

BACK OF THE BILL

Chamber of Commerce Wants a Portage Road.

TRUSTEES PASS RESOLUTION

Johnston-Ginn Act Appropriating \$105,000 for The Dalles-Celilo 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 appropriating \$105,000 from the state fund for the construction of the portage road between The Dalles and Celilo. The report favoring the passage of the bill was adopted from the open-river committee, together with a set of resolutions, which were immediately passed by the chamber.

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 Adolph Wolfe, of the 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.

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

Senate bill, No. 10, 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 railway between the highest and lowest points of the navigable waters of the Columbia River, between The Dalles and Celilo, in Oregon."

The Johnston and Ginn bills are almost verbatim the same, and authorize the state to construct and maintain a portage railroad at the Cascades. They are identical, with the exception that the Johnston bill appropriates \$105,000, whereas in the Johnston bill the appropriation is \$200,000. We have positive assurance that a portage road, capable of handling all present traffic on the Upper Columbia, can be built for \$105,000. In our judgment the Ginn bill offers the best results for the smallest amount of money. We, therefore, recommend its indorsement by the Chamber of Commerce, with the following amendments:

First—That the enacting clause be amended to read: "Be it enacted by the Legislative Assembly of the State of Oregon, and he is enacted also by the people of the State of Oregon." This change is necessary that the measure, if it shall become a law, may not be affected by any subsequent legislative action 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 permissible under the initiative and referendum amendment.

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., from tidewater 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 Celilo. There is no disputing the fact that the key to the transportation question in the Pacific Northwest is in the hands of the Legislature of the State of Oregon, and it is their duty 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 rates of the various railroad lines. It is for the State of Oregon to say whether it is just for producers to be charged 100 cents for 100 pounds of wheat from Arlington to The Dalles, a distance of 54 miles, whereas the same quantity of wheat may be shipped from Portland to The Dalles, a distance of 100 miles, for \$1. Rates on other commodities from Arlington to The Dalles, where there is only railroad transportation, are equally exorbitant compared with the rates on the same commodities from The Dalles to Portland, between which points the river service competes with the railroads. The determination of this question of rates, important and far-reaching as it may be, lies with the Legislature of Oregon, and not with the transportation companies. The sum of \$105,000 expended for a portage railroad between The Dalles and Celilo would solve the most serious problem that confronts our producers and merchants, and would be one of the best investments the State of Oregon could possibly make. Of this amount Multnomah County will pay \$31,500.

A reduction even so small as 1 cent a bushel, through the building of a portage railroad between The Dalles and Celilo, would make a saving on grain alone of \$44,539 a year to the farmers of the Inland Empire. This would pay the cost of the portage railroad in four years. A reduction of 2 cents a bushel would save the farmers \$89,078 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.

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 the 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 merchandise, both on the railroad and on the river steamers, since the opening of the Cascade locks in 1899. Compared with the rates in effect in 1900, 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, 1899, 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 lowered since the locks were opened, as will be seen by the following comparison of rates to effect before the opening of the locks and now:

Classification—
Date— 1 2 3 4 5
November 1, 1899..... 20 25 30 15 15 20
November 1, 1901..... 25 30 15 15 15 15
We recommend the adoption of the following resolution as summarizing the views herein set forth and as representing the sentiment of the business men of the city as expressed through their oldest, largest and most influential commercial organization:

Resolved, That the Portland Chamber of Commerce heartily indorses said bill as introduced by Representative Ginn, with the amendments recommended by our committee on open river, and urges that it be enacted into law at the earliest practicable moment.

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.

Negotiations have taken new life and now promise results—but the Northern Pacific is ready.

Northern Pacific officials on the north bank of the Columbia are coming to be regarded by railroad men more in the light of a study of the country than as preparatory 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 track; but the signs were unmistakable that the Northern Pacific was bent on getting its trains through the Columbia 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 direction.

It is now understood, however, that the Clearwater matter is in process of adjustment in the East, and that the prospect is good for the construction of the Harpaticum-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 abandon the work.

But the Northern Pacific is making such 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 made. Whether this reasonable 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.

THE PACE THAT KILLED.

Son of Respectable Parents Must Answer Forgery Charge.

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

Within the past few months, Osgood has changed from the honored son of a rich lumber dealer in Chicago to a common laborer with no one to bail him out of jail. When he came to Portland a few months ago he bore excellent letters of recommendation from influential men in Chicago. They stated that he had come to the Coast for the purpose of studying lumber conditions, and commended him especially to two prominent Astoria firms. Away from the influence of his friends, 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 all played a part in his downfall. Shortly after he reached Portland he became acquainted with a number of sporting people, and was soon trying to be a leader 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 released. One lesson was not enough for him, and a short time after he was released he had killed himself for the love of a married woman and commenced again on 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 predicament.

MEN HAVE TO BE EFFICIENT.

Have to Pass Rigid Physical Examination on Southern Pacific.

In view of uniform criticisms that has passed upon the requirements of railroad employees being alimed particularly at the recent accidents on the Southern Pacific, Superintendent Fields says his company does not overwork nor underpay its men. No telegraph operator receives less than \$90 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 required to stand a physical examination similar to that for admission to the United States army, the applicant being stripped and put under the scrutiny of a skilled medical examiner. Particular

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Meier & Frank Company

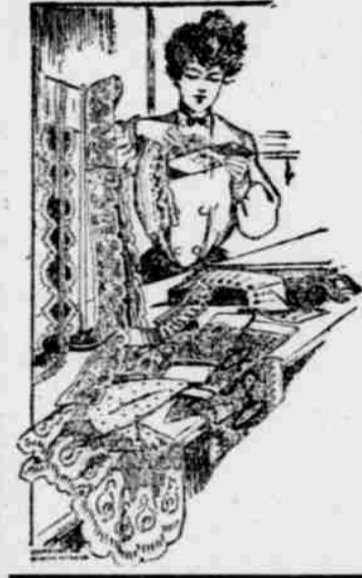
"Shopping Center of the Northwest."

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—Hot Silks.
New Waists and Shirtwaist Suits.

Men's Clothing Sale

Values unequalled in the history of Portland retailing—Seeing is believing—The facts and figures:

Men's Suits	
Every one in stock included.	
\$ 5.00 Suits at.....	\$ 3.98
\$ 6.00 Suits at.....	\$ 4.65
\$ 7.50 Suits at.....	\$ 5.59
\$ 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.....	\$13.00
\$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
\$2.50 Trousers.....	\$2.10
\$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	
All 8.50 Overcoats at 6.98	
All 10.00 Overcoats at 8.10	
All 12.50 Overcoats at 9.15	
All 13.50 Overcoats at 10.65	
All 15.00 Overcoats at 12.98	
All 16.50 Overcoats at 13.60	
All 17.50 Overcoats at 14.35	
All 18.00 Overcoats at 15.15	
All 20.00 Overcoats at 16.60	
All 22.50 Overcoats at 18.69	
All 25.00 Overcoats at 21.15	

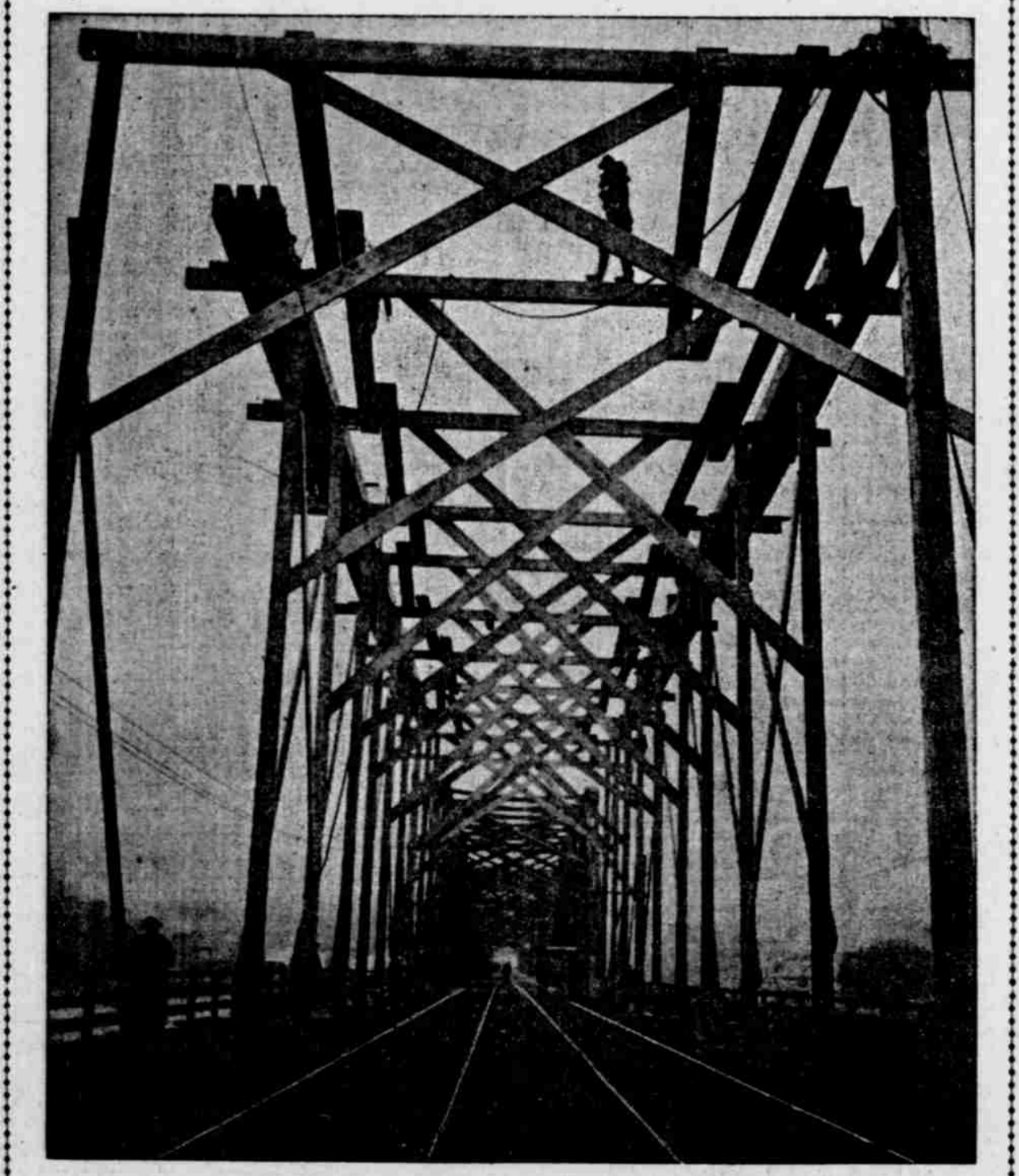


FROM 2:00 TO 5:00 P. M.
We will offer 300 men's single Frock Coats in strictly all-wool cassimeres and fancy worsteds, good patterns and materials, all sizes, bargain extraordinary to clean up quickly at low price of..... \$1.98
Also great lot of odd Vests, 125 of them, same hours at 50c each.

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

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 commenced, and in a short time the bridge will be in better condition than it was before the disastrous conflagration. The span that is now being replaced is the most western one of those that were burned, and after it is 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 piling was put in afterward. All the iron work is in good condition, and for this reason the work will progress very rapidly.

Will Not Discontinue Fast Trains.

North Pacific Coast Agent Seachrest, of the New York Central Lines, yesterday received from W. B. Jerome, general agent at Chicago, a telegram reading as follows: "I am authorized to say that the officials of the New York Central Lines have no idea of withdrawing the Twentieth Century Limited or any other of our fast trains. 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."

Railroad Hivestives.

Trouble from snow in the Siskiyou 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

to move the trains promptly.

It is not a fact, however, that traffic is light. The 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 stress of the Fall months transportation affairs are now dull, but compared with the 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 sight for the later months, however.

General Passenger and Ticket Agent

Fee, of the Northern Pacific, who spent Sunday and Monday in the city, left last night on the North Coast limited for St. Paul. Freight and express cars on the Gresham line of the Oregon Water Power & Railway Company, which began running Monday 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 Company, and at what cost. These maps may be had free of charge from W. B. Conan, general freight and passenger agent, Portland, Or. Among the inquirers is an Oregonian reader in Ellensburg, O., 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 they want.

To Stop Logstealing at Everett.

EVERETT, Wash., Feb. 3.—(Special.)—Within a few days all the prominent logging concerns in Snohomish County will join in an incorporation or protective association against pirates who are systematically stealing floating logs from Snohomish River and its smaller tributaries.

The thieves' plan of action is to dart from an inlet, tow a log ashore, saw off the owner's brand and boldly take the log market. The incorporation will arrange for an inspector to patrol the river.

BLANKET SALE.

Clearance sale prices still hold good on blankets and comforters. Oregon blankets in white, gray and mottled, \$2 and \$3.50; comforter specials, 50c, \$1.15 and \$1.35. They are all wonders at the price and cannot be duplicated.

McALLEN & McDONNELL, Cor. Third and Morrison.

Fine Sleighting at Reno.

RENO, Nev., Feb. 3.—Reno is enjoying fine sleighing, zero weather prevailing.

