

TO ENTER SPOKANE

Canadian Pacific Will Have Branch Road.

INVADE I. J. HILL'S TERRITORY

Spokane & Kootenai Only a Branch of Great System, Which Thus Re-establishes on Hill's Building of Similkameen Line.

SPOKANE, Wash., Jan. 28.—(Special.)—All doubt as to the entry of the Canadian Pacific Railroad into Spokane was set at rest by a statement made today by J. C. Corbin, president of the Spokane & Kootenai Railroad Company, recently incorporated here, and understood to be but a branch of the Canadian Pacific.

"During the present year," said Corbin, "a new railroad without question will be built to connect Spokane with the Canadian Pacific. I do not say that this road will be built by the Canadian Pacific, but it will be connected with it."

"As to terminal rates? Oh, yes; I certainly believe it will benefit Spokane greatly."

"I am not going to say what freight rates it will have, but it is fair to presume that another transcontinental line into Spokane, especially a line which will connect with the Canadian Pacific, will aid rates here."

Mr. Corbin recently returned from New York, where it is understood that he has been in consultation with Sir Thomas Shaughnessy, president of the Canadian Pacific Company, and other representatives of that system. A telegram from Vancouver, B. C., says that the Canadian Pacific Railroad and the Great Northern have reached terms whereby each would peacefully invade the other's field was shown to Corbin, who read it with interest, and was evidently much amused by it.

"There is nothing to it," declared the Spokane magnate. He continued: "Why, the Canadian Pacific could have come into Washington any time these last 30 years. There was nothing to prevent it. The fact is, the Canadian Pacific people did not think of entering Washington till Hill began to invade their territory with his Similkameen line. There is only one bit of fact in that telegram. I have information that convinces me of the truth of the story about Hill's promise to build that ferry-boat at Victoria. That is true, I am sure. Hill lied to people up there, and they are mighty sure at him over the matter. The new line to connect Spokane with the Canadian Pacific will not be indebted to Mr. Hill for many favors, but will be built."

NEW ROAD UNDER WAY.

From Columbia River to Coal Mine in Cowlitz County.

In Cowlitz County, Washington, a railroad six miles long is now under construction, to reach from the Columbia River to the coal mine of the Cowlitz Coal Mining Company. The entire line is graded and the track is laid for half the distance. There has been considerable delay in the matter of rails, but they are now being delivered at the rate of about a carload a day. The work of laying the track will be pushed to completion. The road is to be in operation within 60 days.

The prime purpose of the road is to transport the coal to be mined there on to the bunkers at navigable water. But the country is heavily timbered and it is possible that until the forest is cut away the largest part of the business of the road will be in hauling logs and piling. Coal Slough is already well known as the place where the Robertson rafts are built and the facilities for that business there are excellent. It has been drawn to the Columbia all of the industry which was formerly conducted at Puget Sound. A good deal of work needs yet to be done before the coal mine will be opened for production on a large scale, but it was necessary to have the railroad in order to facilitate the development of the mine. The timber will now supply fuel for the road, while the development of the mine is proceeding.

This railroad is to be of the regular street-railway gauge, three feet and six inches. This is not so narrow as the usual narrow-gauge and not so wide as the regular standard-gauge. It is deemed the most suitable for mining purposes, as it can be led directly into the mine. A locomotive is now at work there transporting construction materials, and other rolling stock will be in readiness for use when the track shall be completed. Stella is a little town well known at the mouth of the slough. This railroad will leave tidewater at a point about six miles above Stella and pass up the east bank of Coal Creek to the mine. The company that is building it is the Coal Creek Railroad Company, capitalized at \$50,000, and composed of W. H. Moody, Albert Bettenger, T. F. Nichols and J. P. McInerney. The Dalles, who also own the coal mine. The coal is of undoubted excellence and it is promised that it will be on the Portland market before the end of this year.

OLD RUMOR REVAMPED.

Involves Relations of O. R. & N. and Oregon Short Line.

A New York paper revives the ancient rumor about consolidation of the O. R. & N. and the Oregon Short Line, putting it in this form:

"The Oregon roads have already assumed such importance as navigable traffic-carrying lines that plans, it is said, are now under consideration for separating the navigation and the railroad company."

"The navigation company, which has 16 boats running out of Portland to points up and down the Coast, intends to increase its Astoria fleet, and when this is done the railway will become a separate proposition, and will be made a part of the Short Line system."

"This will wipe out the dividing line at Huntington, and the Short Line system will extend to the Coast."

"This move was under consideration several months ago, when the directors voted to enlarge the scope of the Short Line charter. The navigation company will, it is said, be part of the Harriman system, but will be operated independently."

"It is expected that President A. L. Mohler, of the Oregon Navigation, will become president of the Pacific system, and that Vice-President W. H. Bancroft will become president of the Short Line."

CLOSING MINNESOTA'S CASE.

State of Washington Wants Special Examiner for Anti-Merger Suit.

ST. PAUL, Jan. 28.—In the hearing before Special Examiner Ingewell today in the suit of the State against the Northern Securities Company et al., a stipulation was filed for the later admission of a

tribulated statement of officers of the defendant companies as they appear in the Federal suit or as may be prepared for the record. The state then rested.

An adjournment was taken until next Monday, when the defendant's attorney will be heard.

MACKENZIE AND MANN SELL OUT.

Canadian Northwest Interests Go to Grand Trunk for \$18,000,000.

MONTREAL, Jan. 28.—It is asserted here that William Mackenzie, one of the promoters and builders of the Canadian Northern, took with him to England acceptance by the Grand Trunk Pacific people of an offer for all their railroad interests in Manitoba and the Northwest. The total price agreed upon is placed at \$18,000,000, or \$6,500,000 more than the total outlay to date.

Where Development Is Rapid.

The flouring mill industry of Sherman County is an index of the growth that has come to that country since the Columbia Southern Railroad began to do business there. Prior to 1900 there was no mill in the county. That year the first one was put in operation at Wasco. A 100-barrel mill of the same size was built at Wasco and a mill of 100 barrels capacity was built at Moro, so the milling capacity of the county is now 400 barrels. A 100-barrel mill is assured for the coming season at Grass Valley and negotiations are in progress looking to the building of a 100-barrel mill there, power for operating the mill being derived from the big electric power plant on White River. Besides these are a chip mill at Grass Valley and one at Moro. The industrial development of the region penetrated by the Columbia Southern Railroad has been as great in other lines as in milling. Most of its flour product now finds a market in the Orient.

Discharged for Causing Accident.

EVERETT, Wash., Jan. 28.—Conductor Shortly and a third-trick dispatcher have been dismissed by the Great Northern. It is claimed by the company that Shortly is in a way responsible for the death of the 12 men in the Happy Hollow wreck by placing bank cars next to the engine. The dispatcher is blamed for not warning the engineers of their proximity.

New Railroad for Southwest.

GUTHRIE, O. T., Jan. 28.—The Denver, El Reno & New Orleans Railroad Company, with a capital stock of \$5,000,000, has been chartered here. The proposed line will be 1000 miles long.

Railroad Man Resigns.

WASHINGTON, Jan. 28.—Joseph H. Sands, general superintendent of the Eastern division of the Southern Railway, has resigned.

Railroad Briefs.

General Passenger and Ticket Agent Fox, of the Northern Pacific, is on his way to Portland. He notified Assistant General Passenger Agent Charlton yesterday that he would arrive in Portland the latter part of this week. He is coming by way of Colville.

Southern Pacific trains were moving with the usual regularity yesterday, although because of the soft weather having been ended. Trains on all the roads came in practically on time yesterday.

TO WORK FOR THE FAIR

D. C. Freeman and Henry Blackman Named Special Commissioners.

The Legislative committee of the Lewis and Clark Centennial yesterday appointed Messrs. D. C. Freeman and Henry Blackman as special commissioners to visit State Legislatures and secure appropriations for the 1895 Fair. Mr. Blackman, who is ex-collector of Internal Revenue of this district, is now in Heppner, and it is thought that, as soon as he learns of his appointment, he will leave for his field of action in Idaho and Montana.

Mr. Freeman, at present on the local staff of the Evening Telegram, will visit Arizona, New Mexico and Nevada, and will be during the latter part of next week. There are several other commissioners now in the field, but the work was too much for them, and the committee thought it advisable to strengthen the force by two new workers.

PERSONAL MENTION.

H. J. Shinn, of Spokane, is at the Portland.

L. P. Pritchard, of Pasadena, Cal., is at the Portland.

George E. Boos, of Washington, D. C., is a guest at the Portland.

George A. Clough and B. F. Pennis, of Arlington, are at the Perkins.

C. R. Hanlin, a well-to-do merchant of McMinnville, is at the Perkins.

William Winters, a successful contractor of Spokane, is a guest at the Perkins.

M. E. Simmons, a lumber dealer from Duluth, is registered at the St. Charles.

James J. Flynn, the well-known real estate dealer of The Dalles, is at the Imperial.

W. A. Abernethy, owner of large tracts of newly discovered oil lands, is at the Perkins.

Messrs. Edward C. Allen and A. J. Gibson, merchants of Bendleton, are at the Imperial.

Professor M. F. Knox, founder of the Seattle College of Mental Science, is at the Imperial.

D. W. Ralston, the cattleman from Sheehan, is in town for a few days, and is registered at the Perkins.

J. S. Cooper, a banker of Independence, and C. E. Ireland, a business man of the same town, are at the Imperial.

Major John E. Jeffrey, of California, formerly in the United States military service, but now connected with the Postoffice Department, is at the Portland.

Among a number of prominent stockmen stopping at the Perkins are: E. J. Hardison of Sheehan; W. A. Anderson, who comes from Idaho; Louis Anderson, of Red Rock, and T. N. Proffitt, of Baker City.

Brigadier-General William Sinclair, U. S. A., passed through Portland yesterday on his way from Walla Walla to San Francisco. During his stay between trains he shook hands with many old friends in the corridors of the Portland Hotel.

Joseph Apple, of Spokane, formerly a resident of Portland, has come to this city to put up a large store and dwelling-house at the corner of Fifth and Hall streets. He has won prominence as a builder and contractor and is a guest now of his old friends.

Dr. A. A. Mackenzie is still confined to his bed from the effects of blood poisoning, caused by pricking his thumb with a needle, while performing an operation three weeks ago. The swelling in his arm has nearly disappeared, but his hand is still considerably swollen. He will save his injured thumb, and hopes to be able to get out in about two weeks.

A large party of well-known piano men left Portland last evening over the Southern Pacific for San Francisco. It consisted of Mr. E. S. Conway, secretary of the W. W. Kimball Co., piano manufacturers; Mr. Henry J. Eilers, president of Eilers' Piano House, having stores in Portland, San Francisco, Spokane and Sacramento; Mr. D. S. Johnston, of the D. S. Johnston Co., piano dealers, Tacoma and Seattle, and Mr. Will Orton, of Orton Bros., piano dealers, Butte, Mont.

In San Francisco the party will be further augmented by Mr. Gus Pommer of the Pommer Music Co. Such a gathering of prominent piano dealers in diates important business in Western piano circles, and Conway was not only secretary of the largest piano, reed and pipe organ manufacturers in the world,



"HAPPY NEW YEAR, LITTLE BOY AND GIRL, CALLED THE MAIDEN."

The business houses and stores in Chinatown were all closed yesterday, in commemoration of the Chinese New Year. All the Chinamen stopped work, and the day was spent for the most part in paying off fireworks and having a general good time, which lasted till late in the evening.

All the important Chinese citizens were tormented in their sleep, and even the little youngsters were dressed in polychromatic pajamas, silk trousers and thick shoes, with long streamers braided in their queues. The celebration will last for full ten days, and in that time all the larger companies will give banquets and entertain their friends.

but is also prominent in Illinois politics.

SAN FRANCISCO, Jan. 28.—Brigadier-General Edward S. Bragg, who commanded the famous "Iron Brigade" in the Civil War, served four terms in Congress, was Minister to Mexico, Governor of Wisconsin and United States Consul-General to Havana, has arrived in San Francisco on his way to China to be Consul-General at Hong Kong.

NEW YORK, Jan. 28.—(Special.)—Northwestern people were registered at New York hotels today as follows:

From Portland—H. C. Brecken and wife, at the Holland; R. G. Prael, at the Navarre.

From Tacoma—Mrs. Tilton, at the Everett.

From Spokane—W. H. Wright, at the Ashland; J. Goldstein, at the Navarre; J. G. Mathison, at the Rossmore.

WASHINGTON, Jan. 28.—(Special.)—Wheat "Chart" Jones, of Tacoma, with his wife, spent the day in Washington. They are on their way to Europe.

Through Forbidden Straits.

CONSTANTINOPLE, Jan. 28.—The third Russian torpedo-boat destroyer passed through the Dardanelles Monday evening, bound for Sebastopol.

CHINATOWN IN NEW YEAR ATTIRE.

Decorations at one of the Joss houses.



DECORATIONS AT ONE OF THE JOSS HOUSES.

BROOM FOR NORTH END

CHIEF OF POLICE WILL SWEEP THE TENDERLOIN CLEAN.

Crimes are frequent among vicious classes, and he decides to have an improvement.

"Conditions in the North End must change," said Chief of Police C. H. Hunt yesterday when asked for an explanation of his action in arresting 16 women who will appear before Judge Hogue today on the charge of vagrancy.

"There is nothing spasmodic in this," he continued, "these raids will be frequent, but they will come at a time when they are the least expected."

"It is your plan to drive the vicious element out of the city?" he was asked.

"No, I don't want to say what I intend to do," replied the Chief. "You can say for me, though, that the conditions will be changed. I will arrest these"

people and rearrest them until they will be glad to get out of the city."

"Eight of the number that were arrested are negroes, and the other eight are white women. When asked why these particular ones had been picked out as the first victims, he replied:

"The conditions that exist in the section from which these people were brought have grown to be an eyesore to any respectable citizen. It is true they have been moved off the street, and that is a good step. A large number of murders and crimes occur among them, however, and I propose to bring about as much of an improvement as I can."

"Is it your plan to pick out the worst offenders first and to work up the line until you have the whole section improved?"

"Anyone who quotes me as saying what I am going to do, quotes me wrongly," replied the Chief smilingly. "I will say this, however. The officers who are on that beat will have to keep themselves informed as to what is going on and we will be governed by their report. We have to depend upon our officers. Our force is small, only 50 men, but they have to be 50 policemen," and the Chief emphasized the word policeman in a way that showed he regarded the police as somewhat of a thing more than a mere office filler.

"You think this vicious class will soon become tired of being fined so often and go to some place where there is no house of correction?"

"Exactly," replied the Chief.

Need House of Correction.

"We are somewhat handicapped in work of this kind," continued Chief Hunt, "because we have not the proper facilities for handling these people. In the large cities they have houses of correction. Vagrants and habitual drunks are taken to houses of correction and may stay as long as the board of directors thinks it is necessary. The terms vary from six months to three years. In that way such people are kept off the streets and are not allowed to mingle with the rest of the population. The result is that they do not like to take the chance of serving another term after they once get out and go to some place where there is no house of correction."

Contentment in Tenderloin.

The people of the North End are very much worked up over the turn things have taken. They do not know but that it is their turn next. Some of them, however, are more inclined to think that it is only a little scare to keep them in line.

"This has to occur about every six months," declared A. Clark, who is the proprietor of a negro saloon in the North End. "It is a good thing to stir these people up, too," he continued. "I realize they get pretty bad if they are not watched."

"Will it result in many of them leaving?" he was asked.

"Of course it will," he answered. "They are just like a flock of birds. You scare up a flock of birds and they won't all light back in the same place. These people have no home. They rest easy in one place until they are disturbed and then move to some other place and are just as much at home as they ever were."

The following will answer to a charge of vagrancy before Judge Hogue today:

Triby Thorne, Kittie Anderson, Lillie Amre, Grace Duval, Dolly Ford, Grace Derling, Daley Watson, Claudine Williams, Charles H. Palmer, William Peoples, Ed. Pate, John Harrington, L. Leach, Charles Reuton, H. P. Torrence and Oscar Collins.

POLITICAL REMINISCENCE

Refusal of Tom Cornelius to Stand for Senator Recalled.

SILVERTON, Or., Jan. 27.—(To the Editor.)—All old Oregonians will recall the legislative session of 1895 and the long contest which resulted in the election of H. W. Corbett to the United States Senate, but there is an interesting history behind it, which was either suppressed or has passed out of the minds of its contemporaries Addison C. Gibbs, the War Governor of Oregon, was the caucus nominee of the Union, or Republican, party of that time, and all his former or four of its legislative members were his enthusiastic supporters. The objectors were elected as Union men; in fact, they could not have been elected if there had been a ghost of suspicion among the Union voters that they would not be "instant in season and out of season" co-operating with their partisan brethren to promote the cause for which so many thousand patriots had offered up their lives. There was not a single valid reason, personal or otherwise, why John S. White and his confederates should stand

a moment in opposition to the choice of the caucus. Considering the political crisis of that period of reconstruction, their action could be considered in no favorable light. Much persuasion and pressure were brought to bear, but nothing could bring them over to the great majority, and as they held the balance of power between the Union men and Democrats, they were permitted to name the Senator, albeit a man in full sympathy with and an active supporter and financial contributor to the Union cause.

During the contest White et al. offered to support Hon. Tom Cornelius, who was then president of the State Senate, but that gentleman refused to consider the proposal, as the constitution, which he had sworn to support, made members of the Legislative Assembly ineligible. A plying and superservient Democrat said that White and his pals, for a moderate pecuniary consideration, would vote for the Democratic candidate, James K. Kelley, but that gentleman put aside the suggestion with the remark that he proposed to go to the United States Senate honorably or not at all.

How refreshing in these enlightened and progressive times, to recall such incidents showing the high standard of personal honor and conscientious regard for constitutional obligations held by the pioneers, "who buffeted the West with upturned faces," and founded the state upon wholesome and beneficent principles. It is well to have the people make notice and see how many members of the present Legislative Assembly will emulate those honorable founders of the state, obey the constitution and make good their official oaths by refusing to vote for an ineligible member of the law-making body.

It may seem inappropriate to the Oregonian to reiterate this exhortation to public duty, but to it is wise and therefore promotive of the general welfare to give up moral and civic principles and let unscrupulous human greed take control. That is not the way I read the Oregonian.

T. W. DAVENPORT.

FOR \$15,000 DAMAGES.

Trial Begun of Suit by H. E. Ferguson Against Brown & McCabe.

The trial of the suit of H. E. Ferguson against Brown & McCabe, stevedores, for \$15,000 for personal injuries, was commenced before Judge Frazer and a jury yesterday. Ferguson in March, 1901, was engaged in loading lumber in the steamship Oceana, when a stick of lumber fell upon his leg, breaking it badly. He says he is permanently crippled. Testimony was offered in behalf of Ferguson to show that the donkey engine or winch used to hoist the lumber was in a defective condition, and would not have the loads suspended in the air, but would allow them to drop suddenly. Evidence was also introduced to the effect that the lumber before it was hoisted was piled together in an uneven manner, making it dangerous for the men working in the hold of the steamer to handle.

The defense is that Ferguson was guilty of contributory negligence, that the winch was in good order, and that Ferguson would not have been injured if he had been careful. J. M. Long and W. M. Davis appear as attorneys for Ferguson, and Wilbur & Hogue for Brown & McCabe.

SUES TO RECOVER RENT.

R. A. Graham Wants Beaver Hill Coal Company to Pay \$17,464.36.

A complaint was filed in the United States Circuit Court yesterday in the case of R. A. Graham against the Beaver Hill Coal Company, which operates mines in Coos County. The suit was originally begun in the State Circuit Court for Coos County, but it was transferred to the Federal tribunal on motion of the defendant, who alleged that it was a corporation, organized under the laws of California, and that the plaintiff was a subject of the King of Great Britain. The suit is for the recovery of \$17,464.36 for the rental of 48 dwellings and store buildings in section 17, township 12 south, range 12 west, of the Willamette Meridian, between the years 1897 and 1902. The plaintiff alleges that he owns the property, and that the buildings were occupied without his consent.

SHE MADE IT HOT FOR HIM.

Chris Timm Says His Wife Made So Much Noise He Could Not Sleep.

Chris Timm, in answer to the suit of his wife, Edith A. Timm, for a divorce, says he had frequently to cook his own breakfast, and that his wife made so much noise under the laws of California, and that the plaintiff was a subject of the King of Great Britain. The suit is for the recovery of \$17,464.36 for the rental of 48 dwellings and store buildings in section 17, township 12 south, range 12 west, of the Willamette Meridian, between the years 1897 and 1902. The plaintiff alleges that he owns the property, and that the buildings were occupied without his consent.

TO TRY GAMBLING CASES.

Will Be Set for Beginning of March Term of Court.

Judge Sears yesterday, referring to the gambling case growing out of Judge Hogue's visit to the Portland and Salem Clubs, said they can be set for the beginning of the March term of court.

Henry E. McClain, who has been engaged to defend a number of the defendants, is a member of the Legislature, and it is proper enough to continue the cases until the Legislature adjourns. In view of the fact that none of the defendants are in jail.

Probate Matters.

Chesterfield Elam, father of Katie M. Gilbert, who died at Troutdale, December 15, 1902, has filed a petition in the County Court asking for a revocation of her will.

Conflict of Authority in Honolulu.

HONOLULU, Jan. 28.—(By Pacific cable.)—Collector of Customs Stockdale has filed the territorial police launch \$200 for leaving the harbor at night without lights in the hands of the police.

The launch was in the hands of Japanese fishermen who were using illegal lights. There is a conflict between the local and Federal authorities over the impossibility of the case will be appealed to Washington.

"Defer not till to-morrow to be wise"—
—Congreve

If you would make practical application of the dramatist's aphorism, consult your jeweler to-day concerning

Gorham Silver

and he will tell you that true wisdom prompts its immediate purchase. Not otherwise can you be certain of acquiring the very best silver-ware at the most moderate price. The Gorham trade-mark, to be found on every genuine piece, ensures these twin qualities.

 All responsible jewelers keep it

THE OLD RELIABLE

ROYAL

BAKING POWDER

Absolutely Pure

THERE IS NO SUBSTITUTE