

"How will 29 elect him?" was asked. "Twenty-nine and it make 41, which is a majority of the 99 members of the two houses."

"Well, what has that got to do with it?" "There are 17 Democrats in the Legislature. If Geer can get enough Republican votes so that the Democrats will elect him, they will go to his support. The Democrats feel under some obligation to the Governor."

A bystander interrupted: "Perhaps, but I don't believe a word of it. The Democrats will stand by their candidate, C. E. S. Wood."

"Isn't there some kind of a job around the Legislature that I can get, where the pay will be about \$4 a day?"

"This question was put to a member of the Multnomah Legislature yesterday."

"Yes, there are several places that pay that much, but I can't say whether you could get one of the places."

"A clerkship would not do, as I would have to have a job where I would not have any writing to do."

"Well, there are the positions of door-keeper and sergeant-at-arms; no writing to do there."

"Much work attached to those positions?"

"No."

"Believe I will put in an application for them?"

"For both of them?"

"No; only one."

This is a sample of some of the applications the members of the Legislature receive. One of the men who was employed in the last Legislature says he is going to apply for a janitorship, as he understands there are great possibilities in that position.

NEW LINE FOR SANTA FE

Will Enable It to Cut 12 Hours Out of Time to California.

LOS ANGELES, Cal., Dec. 18.—President E. P. Ripley and his associates have incorporated the Eastern Railway Company of New Mexico. The charter is for a period of 99 years. It is intended to construct the new line from a point at or near Rio Puerco, on the Santa Fe-Pacific, in Valencia County, New Mexico. The road will run in a southeasterly and easterly direction, through Valencia and Guadalupe Counties, New Mexico, to a point of connection with the Provo Valley & Northwestern Railway at or near Texico, near the Eastern New Mexico boundary. The estimated length of the line will be 265 miles. Branch lines will be constructed to tap many sections. Headquarters of the new company will be in Los Angeles.

Under the charter the new company has seven directors, including President Ripley, Victor Moravetz and Edward J. Berwind of the Santa Fe, and Henry L. Waldo, R. E. Twitwell and Charles Spiers, all of Las Vegas. Officers in the corporation include the general officers of the Santa Fe system. It is estimated that the new line will require a year to build and equip. Its completion will give to the Santa Fe two separate routes between Chicago and Los Angeles, and by shortening the route between Kansas City and Chicago will enable the company to operate overland trains to Los Angeles and San Francisco in at least 12 hours less time than any of its competitors.

ROBS HOTEL LODGERS

HOBO TAKES \$120 FROM THREE SLEEPING VICTIMS.

Theft is Committed in St. John's Hotel—Other Daring Robberies by Prowlers of the Night.

Some hobo, supposed to have arrived by the brakeman route from Seattle, scooped up \$120 in cold cash as the result of three robberies committed Tuesday night at the St. John's Hotel, 318 North Fourth street, and at the Phoenix Hotel, 521 S. W. Third street. He spurned a gold watch and chain as being beneath his notice, although he could have annexed them as easily as he did the money.

Victor Klintberg, a driver for the Union Hobo, was supposed to have arrived by the brakeman route from Seattle, scooped up \$120 in cold cash as the result of three robberies committed Tuesday night at the St. John's Hotel, 318 North Fourth street, and at the Phoenix Hotel, 521 S. W. Third street.

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COLLECTS OSAKA EXHIBIT

Commissioner H. E. Dosch Gets Displays Ready for Shipment.

Colonel Dosch will begin collection of Osaaka exhibits next Monday. He asks that they be sent to upper Alaska dock.

"They will sail on the Indrapura," which will leave Portland early in January," said Mr. Dosch yesterday. "The merchants and manufacturers of Portland have contributed generously to this cause. Yes, I am very sure that the Oregon display at Osaaka will help to build up Portland's Oriental trade. This city will certainly never have opportunity to display its articles of commerce to better advantage."

"I have called upon every manufacturer and merchant whom I thought might wish to exhibit. If I have overlooked any one, I will call upon him."

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FALLS FOR FLOORS

Elevator Boy Meets Serious Accident in Hotel.

Hirschel Stump Was Victim Leg and Nose Broken and Deep Gash Cut in Chin—Elevator Jumped Suddenly and the Boy Was Thrown Down the Shaft.

Hirschel Stump, bellboy at the Imperial Hotel, fell down the elevator shaft from the fourth floor at 9 o'clock last night. His right leg was broken, his nose broken and a deep gash cut in his chin. Whether serious internal injuries were sustained is not yet known.

Stump's home is at Monmouth, from which place he came last Tuesday and secured employment at the hotel.

The accident happened while the elevator was going up. The regular elevator boy, Richard Davis, and Hirschel Stump were in the car taking a patron of the hotel to the fourth floor. The story told by Davis is that just as the passenger stepped out, the car shot upward very rapidly and in an instant Stump was jerked out of the car and hurled down the shaft. The passenger heard a noise just as he stepped out, but when he turned around the elevator had reached the roof and there was nothing to indicate what had happened except that the cage including the shaft was bent outward just at the top of the door. In a dazed and dazed manner the hotel boy said, soon after the accident, that he was trying to get out of the car.

From all the circumstances it is evident that when the car started Stump was standing on the doorway of the car. His body struck the grating at the top of the door, bending it outward far enough so that his body was forced through the narrow space between the floor of the car and the grating above the shaft, when he fell to the basement below. The iron bar over the door, a strip of iron two inches wide and a quarter of an inch thick was bent outward, showing that tremendous force had been applied against it. The grating was also bent outward. Stump was either trying to get out of the car, or when the car started up, his balance and in falling forward was caught by the top of the door.

Elevator-boy Davis was so badly frightened that he did not know how the accident happened. He turned the power off after letting the passenger off, and the elevator shot upward at an unusual rate. He explains this by saying that air frequently collects in the water cylinder, which is bent outward, and that in such cases the elevator moves with great rapidity. After the accident occurred Davis did not attempt to stop his car, but let it run to the roof, where the loss of balance and in falling forward was caught by the top of the door.

When the accident happened Night Clerk H. H. Hamilton was on duty and a number of men were seated in the corridor. Several men heard the dull thud of the body of Stump striking the ground in the basement, but no one realized what had happened until Engineer Richard Tatum, who was working on the roof, was called by the stairs with news of the accident. Hamilton telephoned for Drs. A. C. and J. J. Pantan, and then went to Stump's assistance. Stump lying on the floor had been found by the engineer, at the bottom of the elevator shaft, a great gash cut in his chin and his face all covered with blood. He was placed on a mattress and while he was waiting for the ambulance, later his wounds were hastily dressed and he was taken to St. Vincent's Hospital. Stump did not entirely lose consciousness, but was badly stunned and suffered great pain.

Elevator-boy Davis said last evening that the elevator had been giving trouble during the afternoon, and he had reported it, but that the difficulty was not remembered. He was asked about the matter, said that the elevator was shut down during the afternoon and re-packed, so that it was in the best of condition. After the accident he went up and brought the elevator down, and it was used all the rest of the night without any indication that anything was out of order. Manager Knowles, who was on duty part of the evening, says that the boys had been talking about an elevator accident, probably due to carelessness. When the engineer went up to bring the elevator down, he found the shaft doors open on three floors.

Stump is a boy about 17 years old, and is the son of Solomon Stump, a well-known Polk County farmer now in Dawson, where the boy's mother died over a year ago. He had been working three days, and knew but little about an elevator. Davis has had considerable experience in that kind of work.

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WHAT THE NEW YEAR'S OREGONIAN DOES FOR OREGON.

The following letter received by The Oregonian yesterday affords a striking example of the great value of the New Year's Oregonian.

In the attempt made by the publishers of this paper to show the world at large what Oregon has to offer to the best immigration now seeking homes in the West. Since the first of January last The Oregonian has received hundreds of similar letters from all parts of the United States.

After the first big demand for copies of the New Year's issue published last January had been met, The Oregonian printed an extra edition, large enough, it was thought at the time, to meet every call that might be made during 1902. This edition was entirely exhausted before May 1 last. Orders for the New Year's edition of 1902 have continued to reach this office during the entire year.

It may be said in this connection that a number of the leading people of Portland have already subscribed for thousands of extra copies of the New Year's Oregonian that will be published on January 1 next. These papers will be distributed to the best advantage. The people of the state at large could secure a lot of invaluable advertising for Oregon's resources by making some concerted effort to secure as wide a distribution of the forthcoming annual number as possible. The edition of the New Year's issue on January 1 next will be the largest ever published by this paper.

Letter referred to above is published herewith:

GALLATIN, Tennessee, December 11, 1902.
Editor of The Oregonian, Portland, Oregon:
Dear Sir: Through the kindness of your Honorable Secretary of State, in August last, I received a copy of your New Year's issue. This, I must say, is the most interesting and most valuable paper I have ever read. I have since then corresponded with some of your contributors. They seem to think your state (Oregon) is well advertised. They are sadly mistaken. Not one man in 50 in the country south of Mason's line, and east of the Mississippi can tell you anything about your state, or its wonderful resources, and especially about your grand climate.

In know this from mixing with the people. If you could reproduce this paper next New Year's day, and induce 1000 subscribers from each county in your state to distribute among their friends in the East this paper, it would help wonderfully in advertising your state, and it would be the means of securing a great many good people that today know nothing of Oregon. You will spend a great deal of money in exhibiting your resources at the St. Louis Exposition. The people, though, who will attend this exposition will not be the people that will immigrate to Oregon. They are a class of people that have money to attend expositions do not want to change their homes.

There is nothing that does so much good in advertising a country as good newspapers. People do not see a railroad or real estate matter seriously. If you could distribute thoroughly through the Eastern States such a paper as your last New Year's issue, you would do more good in efforts made to turn immigration toward Oregon and would secure capital for investment in Oregon than the efforts of all the railroad companies combined. The railroads could co-operate with you in this work by offering an exceptionally low immigration rate.

I could send you 1200 to 1500 good names in as many counties in 12 states. If you so desire, it would be a wise thing for you to induce each county in Oregon to contribute for the purpose of securing this wide distribution of your paper. This is only a suggestion. I write from experience, after reading one copy of your paper. I have given this paper to others here to read, until the paper was no readable as my own.

I wanted to preserve the copy sent me. I have secured promises already from 25 people, who will go with me to Oregon in February next. This is one direct result of the New Year's Oregonian's work. The immigration from the East to Oklahoma, Arkansas and West Tennessee, as well as to Texas, is very heavy at this time. Over 1000 immigrants passed through Memphis on the 24 inst. Three thousand immigrants passed through St. Louis during the same week. On the 28th inst. 1500 immigrants passed through New Orleans. This makes a grand total of 8000 immigrants seeking homes in one week in the Southwest, who have no knowledge whatever of Oregon.

The Union Pacific and Northern Pacific Railroad Companies would act a wise part in subscribing for at least 10,000 copies of your New Year's number each. They certainly would profit by