

TOO MUCH TROUBLE

Traffic Official of Southern Pacific Here.

LUMBERMEN WIRED HIM

Ben Campbell to Investigate Oregon's Car Famine.

ONCE RESIDED IN PORTLAND

Business Interests Jeopardized by the Railroad's Neglectful Policy Hope That Assistant Director of Harriman Lines Will Aid.

Ben Campbell, assistant traffic director of the Harriman lines, will arrive in Portland this morning from San Francisco. Mr. Campbell's presence here is awaited anxiously by lumbermen. They hope he can relieve the car famine which has ruined their trade in interior California.

Mr. Campbell for many years was at the head of the traffic department of the O. R. & N., and was traffic manager of that road when called to Chicago to become assistant traffic director of the Harriman system. His long residence at Portland, his wide acquaintance here and his well-known desire to promote the interests of this city and Oregon, encourage the hope that he will rescue the Oregon lumber business from ruin in California and that he will supply transportation facilities more commensurate with the commercial needs of the state.

Several days ago the lumbermen asked Mr. Campbell to wire to come to Portland. He has just arrived from the Orient, and evidently has lost no time in coming northward.

Lumbermen and others whose business is held up by lack of cars will present their grievances before Mr. Campbell. Lumbermen will demand immediate relief, and unless they get it will at once bring suit in the United States courts against the railroad for discrimination in rates.

Local lumbermen are highly incensed at the Southern Pacific. Their sales in interior California are almost entirely wiped out. The railroad encouraged and invited them to build up business in California on the \$3.50 per ton rate. "Ray points." They spent large sums of money in getting trade. They expected that the railroad would make it possible for them to hold that trade. But the railroad has not done so. Interior Oregon mills worked up trade in California on the same assurance from the railroad. Their southern business is lost likewise.

"If the \$3.50 rate is unprofitable to the railroad," said W. C. Francis, manager of the City Retail Lumber Company, last night, "let the railroad charge more. We want the same rate that interior mills get, and if the Southern Pacific will treat us as that fair, many of us will make no further complaint. This demand is fair to the railroad, fair to our interior Oregon competitors."

We mean to fight for our rights in this matter. The Southern Pacific is in duty bound, now that it has induced Oregon lumbermen to invest their money in California trade, to protect that trade."

Output of Portland Mills.

The cut of the Portland lumber mills aggregates about 1,500,000 feet daily. The mills which cut this amount have been operating night and day. Several mills now contemplate reducing to half time. This means the discharge of approximately 800 men, each drawing an average wage of \$2.25 per day, or \$1750 collectively. The reduction to the logger of a market of 750,000 feet daily would mean a loss of about \$2000. The number of loggers necessary to produce this quantity of logs would be about 800 men, who are drawing wages averaging about \$2.25 per day. This does not take into account the cost of material, such as wire, rope, tools, food and general camp supplies, which make a very important item in the cost of producing logs. Another feature of the loss is the cancellation of orders for special bills, which have been cut and are now on hand. Some mills have thousands of dollars tied up in this manner. The decline in price attributable to the loss of market will range from \$5 to \$8 per thousand, according to grade.

Fifty per cent of the cut of the Portland mills has heretofore been marketed in California. This trade was distributed throughout California generally. By reason of the Portland mills being able to ship in single carloads to the retail lumber dealer it gave Portland a strong position as a lumber manufacturing center for the California interior trade, which is one of the best markets the Oregon mills can reach. From the lack of cars this business has been annihilated and the trade ruined.

Local mills can reach interior California points only by water. But to transfer at San Francisco to these points entails an additional cost to the mills of at least \$2 per thousand feet.

One of the first problems the mills will probably have to encounter in shipping to San Francisco for reexportment will be the union labor demand, which is so formidable as to prevent the Portland mills from shipping any dressed lumber to that city, except flooring, at the present time. The unions contend that if they cannot enforce an eight-hour law in the Northern mills they can at least checkmate the use of dressed lumber by refusing to handle it unless manufactured in an eight-hour mill.

San Francisco a Dumping Ground.

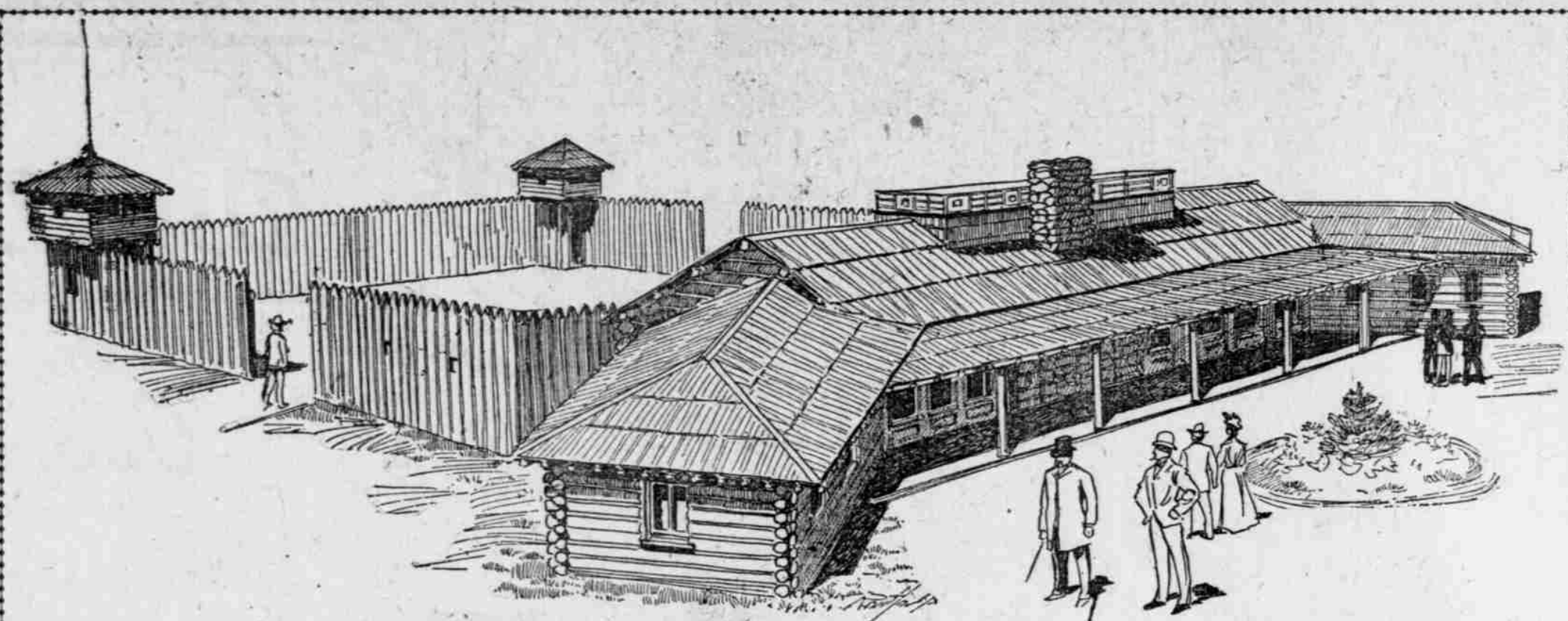
This is not all. San Francisco is the dumping ground of the Coast for lumber. The large cargo-mills of Oregon and Washington, pour their surplus into the San Francisco market, while the smaller mills ship their entire product thither, making San Francisco the poorest lumber market on the Pacific Coast.

The present fair rate of lumber from Portland to San Francisco and Bay points is \$7.50 per ton. The rate from Salem, 35 miles south of Portland, and points as far as Glendale, is \$3.50 per ton on rough lumber, and \$5 per ton on dressed lumber, which is equivalent to about \$3.50 per 1000 feet. At \$7.50 per ton the rate per 1000 feet from Portland would be \$2.50 on rough lumber.

This discrimination is admitted by the railroad company to be for the purpose of stopping rail shipments from Portland, so that the interior mills along the line of its railroad may be able to get all the cars, which formerly had to be divided between Portland and the interior mills, basing their argument on the fact that the Portland mills have a water outlet, while the interior mills have no outlet except by rail.

This policy, however, looks like a discrimination against Portland, in favor of the interior mills, but when the situation is more closely looked into it will be seen that the interior lumbermen are suffering almost as acutely as their Portland brethren. Since the first of September last, until recently, the interior shippers have had instructions from the railroad to de-

Oregon Will Erect Fort Clatsop at Louisiana Purchase Exposition



STATE BUILDING OF SHARPENED STOCKADES AND SNUG LOG CABINS WILL ATTRACT ATTENTION TO LEWIS AND CLARK CENTENNIAL EXPOSITION.

UNIQUE among all the fine structures of the St. Louis Exposition will stand out Oregon's state building, modeled after old Fort Clatsop. The solemn, picturesque building, with its sharpened stockades and snug log cabins, will serve as the meeting place of visitors from Oregon and the Coast, and one of which they may well be proud. The environs are to be made such that visitors and their friends will feel that among the concourse of huge buildings and fiery there is one place that belongs to them, and where they may loiter back in comfort from the arduous pleasure of sight-seeing.

A better model, perhaps, could not have been selected than Fort Clatsop. For its rugged and primitive picturesqueness will

hardly fail to be in pleasant contrast to the marble and stone buildings on every side of it. Then, too, the design teems with historical meaning, and will savor of the Lewis and Clark Exposition to come.

For it was in the original of this structure that Captains Lewis and Clark, and the men of their expedition, spent the winter of their arrival in the Oregon Country, 1805-6. Down near the mouth of the Columbia they built old Fort Clatsop that they might rest up from their months of privation in crossing the plains. It was built as substantially as possible. The cabins went up, and then some time later the stockade, with their two corner blockhouses. For who could tell

when the Indians might attempt to wipe them off the face of the earth? The Indians, indeed, had showed very friendly inclinations, apparently being content to cheat the newcomers in trade. Yet the explorers had learned by months of experience that it was wise to be prepared for emergencies, especially in dealing with the wily Redskins.

For four long months the men of the expedition remained in their primitive fort; four months replete with homeliness, unpleasant rations and discomfort because of rain, except when enforced incursions into the interior were necessary for replenishing the larder. The restlessness of the men became intolerable early in the Spring and they abandoned their old fort

and started back for civilization. In striking contrast will be the period of occupation of the second Fort Clatsop. Surrounded by the finery and luxuries of the world the longings for home will doubtless be somewhat less intense than those which racked the breasts of the pioneer pathfinders after their tasks had been completed.

The State Commissioners of the Lewis and Clark Fair will meet tomorrow afternoon at 3 o'clock to discuss the preparation of a form for bids for the construction of the fort. The point to be determined by the Commissioners is whether it will be better to let the contract for a lump sum to a St. Louis contractor or to erect the building out of Oregon materials

forwarded after selection from this state. So far no concessions have been made. The State Board, as a body, has not yet decided whether it will have money enough to make the building exclusively Oregonian.

The plans and specifications are all ready, and the architects, Messrs. Whilden and Lewis, will appear tomorrow to explain them. The question of a supervising architect, or superintendent of construction, to accept the work when finished, will also come up, and the committee on building will be asked to nominate a man for the place. This committee is composed of Messrs. Flanders, Spencer, Harry, Young and Albert.

Legislation the Remedy.

George M. Cornwall, publisher of the Oregon Timberman, has gone over the matter with the local mill. He has just returned from the interior and therefore sees the difficulty from both points of view.

"The remedy for this unfortunate situation," said he yesterday, "seems to lie in the courts and in the Legislature. Already steps have been taken to ascertain what relief lumbermen may obtain. Under the common law, railroads are quasi-public corporations. Their duty is to furnish adequate facilities and equipment to meet the demands of the country which their lines traverse. Failure to do so renders them liable for damages unless the deficiency of equipment is due to an unusual and unexpected volume of business."

"Julius Kruttschnitt, of the Southern Pacific, is quoted by a San Francisco paper as stating that from now on the policy of the company will be a policy of retrenchment, and that it is deemed best to slow down for a while. It is certainly unfortunate for the lumbermen of Oregon that this retrenchment policy should have been undertaken at a time when its effects mean practical ruin to them, engaged in the business. Retrenchment which threatens to bankrupt an industry so important as the lumber business is to the City of Portland and the State of Oregon is a wholesale, a total lack of appreciation and disregard of the duties of the railroad to the public."

"It would seem that direct state legislation should be at once invoked in behalf of the lumber interests, and this view is strongly held, and has been agitated among the prominent lumbermen of the state. It is unfortunate that Governor Chamberlain is determined not to call a special session at this time without a specific pledge from the legislators that no legislation other than to re-enact the former tax law should be considered, thereby leaving the lumbermen an opportunity of securing relief, which is so imperatively demanded. Summed up, the demands of the Portland lumbermen are: That the Portland rate to California points be restored to an equality with the rates now accorded the Valley mills, and that adequate car facilities be immediately furnished the mills tributary to the Southern Pacific lines."

INTERRUPTED THE BURGLARS

Woman Returns Home and Frightens the Robbers Away.

Burglars, who manifested an intimate knowledge of the ways of the household, they robbed, entered the home of George Leach, 401 Larrabee street, last night, and secured some valuable plunder. Coming home alone at about 11 o'clock, Mrs. Leach interrupted the robbers in their work, before they had completed their search of the house.

Although badly frightened, Mrs. Leach kept her presence of mind and immediately notified the police station. Officer Barter was sent to look after the case, but was unable to get any trace of the robbers.

The only articles missed by Mrs. Leach last night were a handsome pearl pin, set with 30 pearls, a Masonic pin set with a valuable diamond, and a revolver. Several rooms in the house, however, had been rifled, and she thinks that other articles will be missed when she has time to go through the house carefully.

Mr. Leach is an engineer on the O. R. & N., and is away from his home much of the time. He was out on the road last night, and the fact that the robbers chose a night on which he was away leads the police to think that they must have been acquainted with the ways of the household.

Mrs. Leach had been away from home in the early part of the evening, and returned about 11 o'clock. She heard a slight noise as she approached the house, but was not alarmed until she opened the door. A strong gust of wind struck her squarely in the face. She was sure that she had left the door and window closed, and could not imagine how they had been opened. A glance showed her, however, for the robbers in their haste had left a trail behind them. Drawers had been opened and their contents thrown upon the floor. The robbers had evidently been in search of money, but failed to find it.

When Officer Barter arrived on the scene he made a careful search of the house to ascertain if possible how the robbers had gained admittance to the house. On both of the back doors were distinct marks where nippers had been used to remove the key from the doors so that a skeleton key could be inserted.

The Robbers Were Active.

The holdup artists who robbed the Italian saloon in South Portland on Wednesday evening made their presence known a second time before they left that vicinity. Peter McLean, who lives at 28 Front street, reported to the police last evening that he had been held up at 2 o'clock yesterday morning. He was met at Fourth and Lincoln streets by two armed highwaymen, who forced him to

COMING ATTRACTIONS.

"Herrmann the Great."

This morning, at 10 o'clock, the advance sale of seats will open for Herrmann the Great, who comes to the Marquam Grand Theater next Monday, Tuesday and Wednesday nights, November 16, 17 and 18, with a popular matinee Wednesday. This splendid magician has added to his reputation every year that he has visited this city, and his admirers are numbered by the thousands. He comes this season better equipped than he has ever been before, for, in addition to a large number of tricks, he has secured some bewildering illusions that are positively new to this country. They are called "The Bride-Elect," "The Queen of Flame," "The Princess Mahomeda," and a novel experiment in magic, as yet unnamed, which is said to border on the miraculous and to outdo anything yet attempted in the magic art. He is supported by the Laskys, in an artistic rendition of military music.

THE BABE IS BORN, BUT WILL IT GROW UP?

A PARTY LULLABY.

How-a-by, baby, now that you may, When the vote's taken, the cradle will sway; When the vote's taken the cradle will bust, And up will go party and baby in dust.



CANNOT DISPUTE IT

Government's Panama Policy Upheld by Democrats.

SAY ROOSEVELT IS RIGHT

Leaders of Minority Party See No Chance to Make Political Issue Out of Administration's Course on Isthmus.

Democrats are all eyes and ears these rainy days, striving after Central America. As yet they don't see how they can

make Uncle Sam's conduct down on the Isthmus a campaign issue. But never mind; they are alert, and there's no telling what a day may bring forth.

A baker's dozen of worthy Democrats were interviewed in the matter yesterday. Not one of the gentlemen had a harsh word for what Uncle Sam has done thus far. But none was discomfited. "Wait," they said, hopefully; "wait; our chance will come soon."

And though Panama has seceded from Colombia, and organized a sovereign state of its own, though Uncle Sam recognized the new republic ere the rising sun had shone upon it, though Uncle Sam has encouraged the new republic in violation of the law of nations, and against the protests of the parent state; though President Roosevelt has warned Colombia to keep off the grass in spite of all this, Democrats are so patting that they innocently wait.

But they have their opinions and their cynical apologies. "We could admire our Government more," they say, "if it kept hands off Panama. A mushroom state; we'd better not intermeddle with its job."

However, the gentlemen at heart were glad to see that the United States is making progress toward building a canal.

They all said so, or, at least, intimated that they were of that mind.

Sacred Right to Secede.

"Evidently," remarked Fred V. Holman, from behind a fortress of law books so high that he had to lift his voice over them; "evidently the right to secede is sacred to a dago state."

Whereat the oracle disappeared behind the fortress as if to ponder yet a minute. Then the oracle secreted another drop of satirical wisdom:

"Perhaps to a dago state the law of nations doesn't apply."

"An issue for Democrats?"

"Fully. Yes, indeed, fully—unless," and the voice was more hopeful, "we discover Republicans in scandals down there, bribing or browbeating—then, maybe."

Next in the catalogue of Democratic sagacity came J. B. Ryan, secretary of the Democratic county central committee. A cheerful Democrat is "Jack" Ryan, even for past heartaches.

"Humph!" said he, "that an issue? Humph! Only place might go is Nebraska, but Bryan has sailed for Europe. Panama? Annex it. Make it a state, and I'll go down there and run for Congress; and yet," here Mr. Ryan grew mournful, "I suppose it would be Republican by that time."

Two rooms below Mr. Ryan, H. B. Nicholas holds forth. In the office of Mr. Nicholas the paper of democracy burns bravely, lighting the room with hope, while without darkness reigns supreme. Mr. Nicholas was gnawing an apple, which he turned over to the good side when the visitor entered.

Can Make No Issue of It.

"No," said Mr. Nicholas, as a flow of thought gushed from his well of experience. "No, we can't make an issue out of Uncle Sam's stealing anything. Too many gentlemen hope to share the swag." The Mr. Nicholas was a picture of Hawaii, of the Philippines, of Porto Rico, of past issues.

"It's no use," he commented, drearily. "And if this Government is after a steel down on the Isthmus, we'll don't see—anyhow, we need the canal. Panama? Colombia? I believe in local self-government. One people cannot justly own another people nor govern another people. Colombia doesn't own Panama any more than Panama owns Colombia. I'm glad Panama is independent."

"Our next President," said he, "will be a Democrat. Who? Of the Cleveland type."

Very strange was this announcement, for on the wall hung a picture of Bryan. "Pan-American" was the legend on the picture. The face on the wall seemed to grow stern at the words of Mr. Nicholas. Then the gentleman added:

"But Roosevelt will carry Oregon by 30,000 votes."

Beyond a row of wet roofs several streets below, Dr. Harry Lane was musing over politics and things.

"Now, really," protested the doctor, "I don't know anything about Panama. But, say, if you want to ask me about mudrooms, that's different. No! Well, I'm sorry. But the State Board of Health—that's the greatest thing that ever happened, now isn't it? And the doctor thought of school basements and microbes in beautiful Williamette."

At this the doctor opened the lid of a grewsome human skull in his desk and took therefrom a tobacco pouch. "That," said he, "was once a Flathead Indian. It isn't mine, though, for I don't like such things."

The skull stared and grinned, and the doctor resumed: "Now, ask me about anatomy and I'll answer; but Panama, nay."

But the doctor unloosed a bit anyhow and said:

"Didn't Colombia try to hold us up? Don't we want the canal? Shouldn't we get it? Yes, sir, and we're nearer getting the canal than we were before; that's my notion."

State Senator Alexander Sweek is chairman of the Democratic county central committee. John Manning is District Attorney by the grace of Governor Chamberlain.

"Put the canal through," exclaimed Mr. Manning, "put it through. Let's that right, Senator."

"Lam the stuffin' out of 'em down there if they fight,"

"Th, huh," responded Senator Sweek.

"The President went on the Senator, 'has done just right. The Democratic party won't oppose it; it is the party of expansion.'"

What Panama? Whose Panama?

"Panama," responded Colonel "Bob" Miller, a Democratic sachem of Oregon City. "What Panama? Whose Panama? 'Central America' put in Colonel Bob Mitchell, disgustedly. "The place where you get fever and go to the graveyard."

"Oh," responded Colonel Miller.

"But, say," exclaimed Colonel Mitchell, going on at a tangent: "Didn't Governor Chamberlain fix Jack Reed plenty?"

"Ha, ha!" laughed both together.

"I hear," continued Colonel Mitchell, "that Jack is going to come back with a letter."

"You don't say."

"Sure. But if I was Jack, I'd keep as still as a mouse; indeed I would."

The conversation returned to Panama.

Colonel Miller was extremely guarded in his utterances.

"Once," said he, "I was employed in a diplomatic office. There I learned never to say anything for which I'd be sorry afterward."

"Well," returned Colonel Mitchell, "I speak out. Panama is a Democratic issue. What? Will Democrats make fools of themselves again? And so soon? Hey?"

"But I believe in leaving such matters to statesmen and diplomats," remonstrated Colonel Miller. "Else we might get into one of those Panama quicksands and be swallowed up. No," added Colonel Miller very resolutely, "I don't wish to be swallowed up."

The friendship of the two colonels so recently cemented appeared much strained. "I'm a true Democrat," proclaimed Colonel Mitchell, "not a fool Democrat. I'm a protection Democrat, yes sir; that's what. And I'll bet you that more Democrats get out of the Penitentiary than Republicans."

Colonel Miller evidently didn't see where the last remark came in. But he hastened to pacify the other colonel.

"Well, as you say, 'I don't believe, if Republicans act right at Panama, that Democrats will fight them. I don't favor hammering Republicans just because they are Republicans.'"

Colonel Mitchell looked relieved. "And you won't permit the issue to be raised?" he asked.

"No," responded Colonel Miller. The twain shook hands.

"Give us expansion," cried Colonel Mitchell, "of ideas, of population, of territory, of—of—"

And the two colonels moved off into the distance.

Other Democrats who announced themselves as approving the Republican policy in Panama were C. E. S. Wood, Deil Stuart, J. C. Flanders, A. N. Solas, of Ontario, and R. W. Montrose, secretary of the Democratic State Central Committee.

SMUGGLED JAPANESE ARRESTED

Landed From a Sloop From Across the Line at Vancouver.

SEATTLE, Nov. 12.—Thirty Japanese immigrants smuggled into this country from British Columbia were arrested by United States immigration officers upon the arrival of the Great Northern's coast line train this morning. None of the Japanese "fulfill us" request to keep them out of the pauper class. Some of them do not have 20 cents, and some of the men themselves admitted that they had surreptitiously entered the country.

The Japanese were arrested on the beach at Mukilteo from a nameless sloop at 4 o'clock this morning. They were taken there from Stephenson, 12 miles below Vancouver.

COMMEND THE ADMINISTRATION

Chamberlain Sees Nothing Improper in Attitude Toward Panama.

SALEM, Or., Nov. 12.—(Special.)—George E. Chamberlain, the Democratic Governor of Oregon, is not one of those who tries to make political capital for his party out of the attitude of the Roosevelt Administration toward the Colombian revolution.

"So far as I can see," said Governor Chamberlain, "the Administration has done nothing that is improper. I do not suppose that the United States would undertake any encouragement whatever to the revolutionists. I think it altogether probable that the Administration had information as to what would take place, and that our Government stood close by, ready to take every possible advantage of the developments."

I hope that was the case, anyway. I am glad the revolution was unsuccessful, and that it was successful. I hope that the Administration, in recognizing the new republic, imposed such terms as will make the building of the canal possible without any further difficulty."

"The construction of that canal will be worth more to the Pacific Coast than the whole Panama country is worth, and I hope to see the canal built. I don't believe it would be proper for this country to do anything to interfere with the affairs of any of the South American republics, but if changes are about to take place, as they were likely to at any time in Colombia, I believe it is the duty of this country to be ready to take advantage of the change, if possible. The time will come when all those South American republics will be a part of the United States."

I don't believe the Democratic party should be trying to make political capital out of every act of the Republican Administration. Whenever the Administration does something that is right, we should all, as loyal American citizens, give our hearty support. Hunting for small issues does not help us."

"The battles between the parties should be fought out on great issues, and there will be no trouble in raising a question of importance upon which we differ. So far as I can see, the Roosevelt Administration has pursued no improper means in the Colombian affair, but has accomplished a very desirable end. At least I hope it has."

SWEPT BY FIERCE GALES.

Salt Lake Has Not Had Such a Storm in Years.

SALT LAKE, Nov. 12.—For more than half an hour tonight, the severest storm in years prevailed in this city. The rain fell in torrents, and was driven by a wind that reached a velocity of over 50 miles an hour. The lower sections of the city were flooded, signs were torn from their fastenings, trees were uprooted and sections of trolley wires were blown down, causing a complete tie-up of the street-car system.

The total income of all American farmers last year was about \$5,000,000,000.

APT ILLUSTRATION

How Woodard, Clarke & Co. Showed the Difference to an Oregonian Man.

An Oregonian man was talking with Mr. Woodard, of Woodard, Clarke & Co., lately, discussing a very interesting subject, when Mr. Woodard said:

"See here, I'll show you now just what I mean."

He went out and soon returned with a bit of board and two bottles. Resting one end of the board on the counter, he supported the other end with his fingers, and poured on the board from one of the bottles a drop of this city substance, which slowly oozed down the slope. Then Mr. Woodard took the other bottle and poured out just a drop of a clear, delicious, dark red liquid. This drop shot down the incline in the twinkling of an eye.

"This first bottle," said Mr. Woodard, "is the old-fashioned cod liver oil, or emulsion, as it is called. The second bottle contains Vinol. See how slowly the emulsion creeps along the board. These two substances act like this in the human body—the cod liver oil is so thick and clogging that it merely upsets digestion, and its medicinal value is lost, while Vinol goes at once to the seat of trouble and corrects the difficulty by creating an appetite and building up the strength of the system."

"Vinol, you know, is a cod liver oil preparation, and while it contains all the medicinal value of cod liver oil, it is so light and delicious to the taste. We cannot afford to give you old-fashioned cod liver oil or emulsion, but Vinol is guaranteed to the limit, and if it fails to give satisfaction, we'll stand the loss. But it won't fail. Try it on our guarantee and see." Woodard, Clarke & Co., Druggists.