

ALL FOR NEW PLAN

Gratification at Definite Step
by Engineer Board.

SUPPORT FROM ALL QUARTERS

Even if Pet Theories Have Not Been
Adopted, the Demand Now Is for
Harmonious and Vigorous
Action—Time Necessary.

The announcement yesterday morning that the United States Engineers had agreed upon a plan for the improvement for the mouth of the Columbia River was received with general approval. Those who are in contact with navigation affairs were much gratified to see that a definite step had been taken toward getting the work under way, and everybody else had confidence that a deep channel on the bar would help Portland and the whole Columbia basin. There was general recognition of the fact that this is no time for quibbling over methods and theories; that action on any rational plan is the great thing to be desired.

The recommendations of the special Board of Engineers remains to be approved by General Gillespie, chief of engineers, and by Secretary Root. In the usual course of business it will take about 30 days to get the approval of those officers. Then the district engineer will receive official notice of the plan determined upon, with instructions to prepare specifications for the work, which, in this case, is to be let out by contract. The preparation of those specifications is likely to consume between two and three weeks, and they will need to be sent back to Washington for approval. Upon the passage of this stage there will be instructions to advertise for bids, which advertisement will be required to run no more than 30 days and probably not longer than 60 days. When the bids are submitted they must be sent to Washington for examination and approval. Then will come the execution of the contract and bond and their examination and approval at Washington. When all this is done, which will be well along toward June, the contractor will be introduced to a plant that is decidedly run down and out of joint. It will take a large part of the first season to repair the railroad on the present jetty so as to serve for hauling stone for the extension. Much of the trestle that yet stands must be renewed and a considerable stretch at the outer end has been swept away entirely. It will be impracticable to drive piles through the stone of the jetty, so restoration of the railroad track will involve driving piles out at the sides beyond the stone, which will add to the cost of the work. No work of actual extension of the jetty can be done until well along into the summer even if everything proceeds without hitch. Any unnecessary delay will, of course, throw the work so much later in the season. After the trestle and track shall be restored, however, the work of extending the jetty need not halt for any season. It can go on through the winter months as well as in the summer, with the possible exception of brief interruptions by heavy storms. But building the railroad track on the old jetty will require the quiet weather of summer for its safe execution.

Opinions of the Engineers' Report.

Following are specimens of the general comment on the report of the Board of Engineers as made known in a dispatch from Washington, published yesterday morning:

George Taylor, Jr., chairman of the navigation committee of the Chamber of Commerce—I am very glad to see that the Board of Engineers has agreed on a scheme of improvement for the mouth of the Columbia. It is cause of congratulation for all our business interests. Now that the engineers, after a careful examination of the field, and upon mature deliberation, have recommended this plan, I hope we shall find no more fault-finding or even counter-suggestions from laymen. One of the factors that has produced so much delay was the scattering nature of our efforts for the improvement; we did not concentrate on anything. I hope every citizen will now pitch in and give the proposed improvement unqualified support. I have no doubt that the plan recommended will produce the desired results, but if I had doubts I would keep them to myself. Action, not discussion, is what we want. I hope there will be no delay about approval of the board's report by Chief Gillespie and Secretary Root. In order that Captain Langitt may get to work promptly. It takes time to advertise for bids and execute contracts and get the necessary approval of the Washington authorities for each step, and unless there is prompt action the working season will be upon us and nothing ready for proceeding with the jetty work. The fine weather will be here about the 1st of June, and it will last only till about the middle of September. It must be apparent to all that no time is to be lost if the preliminaries are to be completed so that work on the jetty may go forward in June. A few weeks of delay now may throw us a whole year behind time with the improvement. Therefore I trust the Washington authorities will give this report prompt approval and set in motion without a moment of unnecessary delay the machinery that will give us 40 feet of water on the bar.

Judge M. C. George—After deliberation the Board of Engineers has reported on a plan for the permanent improvement of the mouth of the Columbia. The proposed plan is modified, and the proposed extension is cut down, and its possible failure to secure a 40-foot depth has resulted in the board's recommendation of a north jetty sufficiently to concentrate and guide the channel in a unit to the sea, so as to insure, in the board's opinion, the securing of such desirable depth for coming commerce.

"While the board's final recommendation is not in full in accordance with the view outlined in my articles published in The Oregonian November 1 and 30, 1901, in which I criticized the then proposed plan and suggested the resolution of Congress authorizing the appointment of a Board of Engineers to review the whole matter, and while I still believe that greater improvement could be made and maintained by a cheaper and more practical arrangement of jetty work, yet a board of engineers, after careful examination, has decided otherwise, and the plan now adopted by them shortens and modifies the former jetty plan, and strengthens the extension proposed, and supplements it by a north jetty, narrowing, concentrating and guiding the channel force to sea, which was a central thought of my contention. I believe we should now all accept this report as final and pull together for future success.

"Should General Gillespie, Chief of Engineers, approve this board's report, as he probably will, in view of the great necessity of an early and permanent improvement at the mouth of the Columbia and of the necessity for a united support all along the line in behalf of this great work, I wish to say decidedly that we should unite our voices and efforts in its behalf, and support the Engineering Department with a united delegation in Congress, and backed by a united Pacific Northwest in favor of an open 40-foot mouth on plans approved; and also for an open Columbia and Willamette as far up into the producing interior as ships can ascend, and then on as far above as boats with river cargoes can float. Now all shoulders to the wheel and together."

Captain George Conway, superintendent O. R. & N. water line—Of course I am

glad to see that the engineers have agreed on a definite plan of action to improve the mouth of the river. I hope there will be no delay about executing it. There has already been too much delay. If the matter has been rightly handled in the first place the bar need never have gotten in its present condition. We are very much interested in having navigation at the mouth of the Columbia improved and I am gratified to see progress that gives promise of relief within reasonable time. C. F. Swigert, of the Port of Portland Commission—The board of engineers has done what was plainly its duty to do and what might as well have been done months ago but for all this agitation of various schemes and theories by outside people. The agitation has put us about a year behind with the work and has done no good whatever. Now it is to be hoped that there will be no more interference and that everybody will cordially support the plan finally decided upon. The Port of Portland Commission does not come in contact at all with the work at the mouth of the river, but as citizens interested in the welfare of Portland and the whole Columbia basin I am sure the members are glad to see that matter put in shape for definite work. A deep channel cannot come too soon.

PILOTS AND TUGBOAT MEN.

They Are Particularly Pleased With North Shore Jetty Project.

ASTORIA, Or., Feb. 5.—(Special.)—The report of the board of Government engineers detailing the plan for the improvement of the depth of water on the bar at the mouth of the Columbia River, as published in today's Oregonian, was read with a great deal of interest by the bar pilots, tugboat men and others having an interest in the securing of better facilities for shipping in and out of the river. For several years these men have longed for some relief from the existing state of affairs, as they have been forced to work under conditions more hazardous than is known by many besides themselves.

This evening the proposed plans were discussed freely and although they met with some criticism, the announced intention of building a jetty from the north shore of the river was generally believed.



GORGEOUS FUNERAL PAGEANT OF THE LATE LEE WAN SI.

WITH ORIENTAL POMP

FUNERAL OF CHINESE MERCHANT
ATTENDED BY BANDS OF MUSIC.

Elaborate Pagan Ceremonies in the
Open Air Attract Large Crowd
of Interested Spectators.

A bit of real China, with Oriental splendor, pagan rites, professional mourners and music from one American and two Chinese bands, was seen yesterday by a large and interested crowd on Alder street near Second. The occasion was part of the funeral service of Lee Wan Si, a wealthy Chinese merchant, with business interests in this city and San Francisco. He was 62 years old, and died last Mon-

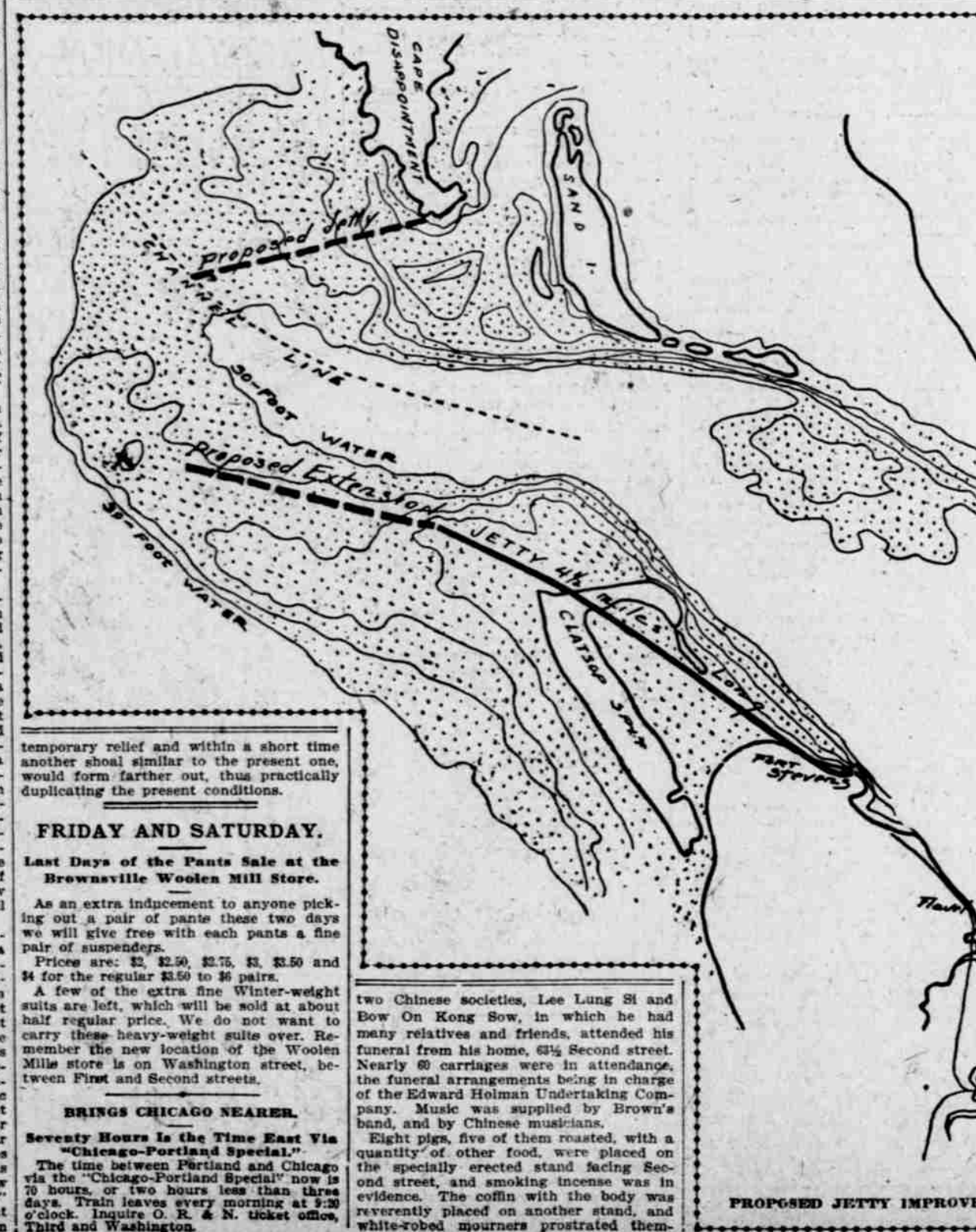
day before it. The crowd, completely closed in the mourners, but the police preserved good order. To get a better view of the spectacle, one young man climbed, at the risk of his life, an adjacent telegraph pole. It was an occasion for tall people, as most of them stood in the inner row, and shut out the view of ordinary citizens. Many women and girls were present, and everybody exhibited an orderly but interested curiosity. Then the body was placed in the hearse and the funeral procession started, with the widow, her two daughters and one son as chief mourners. They all wept bitterly. It was an impressive sight, and quite a number of amateur photographers took snapshots of the mourners and their quaint garb. Those who went in carriages to Lone Fir cemetery included Chinatown's principal merchants. The body was placed in a vault, to await the departure of a steamer for China, where the dead man will be ultimately buried, and the last burial ceremonies were then concluded. The food taken to the cemetery was incalculable, and as the occupants of each carriage passed out of the

to be the real key to the situation. In the judgment of the pilots this one should be built first, as quicker results are to be expected from it, and besides it might render the proposed jetty wholly unnecessary. To extend the south jetty two and half miles without the assistance of the north jetty, would, it is believed, afford only

day from paralysis. It is supposed he was worth about \$50,000. For quite a number of years Lee Wan Si has been one of the principal merchants in Chinatown, and he was much respected for his business ability and probity. Recently, two of his sons died, and latterly he fell into ill health. Nearly all Chinatown, especially the members of

cemetery they were met at the outer gate by a Chinaman who gave them a 5-cent piece and a bit of sugar cane wrapped in fine paper. This was for good luck.

Postmaster of Granite, Mont. WASHINGTON, Feb. 5.—The President today nominated Albert Hollander for Postmaster at Granite, Mont.



FRIDAY AND SATURDAY.

Last Days of the Pants Sale at the
Brownsville Woolen Mill Store.

As an extra inducement to anyone picking out a pair of pants these two days we will give free with each pants a fine pair of suspenders.

Prices are: \$2, \$2.50, \$2.75, \$3, \$3.50 and \$4 for the regular \$3.50 to \$6 pairs.

A few of the extra fine Winter-weight suits are left, which will be sold at about half regular price. We do not want to carry these heavy-weight suits over. Remember the new location of the Woolen Mill store is on Washington street, between First and Second streets.

BRINGS CHICAGO NEARER.

Seventy Hours is the Time East Via
"Chicago-Portland Special" Now
The time between Portland and Chicago via the "Chicago-Portland Special" now is 70 hours, or two hours less than three days. Train leaves every morning at 5:30 o'clock. Inquire O. R. & N. ticket office, Third and Washington.

two Chinese societies, Lee Lung Si and Bow On Kong Sow, in which he had many relatives and friends, attended his funeral from his home, 634 Second street. Nearly 60 carriages were in attendance, the funeral arrangements being in charge of the Edward Holman Undertaking Company. Music was supplied by Brown's band, and by Chinese musicians. Eight pigs, five of them roasted, with a quantity of other food, were placed on the specially erected stand facing Second street, and smoking incense was in evidence. The coffin with the body was reverently placed on another stand, and white-robed mourners prostrated them-

Meier & Frank Company

"Shopping Center of the Northwest."

The largest variety of Valentines in the city—Comics 3 for 1c, Lace 1c to 10c, Hearts from 1c to 10c each—Novelty Valentines ranging in price up to \$7.50 each. Trunks, Traveling Bags, Suit Cases—Every size and style at the lowest prices.

"Rummage" Sale

Only Two Days More

The most remarkable February business we've ever experienced, during the past four days. The Annual "Rummage" and the Alteration-Sale prices couldn't be resisted. Today and tomorrow are the last days of the clean-up. Marvelous values in remnants, odds and ends and broken lines in every department. Seasonable merchandise can be purchased at a fraction of the real value. We call particular attention to the great sale of Undermuslins, Infants' Wear and Corsets, the great values in Ladies' Wrappers and Waists, Men's and Boys' Clothing below the cost of manufacturing, remnants of Linens, Silks, Dress Goods, Wash Goods, Laces, etc., broken lines of Shoes, Hosiery, Underwear, Gloves, Neckwear, Men's and Boys' Underwear, Sweaters, Shirts remarkably low priced.

Meier & Frank Company

OREGON CITY ROILED

COMBINATION TO RAISE FREIGHT
RATES UNWELCOME.

Merchants May Team Goods From
Portland, or Put Independent
Steamer on the River.

OREGON CITY, Feb. 5.—(Special.)—The Southern Pacific Company, the Oregon Water Power & Railway Company, the Oregon Railroad & Navigation Company and the Oregon City Transportation Company have entered into a combination to raise the freight rates between this city and Portland. On February 1 freight rates were raised on all classes of freight 10 to 20 per cent, and the merchants are indignant. The difference between the old and the new schedules will probably amount to nearly \$500 per month, and at least three of the merchants who have the heaviest freight bills to pay contemplate putting on freight wagons between Portland and Oregon City. A meeting of the merchants will be held tomorrow night to discuss the matter. They may determine to secure an independent steamer and place her on the Oregon City-Portland run. The merchants of this city worked hard in support of the freight franchise for the Oregon Water Power & Railway Company, and are incensed over the action of the combine.

ROCK ISLAND WITH HARRIMAN.
Agreement for Traffic Interchange—
Morgan in It.

NEW YORK, Feb. 5.—An alliance or an agreement of some sort has been entered into between the Union Pacific and Southern Pacific interests on one hand and the Rock Island Railroad on the other. The important points have been agreed upon and an official announcement of the scheme is looked for in a few days. A director of the Rock Island Company, after communicating with Daniel G. Reid, said that there was "something in the wind." President Leeds, of the Rock Island, is now in the West, but is expected back soon. Messrs. Reid and Leeds are reported to have represented the Rock Island Company, together with Judge Moore, in the company's negotiations with the Union and Southern Pacific interests.

Judge Moore is chairman of the Rock Island Company's finance committee. It is a matter of common belief in Wall street that the parties now in control of the Rock Island are being backed by the First National Bank.

Harmony Is Extending.

CHICAGO, Feb. 5.—In connection with the new relations between the Rock Island and the Southern Pacific, it developed today that the Harriman interests opened the Denver and Chicago gateways to Rock Island freight traffic two months ago. The arrangement whereby the Rock Island now turns over freight to the Union Pacific at these points, was completed in Chicago. Formerly the Denver & Rio Grande secured all of the Rock Island through freight. Now the condition is changed and the Union Pacific is the recipient of the bulk of it. The traffic agreement whereby the Rock Island exchanges traffic with the Union Pacific does not include passenger business, which still is handled by the Denver & Rio Grande except that which originates at Memphis. It is understood that a tentative move has been made by the Pacific toward a security interchange with the Burlington through the Denver gateway, thereby completing the list of Denver-Chicago roads.

INDOEMENT FOR PORTAGE ROAD

Astoria Progressive Commercial Association Sends Resolutions.

ASTORIA, Feb. 5.—(Special.)—The committee appointed by the Astoria Progressive Commercial Association last evening to prepare a resolution endorsing the Johnston bill to build a portage road around the dikes in the Upper Columbia met today and drew up the following, which has been sent to Salem:

Realizing that the overcoming of the obstructions in the Columbia River between The Dalles and Celilo will open an empire of vast wealth to the commerce of the world, and be of great benefit to the State of Oregon and the whole Northwest, and

Believing that the construction of the state portage railroad between The Dalles and Celilo is a feasible plan, and will accomplish the much desired results, and

Being of the opinion that the State of Oregon can well afford and ought to make the appropriation requested by the measures now pending in the State Legislature of Oregon, and that an appropriation for said railroad on account of the great increase in the development of the regions drained by the Columbia and Snake Rivers will return to our state tenfold; therefore be it

Resolved, by the Astoria Progressive Commercial Association, of Astoria, Or., That we, rather favoring the larger appropriation requested by the bill introduced by Senator Johnston, heartily endorse both the Johnston and the Johnston measures, urging that one or the other of

these important bills shall be speedily passed by the Legislature. Be it further

Resolved, That we respectfully urge our Senator and Representatives in the Legislative Assembly of the State of Oregon, and all other members of said body, to do everything in their power to secure the enactment of said law, and that copies of this resolution be forthwith transmitted to Representative Glinn, Senator Johnston, our State Senator and Representatives, and to the Senate and House of Representatives.

PORT ANGELES PACIFIC RAILROAD.
First Locomotive on the Ground—
Fifteen Miles by June.

PORT ANGELES, Wash., Feb. 5.—(Special.)—The first locomotive for the Port Angeles Pacific Railroad arrived here today on the steamer Rapid Transit and was received with a jubilant demonstration by the people. About two miles of track has been laid. Work on the road is being pushed westward as fast as rails and bridge material can be put on the ground. A large wharf for the road is nearly completed. It is expected regular trains will be running to the lakes, 15 miles west, by June. Five miles of steel rails are now on the wharf ready for the tracklayers.

MAY BE BREAD FAMINE.

Railroads' Failure to Handle Flour Causes Disaffection.

NEW YORK, Feb. 5.—There is a note of alarm in the reports received from the West and especially from Minnesota of the difficulty experienced by the shippers to get flour to New York and other seaboard cities. The situation grows more acute each day and those competent to judge declare that a bread famine may result unless the railroads provide some better facilities for the transportation of flour.

Elected Directors and Adjourned.

ST. LOUIS, Feb. 5.—The meeting of the stockholders of the St. Louis & San Francisco Railroad was held here today and the only business transacted was the election of directors. All the directors were re-elected except Messrs. Strauss, Seligman, Olney and Madill. These were elected in their places: H. H. Porter, of New York; W. K. Hixby, of St. Louis; J. S. Ford, of New York, and S. T. Fulton, of St. Louis. After the election of directors, the meeting adjourned. No other business was transacted and nothing was said regarding the rumored leasing of the road to an Eastern road.

Watch for Retiring Agent Bancroft.

F. A. Bancroft, who is about to retire from the local freight agency of the Southern Pacific, to become Postmaster, was last evening surprised at his office by a delegation of the employees of his department, who presented him with a fine gold watch, suitably inscribed. The occasion was not stiffly formal, but was more in the line of easy good-fellowship, and it was an incident that gave pleasure to all.

Immigration Talk and Pictures.

General Passenger Agent Craig, of the O. R. & N., will address the University Club at its regular monthly meeting at the Failing building tonight. He will give a general talk on immigration, winding up by exhibiting 250 stereoscopic views of Oregon, Washington and Idaho scenes, which are to be used in showing home-seekers of the East what there is in the Pacific Northwest.

MAY BE CURED THEN.

Morphine Fiend Got Nine Months' Sentence Yesterday.

"I'll leave the city at once," begged J. E. Byer, confirmed morphine fiend, yesterday, "and never come back. Please let me go."

"Yes," he answered, "I'm guilty. But, Judge, have pity. I served one term in jail, and I would rather die than go through the torture again." The Judge tapped the table thoughtfully as he looked at the pined face in front of him. The look of pain and anxiety changed to one of hope and anticipation as the Judge seemed to show indecision. The drug slave trembled violently, and stepped closer to the bench.

"I have tried every way to break myself of this awful habit. You remember yourself that I came here about a year ago and asked to be locked up so that I could not get morphine for a while. I thought I would die, and I would rather die than go through it again. I'll leave the city and never come back. You will not be troubled with me again." And he extended an imploring hand toward His Honor, while the expression on his face showed that he regarded the decision as seriously as life itself.

But his hopes were not to be realized. "Ninety days in the County Jail and \$50 fine," said the Judge.

"That means nine months for Byer," said a spectator, and Byer covered his face with his hands and was led back into the cell.