## BACK OF THE BILL

#### Chamber of Commerce Wants a Portage Road.

#### TRUSTEES PASS RESOLUTION

Johnston-Ginn Act Appropriating \$165,000 for The Dalles-Celile Project Is Indorsed-Information Bureau Bill Discussed.

The Chamber of Commerce went on record yesterday morning as favoring the passage of the Johnston-Ginn bill appro-priating \$165,000 from the state fund for the construction of the portage road be-tween The Dalles and Cellio. The report favoring the passage of the bill was re-

favoring the passage of the bill was re-ceived from the open-river committee, to-gether with a set of resolutions, which were immediately passed by the chambr. The trustees convened at 11:20 o'clock in the rooms of the chamber, with President Robert Livingstone in the chair. After a verbal report from Adolphe Wolfe, of the advertising committee, and a short talk advertising committee, and a short talk by W. M. Killingsworth, favoring the bill to create a State Board of Information, the report of the open-river committee was received and read as follows:

Report of Open River Committee.

Report of Open River Committee.

We, your committee on open river, beg leave to report that we held a meeting this day for the purpose of considering the following bills, which are now pending before the Legislative Assembly of the State of Oregon:

Senate bill, No. II, by Senator Johnston—A bill for an act to be entitled "An act to authorize and empower the Governor, Secretary of State and State Treasurer of the State of Oregon, and their successors in office, for, on and in the name and behalf of the State of Oregon, to build, construct, operate and maintain a portage raffway between the highest Oregon, to build, construct, operate and maintain a portage raffway between the highest and lowest points of the navigable waters of the Columbia River, between The Dalles and Cellie, in Oregon, Celllo in Oregon.

Ceillo, in Oregon."
House bill, No. —, by Representative Ginn-A bill for an act to be entitled "An act to authorize and empower the Governor, Secretary of State and State Treasurer of the State of Oregon, and their successors in office, for, on and in the name and behalf of the State of Oregon, to build, construct, operate and maintain a portage railway between the highest and lowest points of the navigable waters of the Columbia River, between The Dalles and Ceillo, in Oregon."

The Johnston and Ginn bills are almost word for word the law of 1891 authorizing the state to construct and maintain a portage railroad at the Cascades. They are identical, with the exception that the appropriation provided in the Ginn bill is \$165,000, whereas in the Johnthe Ginn bill is \$165,000, whereas in the soun-tion bill the appropriation is \$200,000. We have positive assurance that a portage rall-road, capable of handling all present traffic on the Upper Columbia, can be built for \$165,000. In our judgment the Ginn bill offers the best results for the smallest amount of money. We, results for the smallest amount of money. We, therefore, recommend its indersement by the Chamber of Commerce, with the following

First-That the enacting clause be amended to read: "Be it enacted by the Legislative As-sembly of the State of Oregon; and be it en-acted also by the people of the State of Ore-This change is necessary that the measgon." This change is necessary that the measure, if it shall become a law, may not be affected by any complication that may arise respecting the validity of the initiative and referendum amendment to our state constitution. Second—That section 9 be stricken out, as it proposes an emergency clause that is not per-missible under the initiative and referendum

Having given the subject entrusted to us full and careful consideration, both as to rates on produce shipped from the interior to tidewater and on merchandise, etc., shipped from tide-water to the interior, we are unanimously of opinion that if our producers and merchants are to have immediate relief from the present unsatisfactory situation, the relief must come from the State of Oregon, and must be in the form of a portage railroad between The Dalles and Cellio. There can be no disputing the fact that the key to the transportation question in the Pacific Northwest is in the hands of the Larghantee of Oregon, and it is for the bade Legislature of Oregon, and it is for that body to determine whether rates for transporting produce and merchandise shall be based upon the water grade of the Columbia gorge or arbitrarily upon the exorbitant cost of carriage on the northern railroad lines. It is for the State of Oregon to say whether it is just for producers to be charged 11½ cents for shipping 100 pounds of wheat from Arlington to The Dalles, a distance of 54 miles, whereas the same quantity of wheat may be shipped from The Dalles to Portland, a distance of 58 miles, for 1½ cents. It is for the State of Oregon to say whether it is just for the producer to be charged \$1.06 for shipping 100 pounds of wool 54 miles from Arlington to The Dalles, whereas the same quantity of wool may be shipped from Portland to Boston, a distance of \$500 miles, for \$1. Rates on other commodities from Arlington to The Dalles, where there is only railroad transportation, are equally exceptions of the same of the commodities of the producer of the same constitution. to determine whether rates for transporting only ratiroud transportation, are equally ex-orbitant compared with rates on the same commodities from The Dalles to Portland, be-tween which points the river service competes with the railroad. The determination of this question of rates, important and far-reaching as it may be, lies with the Legislature of Ore-gon, and not with the transportation companies. The sum of \$165,000 expended for a portage railroad between The Dalles and Cellio would salve the most actions revolves. solve the most serious problem that confronts our merchants and producers, and would be one of the best investments the State of Oregon could possibly make. Of this amount Multnomah County will pay \$51,529.50.

A reduction even so small as I cent a bushed through the building of a content to the state of the state o

el, through the building of a portage raliroad between The Dalles and Celilo, would make a between The Dalles and Cellio, would make a saving on grain alone of \$44,339 a year to the farmers of the Iniand Empire. This would pay the cost of the portage railroad in four years. A reduction of 2 cents a bushel would save the farmers \$88,678 a year, and would pay for the portage railroad in two years. When we take into account livestock and other productions of farm and range, the annual saving to the producers would become something enormous.

mous.

As illustrating the beneficial effects of the completion of the Cascade locks, we quote the following from an address to the business men of Portland issued by the Chamber of Commerce in November, 1901:

"As proof of the benefit that has accrued to the shippers of a large section of the Columbia

"As proof of the benefit that has accrued to the shippers of a large section of the Columbia River country and to the merchants of Portland since the opening of the river to The Dalles, we have only to point to the large reduction in rates of freight on merchandies, both on the railroad and on the river steamers, since the opening of the Cascade locks in 1896. Compared with the rates in effect in 1883, the present tariff—the Western classification—which is used jointly by the rail and water lines, shows a reduction in some classes of over 50 per cent, and in one class of over 70 per cent.

The tariff of April 1, 1898, is now in effect on the rail line, and is used, as has been said, by the steamboat company which is operating between Portland and The Dalles. Even river tariffs have been lessened eince the locks were opened, as will be seen by, the following comparison of rates in effect before the opening of the locks and now:

—Classification.—

-Classification.

We recommend the adoption of the following resolution as summarising the views herein set forth and an representing the sentiment of the business men of Portland as expressed through their oldest, largest and most influential com-

their oldest, largest and most influential commercial organization:

Whereas, The overcoming of the obstructions
between The Dalles and Celilo would open to
continuous navigation 540 miles of water on
the Columbia and Snake Rivers, thus affording
transportation to communities that are without
such facilities, and affording competition by
water to other communities that are now
wholly dependent upon railroad transportation
to market the produce of their farms and to
route their purchases of merchandise.

Whereas, The building of a portage railroad
between The Dalles and Celilo would act as a
regulator of rates on produce and merchandise
and cause such reduction in charges as would
annually save our merchants and producers an
amount estimated at \$1,500,000.

Whereas, There is now pending in the Legislative Assembly of the State of Oregon a bill
introduced by Representative Ginn, providing
for the building of a state portage railroad between The Dalles and Celile, and appropriating
\$166,000 for such purpose.

Resolved, That the Portland Chamber of Com-

Resolved, That the Portland Chamber of Cor

earliest practicable moment.

Resolved, further, That the members of the
Legislature from Multnomah County be, and they are hereby respectfully requested to give their earnest support to the portage railroad bill introduced by Representative Gina, and that they use all honorable means to effect its early enactment into law by the Legislative

Assembly.

Resolved, further, That copies of this report and of these resolutions be sent to Senator Johnston, Representative Ginn, the Secretary of the Multinomah delegation, and the President of the Senate and the Speaker of the House. Respectfully submitted.

THE OPEN RIVER COMMITTEE, HENRY HAHN, Chairman.

L. A. LEWIS.

E. E. LYTLE. E. T. WILLIAMS. It was immediately moved and second-

ed that the report be accepted, and that the resolutions offered by the committee be considered passed. The motion was carried unanin

A copy of Representative C. V. Gallo-way's bill creating a license for sallor boarding-house keepers was received with a letter from Mr. Galloway asking that action be taken by the chamber. The letter and bill were referred to the navigaion committee.

Information Bureau Discussed. The matter of the bill creating the board of information was then taken up, and Mr. Killingsworth urged that a resolution requesting the passage of the bill be adopted. After considerable discus-sion pro and con, it was deemed advisable to submit the bill to the advertising committee, with instructions to make what-ever recommendation to the Legislature

t might see fit.

Chairman Brannick, of the fire-boat committee reported that there were some people who desired that an old wooden hull be utilized for the fire-boat, thus les-sening the expense of a steel vessel. He stated that the committee was in favor of building a complete new bont, of steel, so that it would be fireproof, and thus be of greater use to the city. His report was received, and the committee was auorized to continue work along the lines hitherto laid out.

The recommendation of the Secretary of War before Congress to build a cable to Alaska was approved, and the secretary was instructed to telegraph the Secretary, asking when the report of the board that examined the Columbia River would be

#### THE PACE THAT KILLED. Son of Respectable Parents Must

His hair disheveled, his clothes soiled and his once stylish-looking person a pleture of remorse and distress, Harry S. Osgood appeared before Municipal Judge Hogue yesterday to answer to a charge of He waived examination and held over to appear before the grand jury on a ball of \$2500.

Within the past few months, Osgood has changed from the honored son of a rich number dealer in Chicago to a common forger with no one to ball him out of jail. When he came to Portland a few months ago he bore excellent letters of recom-mendation from influential men in Chi-cago. They stated that he had come to the Coast for the purpose of studying lum-ber conditions, and commended him essecially to two prominent Astoria firms. Away from the influence of his people, however, the temptation to lead a wild life was too strong for him, and his downfall has been rapid from that time Women, wine and morphine have at played a part in his downfall. Shortly after he reached Portland he became ac quainted with a number of sporting people, and was soon trying to be a le among them. His money was soon gone, and he passed a number of worthless checks. When he was arrested his people made the amount good, and he was re-leased. One lesson was not enough for him, and a short time after he was remarried woman and commenced again or the check business. Several forged checks were passed and he was again arrested.
Although he has been in jail for several days no relief has come from home to help him out of his trouble.

Everett's Population 20,217. just taken by the City Council shows Everett to have a population of 20,217. Immediate steps will be taken to advance the city to the first class.

### MAY YET BE PEACEFUL!

RAILROAD UP SNAKE TO LEWISTON IS NOT ABANDONED.

Negotiations Have Taken New Life and Now Promise Results-But Northern Pacific Is Ready.

Northern Pacific activity on the north ank of the Columbia is coming to be regarded by railroad men more in the light of a study of the country than as preparation for actual railroad construction. Certain evidences of a renewal of negotiations for building up the Snake River to Lewiston contribute to this understanding of the matter. At no time was it supposed that the Northern Pacific would build down the north bank of the river if it could come to terms with the Harriman people for the trackinge desired; but the signs were unmistakable that the Northern Pacific was bent on getting its trains through the Co-lumbia Gorge to tidewater and that it would build its own track on this route if that should be found necessary. The activity of surveying crews and the trend of official declarations was distinctly in this

It is now understood, however, that the Clearwater matter is in process of adjust-ment in the East, and that the prospect is good for the construction of the Riparia-Lewiston road this year. It is also understood that the matter of trackage rights of the Northern Pacific over the O. R. & N. to Portland and of the Union Pacific over the Northern Pacific between Portland and Puget Sound is bound up in the bundle with the Lewiston adjustment, and that all will be settled at the same time. The engineers were called in from the Lewiston line in December, because there was not likely to be anything for them to do before Spring, and not because there had been any conclusion reached to aban-don the work. But the Northern Pacific is making such

Whether this seasonable activity was intended to serve as a warning to the Harriman interests that the Northern Pacific meant to go it alone if necessary, or was designed as an independent study of the route, no one outside of the inner official circles knows. If it was a bluff, the Harriman people have not deemed it wise to call it. The work is still in progress. In the past few months the Northern Paific has surveyed lines from Satus across the Simcoe Mountains to the Goldendale Valley and down the Klickitat to its mouth at Lyle; from Kelso to Baker's Bay, near the mouth of the Columbia, thence northward to South Bend, which is the present terminus of a branch of the Northern Pacific. Construction of the rallroad between Kalama and Vancouver, which has just been put in operation, takes that section out of the speculative list. Surveyors are now closing the gap between Vancouver and Lyle. That will give the Northern Pacific a complete sur-vey from the Yakima Valley across to the Columbia and down that stream to its mouth. While this preliminary work has been in progres the Northern Pacific has acquired the Portland, Vancouver & Yakma Railroad and the Paul Mohr portage It is in possession of strategic points, and has affairs in such shape that active con-

MEN HAVE TO BE EFFICIENT. Have to Pass Rigid Physical Exami-

nation on Southern Pacific. In view of uniform criticism that has passed upon the requirements of railroad employes being almed particularly at the recent accidents on the Southern Pacific, Superintendent Fields says his company \$60 a month, and most of them receive more, and no operator is required to work more than 12 hours a day. All trainmen on the Southern Pacific are re-

NEW SPAN IN MADISON-STREET BRIDGE

DAMAGE WROUGHT BY FIRE IN JUNE, 1903, NOW BEING REPAIRED.

The work of replacing one of the spans of the Madison-street bridge which was destroyed by fire last June has been com

menced, and in a short time the bridge will be in better condition than it was before the disastrous configration. The span that is now being replaced is the most western one of those that were burned, and after is it completed the work of replacing will

proceed eastward. This span was not damaged to any great extent by the fire, but the eastern end was burned off, and in the fall into the river the structure was so badly shattered that it had to be taken to pieces when the temporary pilling was put in

afterward. All the iron work is in good condition, and for this reason the work will progress very rapidly

stress is laid upon the condition of the

less they have letters showing the place and quality of their previous service. If he is otherwise acceptable, the operator is put at work in the train dispatcher's office and tested as to his working knowl-edge of the business. If he proves competent in all ways, he is assigned to some

station where he can go to work.

Young men who wish to learn the business of running trains are given an op-pertunity to work under some conductor who may be willing to teach them. Before the applicant can go on the train, however, he must file with the superin-tendent the written statement of the conductor accepting the novice and becoming responsible for his work. The boy may then run with the conductor until he becomes familiar with the duties of brakewhen he becomes eligible to the extra list, through which he may work to regular employment. While learning the business he draws no pay from the company, but after that he gets pay for what he

Railroad men agree than many of the recent wrecks have been due to careless-ness. They can understand how an operator having many train orders to deliver and other duties to discharge might over-look his hand and forget to deliver an order that would prevent a frightful wreck. But they can see no excuse for the fullure of a brakeman sent to protect a train. He has but the one thing on his nd and nothing to confuse or diver-In such a case as that at Byron Cal.

there was ample opportunity for protec-tion. When the engineer gave the five toots as a signal to protect the rear from the following fast train, the rear brakeman should have set off a fusee imme diately before the train stopped, and when the train had slowed down the brakeman should have swung off the rear platform and gone back and placed tor-pedoes on the track. On the rear platform of every passenger train is a leather bag, something like a soldier's baversack, in which at all times there is a supply of fusees, torpedoes and red flags, and when the engineer gives the proper signal it is the duty of the rear brakeman to examination of the route down the north bank of the Columbia as will give it accurate data of the country. It is necessary that this work be done before construction plans can be paper, and when thrown on the track is set off by friction on a piece of sand-paper, and when thrown on the track it burns brightly for seven to ten minutes. No engineer half-way alive to his duty could run by the signal. The torpedoes, lanterns and flags are additional precautions.

A man formerly a station agent on the O. R. & N. yesterday told of an experi-ence in which he nearly caused a disastrous wreck. He was called by the dispatcher to take orders for two trains. One required a change in the semaphore After taking the orders, he started to change the signal, but was detained for a moment by a man who had important business to transact. The train rushed up to the station; the agent leaped to dis-play the danger signal, but the locomo-tive was abreast and the engineer could not see the red flag. The man in the cab happened to be looking toward the station, however, and caught sight of the agent motioning him to note the signal he had passed. The train was stopped, and a frightful accident averted.

"No amount of experience will make the human mind vigilant and accurate all the time," said an official who has worked up from the ranks. "The type-writer operator gets so familiar with his machine that he does not need to have the keys labeled, but once in a while he hits the wrong letter. That cause any railroad wrecks or the loss of human life, but if it did the mistake would probably happen just the same. The operator who has to work many keys and levers and signals end switches may some time touch the wrong one, and a hundred people will be piled in an incongruous mass because of it. It is fortunate for the safety of the traveling public that usually the mistake of one is detected and corrected by another, and it is seldow that the system of checking is seldom that the system of checking does not overwork nor underpay its men. fails to bring security. No one is exempt No telegraph operator receives less than from making mistakes, but two or three men will hardly overlook the same

Railronds Have Caught Up. similar to that for admission to the United States army, the applicant being handle their traffic without difficulty, stripped and put under the scrutiny of a skilled medical examiner. Particular offering and the motive power is sufficient This is the time of th year when the

## Meier & Frank Company =

"Shopping Center of the Northwest."

Don't miss the great bargains in remnants of Dress Goods, Wash Goods, Linens, etc., etc. Rummage" bargains in Men's, Women's and Children's Footwear, all sizes. Remnants of Carpets, Linoleums, Mattings, Curtain Muslins, etc., low priced. (Third Floor.)

## Two Great Events "Rummage"-Alteration Sale

Both are the attraction that is drawing to this establishment the greatest throngs of eager buyers the store has ever known in February, and we doubt if December or January ever saw the store more busy. We want to turn the usual dull February into a month of activity, and we're offering values in all lines of merchandise that cannot fail to interest every man or woman having the least idea of economy. Remnants, broken lines, odds and ends in every department at prices far below cost. Included will be found silks, dress goods, laces, embroideries, gloves, neckwear, ribbons, corsets, wrappers, undermuslies, jackets, men's and boys' clothing, fancy goods, shoes, men's underwear and furnishings, crockery, wash goods, linens, flannels, hosiery, etc., etc.



# New Spring Goods

Arriving daily. Eight of our buyers now searching the market for all that's new and desirable. We give every attention possible and spare no expense in securing the choicest merchandise in all lines that the markets of the world produce.

We have now on display-

The 1903 importation of fine Embroideries, Nainsook and Cambrics-edges, insertions and sets.

New Wash Materials, white and colors, mammoth variety.

New Spring Dress Skirts, very latest fashions.

New Veilings and Hat Drapes, latest styles.

New Dress Fabrics-New Silks.

New Waists and Shirtwaist Suits.

# Men's Clothing Sale

Values unequaled in the history of Portland retailing-Seeing is believing-The facts and figures:

Men's	S	uit	S
Every one in st	ock	inclu	ded.
\$ 5.00 Suits at			
\$ 6.00 Suits at		\$	4.65
\$ 7.50 Suits at			
\$ 9.00 Suits at		\$	7.10
\$10.00 Suits at		\$	7.95
\$12.50 Suits at		\$	9.00
\$13.50 Suits at		\$	10.65
\$15.00 Suits at		\$	12.10
\$16.50 Suits at			
\$17.50 Suits at		\$	14.35

\$18.00 Suits at ..... \$14.85 \$20.00, \$21.50, \$22.50 and \$25.00 Suits all in the same

proportion-Second floor. Men's Trousers

Our entire stock of men's Trousers in the best patterns and materials at the following big reductions: \$2.00 Trousers ..... \$1.69

\$3.00 Trousers....\$2.37 \$3.50 Trousers.....\$3.00 \$4.00 Trousers ..... \$3.10 5.00 Trousers..... \$4.15 \$7.00 Trousers ..... \$5.98 Men's Underwear and Work shirts greatly underpriced. Boys' Clothing low priced.

**Overcoats** 

Every Overcoat in stock included. All \$ 7.50 Overcoats at \$ 5.97

8.50 Overcoats at 6.98 10.00 Overcoats at 8.10 12.50 Overcoats at 9.15 13.50 Overcoats at 10.65 15.00 Overcoats at 12.98 16.50 Overcoats at 13.60 All 17.50 Overcoats at 14.35 18.00 Overcoats at 15.15 20.00 Overcoats at 16.60 22.50 Overcoats at 18.69 All \$2.50 Trousers ...... \$2.10 All 25.00 Overcoats at 21.15



FROM 2:00 TO 5:00 P. M.

We will offer 300 men's single Frock Coats in strictly all-wool cassimeres and fancy worsteds, good patterns and materials, all sizes, bargain extraordinary to clean up quickly at low price of..... Also great lot of odd Vests, 125 of them, same hours at 50c each.

> Great sale of standard makes of Corsets. (Second Floor.) Four great lots of Ladies' Wrappers at bargain prices. (Second Floor.)

Meier & Frank Company

Meier & Frank Company

Meier & Frank Company

lumber trade is very active and it keeps all the available cars employed. The merchandise movement is also large, but more could be handled. Compared with the large movement is also large, but more could be handled. Compared with the large movement is also large, but more could be handled. to move the trains promptly. It is not a the East due at 4:30 was about four hours. The thieves' plan of action is to dart fre fact, however, that traffic is light. The Northern Pacific train due at 7 an inlet, tow a log ashore, saw off more could be handled. Compared with the stress of the Fall months transportationaf-fairs are now dull, but compared with the Path. same period in previous years this season shows a marked increase. Passenger traffic this Winter is relatively lighter than freights. An enormous volume of business is in eight for the later months,

Will Not Discontinue Fast Trains. North Pacific Coast Agent Seachrest, of the New York Central lines, yesterday re-

General Passenger and Ticket Agent

Fee, of the Northern Pacific, who spent Freight and express cars on the Gresham

line of the Oregon Water Power & Rail-way Company, which began running Mon-day and are a marked convenience to the Gresham people, make one round trip a day, leaving Portland in the morning and returning in the afternoon.

People are writing to know where they may obtain copies of the map of Oregon recently issued by the Southern Pacific ceived from W. B. Jerome, general agent at Chicago, a telegram reading as fol-lows:

Company, and at what cost. These maps may be had free of charge from W. E. Coman, general freight and passenger "I am authorized to say that the officials of the New York Central lines have no is an Oregonian reader in Edinburg, O., idea of withdrawing the Twentieth Cen- who remarks incidentally that "there are irains.

"You might say that the New York Central and the Lake Shore during the month of January handled 60,000 cars of freight more than they did in the same month last year."

who remarks incidentally that "there are several parties here who are only waiting for a chance to sell their property here and move to Oregon or Washington." A clear and trustworthy map is what the month last year."

To Stop Logstealing at Everett. EVERETT, Wash., Feb. 3.—(Special.)— Within a few days all the prominent logging concerns in Snohomish County will

an inlet, tow a log ashore, saw off the owner's brand and boildy take the log to market. The incorporation will arran for an inspector to patrol the river.

BLANKET SALE.

Clearance sale prices still hold good o blankets and comforters. Oregon we blankets, in white, gray and mottled, \$2. and \$1.5¢; comforter specials, \$5¢, \$1.15 an \$1.35. They are all wonders at the price MCALLEN & McDONNELL,

Fine Sleighing at Reno. RENO, Nev., Feb. 3.-Reno is enjoying fine sleighing, zero weather pervailing.



Railroad Brevities. Trouble from snow in the Siskiyous has cassed, and the train from California due this morning is expected to be on time. The train due last evening at 7 did not arrive till 11:30. The O. R. & N. train from homish River and its smaller tributaries.