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### FAVORS PORTAGE

#### House Passes the Railway Bill.

#### ONLY EIGHT VOTE NO

#### Gault Makes Hard Fight Against the Measure.

#### MULTNOMAH VOTES SOLIDLY

#### Davey, Malarkey, Wheelon and Others Speak for the Measure—It Will Probably Pass the Senate.

The Johnson bill, appropriating \$165,000 for the Dalles-Celilo portage road, passed the House yesterday morning, only eight members voting no. Gault of Washington made vigorous opposition to the bill, declaring the road would be of little benefit. Davey of Marion was heartily in favor of the road, and all the Multnomah members voted for the bill. The measure will come up in the Senate today, and will probably pass that body.

SALEM, Or., Feb. 10.—Staff correspondents.—The House this morning passed the Johnson bill to appropriate \$165,000 for a portage railroad above The Dalles. Eight members voted no. The measure will go to the Senate at once and will pass that body probably tomorrow. In that chamber the bill will be championed by Senator Johnston. Senator Johnston has already introduced a bill in the upper branch for an appropriation of \$200,000, but the House bill will probably be enacted.

Passage of the bill was preceded by a discussion which lasted about 45 minutes. Mr. Gault led the opposition. Strong arguments for the road were made in reply by Mr. Malarkey, Mr. Davey and Mr. Wheelon. Multnomah County supported the bill to a man. The three Clackamas County members voted "no." The vote stood:

Yeas—Battley, Banks, Blythe, Blakley, Both, Burgess, Burling, Carnahan, Claypool, Cobb, Dammern, Davey, Eds, Edmonds, Emmitt, Fisher, Galloway, Gill, Ginn, Hahn, Hale, Hansbrough, Hawkins, Hermann, Hines, Hodson, Hudson, Hume, Hutchinson, Johnson, Jones of Lincoln, Jones of Multnomah, Judd, Kay, Kramer, LaFollett, Malarkey, Miles, Murphy, Nottingham, Orton, Phelps, Riddle, Robbins, Shelley, Simmons, Wheelon—47.

Noes—Cantrill, Cornett, Gault, Huntley, Paulsen, Purdy, Webster, Olwell—8.

Absent—Adams, Hayden, Reed, Harris, Test—5.

Mr. Kay moved to make the bill a special order for this afternoon, but the motion was lost. "I made the motion," explained Mr. Kay, "only in the interest of the bill." Mr. Hawkins asked to be excused from voting on the ground that he had not been in committee of the whole yesterday when the bill was considered. Mr. Judd asked for the same favor. Mr. Banks raised a vigorous protest, saying: "Every member of this House should have courage to come forth and go on record for or against this bill."

In order to keep members from "dodging" a call of the House was ordered and the Sergeant-at-Arms was ordered to herd up absent members.

Gault Had His Say.  
When the question of passage came up Gault of Washington took the floor to oppose it. The Washington gentleman has the reputation of opposing more bills than he favors and of being most of the time with the minority. "I suppose," said he, surveying the House with the same look with which he is wont to see approving nods in Washington County, "I suppose I'm in the minority," and after the House had smiled audibly he continued: "All my life I have opposed government ownership of railroads, and I do not now favor the ownership of a railroad by the state." The gentleman said further that he did not believe the road would benefit the state, except a strip of country, say 25 miles wide south of the Columbia, between The Dalles and Umatilla. As for the benefit that would come to Washington, "Let that state take care of its own people," he exclaimed.

Mr. Gault did not see that the bill would profit the counties of Union, Baker, Malheur, Grant, Crook, etc. The gentleman cited figures to show that water competition had not reduced rates between The Dalles and Portland relatively lower than between Pendleton and The Dalles. Mr. Gault did not believe that a company independent of the railroads could transport products, say from Lewiston at as low rates as are now charged by the railroads. He had dug down into the records of the state portage road at Cascades and had found that that line had cost \$26,000. That that road was about one mile long. The line below Celilo would be perhaps 10 miles long. "Now," asked Mr. Gault, "if one mile of road cost \$26,000, what would 10 miles cost?" The gentleman said that no right of way was secured for the new portage. He was quite sure the O. R. & N. would not concede the right of way, and for the United States to do so would be unprecedented. A large part of the appropriation would be spent for right of way and the road when built might be destroyed by floods. Mr. Gault then sounded a note of warning to Portland by declaring that grain when loaded on boats

would float down the Columbia past the Willamette and Portland to Astoria. He condemned Portland right roundly for not developing resources tributary to it in the Willamette Valley. He said that Portland jobbers were in danger of building up distributive towns in the interior by their attitude toward the railroads.

Davey Replies to His Defense.  
Mr. Davey jumped to his feet after it was sufficiently evident that Mr. Gault had reached the end of his remarks. Mr. Davey said he could discern in Mr. Gault's dissertation the fine points of a gentleman or two who had been lobbying in the service of the O. R. & N. against the bill. "Mr. Gault," exclaimed Mr. Davey, "said that transportation of wheat could not be carried on more than 25 miles from the river by—"  
"No, I didn't," cried Mr. Gault.  
"By wagons," resumed Mr. Davey, finishing his sentence blandly. "If the gentleman," remarked Mr. Davey, turning an unexpected pun, "would keep from waggin' his tongue so much he would be better off."

"Now, I know," cried Mr. Davey, "that products are hauled by wagon in the interior 40 or 50 miles. The question of government ownership does not apply here. If there is any public sentiment for government ownership it has come from the action of railroads themselves. This bill will open nature's grand highway to the Pacific. Nature sometimes slips in making its highways just as it does in making legislators," and Mr. Davey looked through the whites of his eyes at Mr. Gault. "One of the grandest water highways in the world is obstructed for a distance of eight miles. Let us overcome this obstacle. Nor shall we be putting an embargo on the business of any railroad."

Mr. Malarkey argued that as the state portage road at Cascades had caused opposition to government construction of the locks to disappear, so the proposed portage below Celilo would hasten government work there. "The removal of only eight miles of obstruction will open the Columbia River to navigation to the sea, for a distance of over 500 miles or more," cried Mr. Malarkey. "Every cent of the money appropriated by this bill will be well invested. This is no new thing. Thirty years ago this state invested \$200,000 in the locks at Oregon City." Mr. Malarkey adverted to the warning of Mr. Gault by saying: "No friend of Portland need think of helping Portland by putting so much as a straw in the way of this enterprise. Let us repeal the scalp bounty and enact this bill. It would be a good trade."

Mr. Wheelon concluded the discussion with a forceful argument for the bill. He cited the fact that the Cascade portage and the locks had saved a great deal of money to shippers at and below The Dalles. He declared that right of way could easily be secured for the new portage from the National Government; that the road could be built for \$165,000, and that the many of contractors who would give bond to construct the line for that money. Large areas of country would be opened to agriculture along the Columbia if the products therefrom could have a water highway to market. "We have discovered in Eastern Oregon," remarked Mr. Wheelon, "that money like water flows down hill. If people up in the interior are making money, we want it to come our way and it will do so if we open the river."

Mr. Purdy, of Washington, opposed the bill for two reasons: that the appropriation would be insufficient and that Oregon should not tax itself for the benefit of Washington.

The bill then passed.  
Voluntary Advance for Carmen.  
PITTSBURG, Pa., Feb. 10.—The Pittsburgh Railway Company, operating the traction lines in this city, has voluntarily advanced the wages of 6000 motormen and conductors 1 cent per hour, the increase to take effect from December 1, 1902, and to be paid to all who continue in the service of the company until July, 1903. The advance gives the men who have been in the employ of the company three years 25 cents an hour.

### TAKE HALF LOAF

#### No Bread Is Alternative for Littlefield.

#### MILD ANTI-TRUST BILLS

#### Administration Content With Action of Senate.

#### HOUSE BILL CANNOT BE PASSED

#### All Littlefield's Hard Work Goes for Naught—Statehood Bill Used to Crowd Out Other Bills—Rockefeller's Action a Puzzle.

Representative Littlefield is disgusted that his anti-trust bill should be shelved. He has complained to the President, but was told that pressure would only be used in favor of the Elkins bill and Nelson's amendment to the commerce bill. The President has been informed that these measures are as far as the majority in the Senate will go. The charge was openly made by Senator Morgan that the Senate has kept the statehood bill in the front in order to keep anti-trust bills in the background.

OREGONIAN NEWS BUREAU, Washington, Feb. 10.—A great deal of dissatisfaction is expressed one way or another about the Capitol concerning trust legislation. It is observed that Littlefield refused to vote for the Department of Commerce bill with the Nelson anti-trust amendment in it, and he had good reason, too, because he knows that this bill and the Elkins interstate commerce bill are probably all the trust legislation that is to be adopted this Congress. Littlefield is no doubt aware that the two Senate propositions are to be enacted into law, and that his bill, which was prepared with such care and passed after quite a stormy time, is to be sidetracked or to be put to sleep in the Senate. Littlefield had an interview with the President today, and it is understood that he is far from satisfied with the situation. It is stated that he was informed that the Administration pressure would not be brought to bear for any other legislation save that which has been agreed upon in the Senate, and that the Elkins bill and the Nelson amendment must stand for the present.

The President, of course, has been informed by Senators who control legislation that these two propositions are as far as the majority desires to go at the present time, although no doubt, should Congress be called in extra session, legislation on the lines of the Littlefield bill would be passed in time, as there is evidently a clear majority for such legislation should the Senate be given an opportunity to act upon it.

Senator Morgan today voiced a sentiment which has been quite generally whispered about the Capitol when he said that the statehood bill has been kept before the Senate for the purpose of preventing

### ASHORE ON REEF

#### West Indian Excursion Steamer Wrecked.

#### PASSENGERS ARE RESCUED

#### Madiana Strikes Rock in Narrow Bermuda Channel.

#### HOURS IN DEADLY PERIL

#### More Than Eighty Eastern Pleasure-Seekers Taken Ashore in Life-Boats Through Raging Surf—Vessel Will Be Total Loss.

The Quebec Steamship Company's steamer, Madiana, with a party of 84 excursionists from the East, went ashore early yesterday morning on a reef off Hamilton, Bermuda. After the vessel had pounded on the rocks for hours and the passengers had been drenched by the surf, they were rescued with great difficulty by the tug Gladstone. Although they were awakened from sleep by the shock and had to rush on deck half clad, the passengers kept cool and behaved better than the crew of foreigners.

HAMILTON, Bermuda, Feb. 10.—The Quebec Steamship Company's Madiana, Captain Fraser, which sailed from New York last Saturday, with a party of excursionists for a special cruise around the Caribbean Islands, went ashore on the reef off this island at 3 o'clock this morning. The officers had a thrilling experience. The ship is a total loss, but all on board were rescued and brought safely to land after a perilous trip in lifeboats from the wreck to a tug standing a mile off. The mails and the passengers' baggage also were saved.

According to statements made by those on board, the Madiana was threading her way in the night through the narrow channel of the coral reef, which leads to Hamilton harbor, when she struck a reef. No explicit explanation is yet forthcoming as to how the vessel went on the rocks, and the only information obtainable from the officers is that the light which indicates the channel could not be seen for some reason.

All the passengers were in their bunks when the Madiana struck the rocks, but the shock of the impact awakened them and they rushed on deck, the majority of them without attempting to dress. Much alarm, though not a panic, prevailed among the passengers when they found that the vessel was hard on the rocks, but the officers went among them and calmed them, although a number did not venture below again to seek their clothing. A part of the crew did not share the coolness of the officers, but the latter soon restored order among the troublesome seamen. Signals of distress

(Continued on Page 11.)

### SCENE OF IMPENDING WAR IN EUROPE.

#### TURKEY IN EUROPE AND ADJOINING COUNTRY.

The above map shows the scene of the impending revolt against Turkey. Macedonia is the country extending westward from Constantinople as far as Monastir. Bulgaria is a self-governing principality, under the suzerainty of the Sultan, but is independent in every respect except the payment of an annual tribute.

Eastern Roumelia is a separate province, created by the treaty of Berlin in 1878; but the Prince of Bulgaria forced his appointment as Governor some years ago.

Macedonia is inhabited mainly by Bulgarians, who naturally look to free Bulgaria for aid in securing their liberty. The treaty of Berlin bound Turkey to grant reforms, but the powers have never enforced this provision.

The Macedonians, using Sofia, capital of Bulgaria, as headquarters, have organized a revolt, and are aided by Bulgaria.

The cause of Macedonia has been taken by Russia, whose Foreign Minister, Count Lamsdorff, recently made a tour of the affected province. He then went to Vienna, and arranged with Austria to insist that Turkey grant reforms.

Austria has long desired to extend her territory southward to the Aegean Sea, so as to take in a large part of Macedonia and its principal port, Salonika.

Austria has already taken from Turkey the provinces of Bosnia and Herzegovina in the west, and as the annexation of Macedonia by that country would cut off Albania and Epirus in the west from the Turkish capital, this would mean the practical extinction of Turkish power in Europe.

Bulgaria also desires the extension of her dominion southward. Serbia has a like ambition, and Greece desires to extend her power eastward to take in Constantinople, the old Greek capital. Russia also desires to annex the country around Constantinople, to which Great Britain has always violently objected.

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