SUNDAY CLOSING WILL BE TESTED

Concessionaires Prepare to Begin Suit Against the Exposition.

BEGINS	TODAY
	BEGINS

Carnival of Venice and Davenport Farm Will Be the Plaintiffs Who Will Seek a Decision

From the Court.

A suit against the Lewis and Clark Ex A suit against the Lowis and Clark LX-position Corporation and J. A. Wakefield to obtain a decision whether the attrac-tions on the Trail are entitled to remain open Sundays will be begun today in the State Circuit Court by the Carnival of Venice Company and the Davenport Daven

The complaint will recite that there is nothing in the contract held by a con-cessionaire which directly prohibits open-ing on Sunday, and on the contrary the contract especially enjoins upon the con cessionaire the duty of keeping open whenever the Exposition is open, and also provides that the manner of running ou nday may be controlled by rules and regulations.

A year ago, it is alleged, at a regular-meeting of the directors of the Exposi-tion, a resolution was passed and spread the minutes that the Exposition would remain open for all purposes on Sunday, and this resolution never, was changed or modified, and its existence was known to the concessionaire when a contract was cutered into by him, and by him was understood to be part of the

Further, it is alleged that the directory of the Fair advertised extensively that t would be open for 131 days, and there is just that number of days from the ening day, June 1, to and including the using day, October 15, including Sundays. and the concessionaire knew of these advertisements and relied upon them at the time the contracts were entered into.

Another reason given is that the con tract allows a concessionaire to keep open at all times allowed by law, and an passed by the Legislature in 1900 per mits theaters to remain open on Sunday. It will be contended that a theater is place of amusement for the edification spectators, and not necessarily an in-closed building, and that the Trail at-tractions come under this bead. A fur-ther allegation is that if the Exposition should keep open all night, the Trail peo-ple under their contracts would have to remain open, and should the Exposition remain open, and should the Exposition close on Sundays, the Trail people would have to do likewise. The Exposition man-agement may regulate how things shall be conducted on Sunday, for example to do away with spielers, and to regulate the attractions, but not to prohibit. The argument will be made that in Portland theaters run on Sunday, and other places of amusement, and that the con dres were aware of this fact when the entered into contracts, and expected to be treated accordingly. The claim will also be made that it is a

case of bankruptcy with them if they cannot run on Sunday

John F. Logan and Thomas O'Day are the attorneys for the plaintiffs,

Will Announce Decisions.

the funny German comedians. Kolb and Dill, who have established themselves "for keeps" in the hearts of Portland the-atergoers, will resume their engagement in the merry musical-comedy burlesque O. U." There are 50 people in the mpany, including the principals and 40 T. O. U." chorus girls, who are pretty and can both sing and dance. A wonderful effect is produced by an innovation of Kolb and Dill's creation, namely, the Maori dance as witnessed by them during 'their Aus-tralian tour and produced for the first time in this country, consisting of me-chanical effects that are original and are opyrighted by these gentlemen. "A word to the wise is sufficient." Se-

Comedy at Empire Tomorrow.

ure your seats early.

Tomorrow afternoon and evening the Empire Stock Company will open in the rattling farce-comery, "A Terrible Tan-gle." The piece was originally created for the purpose of making people laugh, and has most thoroughly fulfilled the mission for which it was launched. It deals with a series of mishaps and misunderstandings that occur in a stald, well-regu lated family, and every scene is funny, It is well calculated for a Summer play, being short, light and breezy. See "A Terrible Tangle" at the Empire tomor row, and laugh.

"The Heir Apparent."

The last two performances of the charming romantic drama, "The Heir Apparent." at the Empire Theater, will take ce this afternoon at 2:15, and tonight at 8:15. This is the prettiest and ma pretentious offering that has been made by the Empire Stock Company this sen-son, and well deserves the large patron-age it has enjoyed all week. The matinees have been especially attractive for ladies and children, as the play deals with the most fascinating themes of love and urt dignity and beautiful costumes



NOT POWERFUL ENOUGH FOR HEAVY GRADES. Meantime Southern Pacific Promises Extra Train Daily to Forest Grove-Citizens Ask Two. Back to Omaha starts the gasoline car of the Southern Pacific next week, be-cause it is not strong enough to climb Oregon's hills nor large enough for the traffic. In a little while its place may have a serificing illustration we refer allo to the actual is 122.60 mpetition with the other may built in the sparsely populated country and in through a sparsely populated country and in the southern Pacific A the territory interest its motive power and twice its par-senger capacity. Meanwhile residents of the territory into the sufficient traffic to keep two new have the sentended on the theritory would be satisfied not with the one addit to all railroad gueration. Meanwhile residents of the territory is the southern Pacific A to forest Grow has twednesday right some 120 of them resolved. In a public meeting, that they built and operated in the face of the Bereval competition and againet the apparent judg-net the state about 56,000 erunare illustration with seak known the search for the resolved. In a public meeting, that they rains have, therefore that the Southern pachy but with the one addit trains husy, therefore that the Southern Pacific could not see its way clear to trains busy: therefore that the Southern Pacific could not see its way clear to put on more than one new train.

Residents of Washington County say that Manager Calvin and Manager Worth-Residents of Washington Manager Worth-hat Manager Calvin and Manager Worth-ngton, who preceded Mr. O'Brien it con-rol of the railroad, promised a frequent car service into Portland Patiently the people of Hillsboro and Forest Grove and the farmers of the county waited for the gasoline car that was to run back and forth from Portland every two or three hours. They aver that the frequent serv-ice on the electric line of the Oregon Water Power & Railway Company's line from Portland into Clackamas County is from Portland into Clackamas County is Water Power & Railway Company's line from Portland into Clackamas County is proof that a similar service from Portland into Washington County would build up a corresponding traffic, especially since the line into Washington County is an but severed

old established road. Officials of the Southern Pacific point out that steam traffic operates under con-

SHARP CENSURE FOR RAILWAYS

(Continued From First Page.) mitted into the Union nearly 50 years ago,

mittee into the thion meany by years and rich in every natural renounce, with a cli-mate that cannot be surpassed, with water-ways coursing through it in every direction, conservative and considerate in temperament and action, this state is amongst the very low-est in the scale of railroad development. With the lowest taxes of any state on the Coast, so far as railroads are concerned; with no adverse bediations with a unbide santi-The adverse ingliaiton; with a public senti-ment holding in check any indue agitation, the recognition accorded us is such that this year we will probably fall behind Idaho in railroad development. During all this time raises have been high, and, as we shall show. raites have been high, and, as we shall show, the net carnings and curplus of the railroads constantly increased. We have seen huainess diverted from its matural, shorter and more economical channels over heavy grades and lenger mileage through agreements made, as we believe, in violation of iaw and is direct restraint of trade and commerce and to our injury. We have seen the building of roads abandoned in profitable territory to the grant loss and injury of the people at the behast of these controlling the means of transportation, for reasons having no relation to the building or development of this scatter of our state and stater states isolated and denied ordinary transportation facilities, and the growth and progress of this state retarded. Refusing to build themselves, every obstacle has been thrown in the way of those who scould. From the time of the stranging of the 'Hunt' as-tern to the present day every independent inc-unites charding affiliated with the 'Hunt' aster. tem to the present day every independent i unless closely affiliated with the 'works has been systematically discouraged or me found to deprive it so far as possible of taining the necessary financial aid to or

found to deprive it so far as possible of ob-taining the nocessary financial aid to carrs out its enterprise. For more than its pears "promised" have been made from year to year, and yet in all that time the only additional mileage built by the "system" in this state is the Eigin branch of 18 miles, the short Wendling branch in the Williametic Valley and the 40-mile branch to Condon in Eastern Oresco.

regoin We have gathered statistics covering the p

are engaged in commercial warrare to trass with ambitious rivals in distant territory, a more profitable field nearer home awaits but transportation's quickening impulae to increase it many fold. This city has sat discontented, but still patient (until patience has ceased to be a strine) as it has seen every effort made by raitroad interests to the north and south to build up commercial rivals, while noth-the man done for its particular in the set

of a very large section of our state centers and will make such portions of state merely geographically a part of

we refer to roads such as that building from Northern California to the Klamath coun-try, which will, when completed, draw the trade from this rich section to San Francisco. 2. The laws and lagi

Extensions Suggested by the Committee,

Transportation Conditions of This State,

do not criticize the

THE MORNING OREGONIAN, SATURDAY, JULY 15, 1905.

been more liberal in this respect than has the State of Oregon. So far as the Legislatures are concerned, there has been practically nothing to do from a railroad atandpoint, as the people thermaelves have not desired any laws passed which would have any tendency to prevent railroad development or the invest-ment of outside capital. Whether, this has been a wise policy or not is an open que-tion. At any rate, judging from our treat-ment, it has not been appreciated. We have no time in this report to institute compari-sons, but should any one take sufficient inter-ent to desire to see the difference between the laws of this and other states, a short reading of the structure of any of such states will at once show the difference. Therefore, ad-verse legislation has not been the cause of the neglect of this state. the neglect of this state, Taxation.

in this matter the state has been equally liberal. Without going into too many de-tails, the following comparative table will serve as an "liberation: Taxes paid per mile in four Come States for years 1901-1902:

From reports before us other comparisons show the same disparity. For the year 1909 the valuation per mile, including rolling stock, in California, Washington and Oregon, of the railroads within the state, was as follows:

Washington 7427.66 Oregon ... The year 1904 shows the average valuatio The year 1004 shows the average valuation of railroad beds in this state, including roll-ing stock, to be \$5577 per mile. The cost per mile of road of the 0. R. & N. Co. as re-ported in 1960 was \$64,560. The capital stock and bonded indebtedness of \$56,000,000, and these amounts on its books represent the cost of the property. It can be readily seen that tested by any rule, the basis of itsation on railroads in this state cannot have caused any complaint. It will therefore be apparent that it was not through lack of a productive coun-

complaint. It will therefore be apparent that it was not through lack of a productive coun-try, or because of adverse railfold legibla-tion, or because of high taxation, that addi-tional mileage has not been built in this state. This brings us, then, to the question of whether the earnings of these companies dur-ing the period mentioned would have justi-fied building extensions, and as most of the territory in question is in that of the 0. R. & N. Ca., we will take the figures of this company for illustration.

Railroad Earnings.

The net earnings of the O. R. & N. Co. by years, ending June 20, from 1894, is as set out below. To appreciate these figures, it must be known that much in the way of betterments has been charged to expense ac-rount, and that each year a very considerable sum has been charged off of certain prop-erty for depreciation. Net Earnings From Operation and Other

Sources,

1504		207,144	21/4/21		··* 3.934,1	18
1805		1,519,478	1902	******	++ 4,543,2	10
1896		884,874	11413		5,876.4	10
1897		1,949,457	1904	******	6.173.0	H
1898	******	3,019,839				-
1899		2,790,814	Tot	Al and		16
1900		3,789,926				
Contraction of the local division of the loc						

"Year of the great flood.

As there are fixed charges, chargeable against the net income, which when deducted leave the actual surplus, the table following shows the surplus over all charges, including dividends on the preferred stock from 1897 to 1904, inclusive:

1901 The credit side of the profit and loss ac-

The credit side of the profit and loss ac-count of this road now runs into millions. Remembering that this enormous amount is actual surplus, are we not justified in claim-ing that a country that produces such re-sults is entitled to transportation facilities, and that some at least of our money should be spent in this state in developing it? It is true that dividends have not been paid on the \$24,000,000 of common stock, but as the "system" owns all the stock, it would be but a transfer from one pocket to subther. but a transfer from one pocket to sucher. The mileage of this road since 1898, by years, is as follows: 1898, 1065 miles: 1890, 1065: 1900, 1083; 1901, 1093; 1902, 1112; 1903. 1900, 1093; 1904, 1123.

1005. 1900, 1003; 1901, 1003; 1902, 1112; 1903, 1123; 1904, 1123. During this period some additional mili-age was built in Washington and Idaho and the Eigin branch of 19 miles in Oregon. Notwithstanding the earnings have vasily exceeded any sums spent for extensions, by some means the bonded indebtedness has in-creased a large sum, thus perpetualing for years to come an increase in fixed charges, it might be suid this fact does not concern the public, but it does as any unnecessary addition to fixed charges, increase of stock or dobt lays the foundation for a claim to justify high charges through years to come. We have now shown the facts concerning the following features:

the following features: 1. The lack of development in this and

originally did not represent any actual in-vestment. Thereafter, the matter of the pro-posed extension to Bend, a distance of about 100 miles, was taken up. More than 16 months ago it was authoritatively amounced by Mr. Harriman in the City of Portland that the road would be extended, but noth-ing was done and at the present time, at the request of your committee, an examina-tion of the country has been made. For a long time this extension was printed on the official map of the O. R. & N. Co. as one of its proposed extensions. From all that we can learn, the proposed extension will pay as well as the line to Shaniko, if not better. Crook County, through which is would be can learn, the proposed extension will pay as well as the line to Shanko, if not better. Crook County, through which it would be built, has an area of 75% square miles. The cast of building the road will not be ex-cessive. Crook County now produces from 5,000,000 to 7,000,000 pounds of wool a year. has 2,400,000 acres of timber land outside of the forcest reserve, large herds of cattle and horses and grows cereals of all kinds when they can be marketed. The road runs through the country known generally as Agency Flains, consisting of about 150,000 acres of land and at least 400,000 acres more tributary to the road can be and are being irrigated. This section of the country is in-creasing very rapidly in population notwith-standing the adverse conditions. The committee has gathered figures as to the setimated income based on traffic under present conditions, tributary to the proposed line, which show extraordinary returns. This would be heavily discounted and it would still show a very large earning capacity and a handsome surplus every year. We could give many details respecting this country, but it has been gone over so often and is so thoroughly known, and the build-

country, but it has been gone over so often and is so thoroughly known, and the build-ing of the road recommended so often, and promised so often, that it would seem to be

promised so often, that it would seem to be unnecessary. The result of the building of this road would be to increase in population a large section very rapidly and one that is directly tributary to Portland. Furthermore, it would naturally be extended to Kiamath County, thus meeting conditions existing in that portion of the state. that portion of the state.

It has been stated that this road may be extended a matter of 50 miles to Madras on Agency Plains, leaving unserved the large and productive section to the southward. We

and productive section to the southward. We sincerely hope that the extension will be as far at least as Bend. The time has passed when there will be the slightest obligation felt by the building of roads to a well-de-veloped country, where there is nothing to do but to gather the fruits of the work of eth-ers without any participation in the labor or tisk. What is wanted is large mindedness and breadth of vision that sees beyond the immediate present. Fleids of grain and slight and orchards should not be expected when nothing could be done with them if raised, and a country should not be turned down until a community is worn out dem-onstrating to railroad officials that it is prown until a community is worn out den trating to railroad officials that it is pr

ductive. On the facts within our knowledge we feel that this road should be built to Bend and uilt at once.

Southeastern Oregon Road.

In connection with this portion of the country, in order to realize what is neces sary to be done, one must have some com prehension of the size of the state and the

cation of the present lines of railroad Oregon is a great state in natural resources and size, its area being about 100,000 square

miles. It is about 350 miles across and 300 miles or thereabouts from the north to the south line. One ratiroad line extends along

the extreme northern boundary, while the other line runs porth and south within 50 or other lite runs north and wouth within 30 of 60 miles of the coast through the Williametts. Valley. This leaves an immense area of thomands and thousands of square miles in the interior and coast regions of the state without railroad communication. The par-ficular section of the country that we refer to as Southeastern Oregon are the counties ficular section of the country that we refer to as Southeastern Oragon are the counties of Malheur, Harney, Lake, Klamath and the southern part of Grock. It is one of our objects to have this section of the state given direct means of transportation with Portland by the building of a line across the state to the Willamette Valley and running feeders north and south from the main line to open up the sections tributary to it. We have reports upon this country going as far back as 1881 and coming down to the date of this report. We are compelled to con-fine this report within reasonable limits, but would state that from all we can learn there would state that from all we can learn there would state that from all we can learn there are no engineering difficulties in the way of building this road. It would run targely through a country rich in all sorts of nat-ural resources. It has harge areas of land open to settlement, is a great stock coun-try, has an almost unlimited supply of tim-ber, and in some parts large mineral de-posits. The chief danger with which we are now threatened is the extension of the road " threatened is the extension of the road m Reno. Nevada, to Lake View and on ough Lake County, drawing the resources and business of this portion of the country to the east or California and the comple-tion of the road new practically under way from Northern California to the Klamath Country, which will have the same effect. These roads will unquestionably he built and unless something is done from this end of



Towel Racks in polished golden oak and mahoganized birch, 20 inches long, wellturned rings, brass caps and chains. Will not tear your towels.

NO MAIL OR TELEPHONE ORDERS TAKEN



tions are the same as they were when Ore-main on was first settled. Wallows County. The general descriptions we have hereto-fore given will cover this county. Its area 2080 square miles, being more than one haif the size of Connecticut or the State of the state of chean land. With a monulation it The general descriptions we have hereto-fore given will cover this county. Its area is 2650 square miles, being more than one-haif the size of Connecticut or the State of New Jersey. It has fruits, vegetables, live-stock, timber, minerals and everything that goes to make a rich and prosperous com-munity. Its climate is unusually pleasant and all that this country lacks is transportation facilities to make it one of the rich-est and most prosperous in the state.

Tillamook Road and Coast Region.

The facts in reference to the Tillamook and Nehalem section, so far as their tim-ber, dairying and other resources are con-cerned, have been exploited so after that we will not take time to enumerate them here it is the time to enumerate them here cerned, have been exploited so often that we will not take time to enumerate them here. It is sufficient to say that this section is known to contain the greatest timber belt on the American continent today. Frequent attempts have been made to build this road, but the parties in interest have muet with all sorts of discouragements, even so far as to be refused connection with other lines who claim the territory, but will not develop it. It has been stated, however, in the public press that through the operation of the "Killingsworth law," passed by the last Legislature, certain obstacles have been re-moved and that a road will now be built to Tilannock in enumection with the new line to Hillsboro. Coos and Curry Counties, as well as other coast sections, would respond just as readily in tangible results if fur-nished transportation facilities as will Tilla-mook, and the day cannot be far distant when such productive territory will receive the attention it deserves. **Riparia Cut-Off.**

As we stated in our letter to Mr. Worth-ington. "natural conditions" settled this question. The announcement of the opening of the Portage Railway was met with tho statement, which is being followed by exe-cution, of the closing of the gap between Riparia and Lewiston and the building of a railroad into the interior, which will open up a very tick country. can only come by fair dealing to all. We are willing to concede our interests are common, but on this basis we do not railroad into the interior, which will open up a very tich country. In presenting the particular features above outlined, we do not pretend to have meme state and its resources, even now but little known. We have only referred to matters that we feit should be given im-mediate attention. The extreme northern portion of our state will unquestionably re-ceive more attention from the railroad's here-after by reason of the fact that the "open river" has now made it possible for the peo-ple, through small organizations, to furnish themselves transportation facilities and we helieve that both north and south of the Co-lumbia River short branches will be con-structed to many different points.

work and agitation should never cease until they are free and navigable from the highest point of mavigation to the sea. They will be the most effectual regulators and promotors of railroad building in all territory within their influence. Any and all other railroad lines seeking entrance into the state should be encouraged in every reasonable way. It is our desire to work in harmony with all the railroad interests, but this harmony with all the railroad interests, but this harmony with all the railroad interests.

Judge Frazer will and this morning as follows: Martha M. Kunz vs. The O. R. & N.

Company, motion to strike out parts of complaint Isaac Aronson vs. Joseph Mayer et al.

motion to dissolve injunction W. N. Benedict vs. The Carrara Paint Company, motion for reference.

Charles E. Rumelin vs. The Journal Publishing Company, motion to strike out

parts of answer. W. C. Noon, Jr. et al. vs. H. H. Clark, demurrer to amended complaint Judge Sears will decide the following

cases this morning at 16 o'clock; Phil Neis vs. Joe Kablott and Oregon Round Lumber Company vs L. L. Paul-

AT THE THEATERS

What the Press Agents Say.

SPECIAL FRAWLEY MATINEE Favorite Actor in "Ranson's Folly

at the Marquam Today.

This afternoon at the Marquam Grand lieuter, on Morrison street, between Theater, on Morrison street, between Sixth and Seventh. A special ladies' and children's matinee will be given at 2:30 o'clock when T. Daniel Frawley and his excellent company, in Richard Harding Davis' romantic comedy-drama, "Ranson's Folly," will be the bill. Mr. Frawley and his clever players have played two per-formances to crowded houses. The play is exceptionally good-by far the best Mr. Davis hus ever written. The last per-formance will be given tonight at 5:30 oldood

A "FOOL" MATINEE TODAY.

The Belasco Forces Will Give Two

Performances Today.

Just four left. Four performances of litors. Willie Collier's and Eugene Ormonde's big hit, "A Fool and His Money." remain out of the greatest run in the history

the Belasco Next Week.

The next offering of the Belasco stock ompany, commencing Monday night, will s "The Prisoner of Zenda," the most opular play of the past decade. It is a play which appeals to all classes and represents the highest type of play-making. Eugene Ormonde and Lucia they are admirably suited and which they have acted in the largest cities in the country. Elaborate and beautiful scener and beautiful costumes are now being built for the production.

Kolb and Dill in Musical Burlesque

ditions dissimilar from those of electric lines, and that steam cars cannot be run so often as electric because of the higher expense of operation. Had the gas car been successful, it would have been

cept as instructed by the executive in New York, Neither run continuously. The new gasoline cars which are to be sent here from Omaha will have perhaps 200 horsepower, whereas the present one has but 50. They will each seat 55 or 60 persons. Owing to the small power of the car now here, it cannot pull a trailer over the heavy grades of Fourth street, and for its successful operation a trailer is essary, because the car has seats for only 22 persons. The train proposed by the Southern Pa-

cific would leave Forest Grove shortly after noon, and would return from Port-land at 9 P. M., or thereabouts. Washington County now has two trains daily running each way to and from Portland. on the Fourth-street line, one in the morning and one in the evening, and one train daily on the Oswego line, leaving Portland in the evening and arriving in the moring.

OFF TO CLIMB RAINIER Members of Three Clubs Will Ex-

plore Its Fastnesses,

A party of a hundred or more mountainclimbing enthusiasts, representing the Si-erra Club, of California; the Appalachian Club, of Boston, and the local Mazamas, were treated to a pleasant little side trip as a preliminary to the journey to Mount Rainier, when they embarked yesterday morning on the steamer lone for an ex-cursion up the Columbia, where they vis-tied Cascade Locks, Oneonta Gorge and Multnomah Falls.

Those who were fortunate enough to compose the party were enthusiastic over the grandeur of the scenery of the river, and the disting mountaineers were lavish in their praise of the local club, under whose auspices the excursion was given. A considerable portion of the day was spent at Multnomah Falls, the beauties of which were greatly admired by the vis-

On the return trip the party was enterremain history of Boston, who displayed many interesting out of the greatest run in the history of the Belasco Theater. Matinees today and tomorrow, with performances on each of the two evenings. This is un-doubtedly the most successful bill yet presented at the Belasco, and no theater-goer should miss seeing it. A rollicking farce, every line and situation of which contains a good, clean laugh. The fun-niest play now on the stage was never acted better.

The entire party, composed of more than "THE PRISONER OF ZENDA." Anthony Hope's Romantic Drama at ford this moning and proceed on foot to Paradise Valley, where they will make their headquarters while exploring gla-clers and capturing the peak. The party

intends to spend two weeks on the trip, and, as there are many scientific men of note among them, some interesting geo-logical results may be accomplished.

Moore each have great roles to which DAY BOAT FOR ASTORIA

Close Connections for Ocean Beaches Steamer Luritne leaves Taylor-street dock at 7 A. M. dally, except Sunday, for

The laws and legislative conditions, ent and taxation

We do not criticize the boards of directory of the companies in this state, although under the law they form the governing body of the corporation, as it is well known that they initiate no policies, assume no control over the management and exercise no power ex-

 Assessment and taxation.
 Earnings.
 Mileage added in the last ten years.
 That new roads pay.
 And we believe we have now made a case in which we could confidently rest before basis or making solution. the bar of public opinion. There yet remains the pleasurable task of

demonstrating that we are justified by the facts in asking that the particular exten-sions mentioned, and more, should be built

rept as inscrucied by the executive committee in New York. Neither do we intend to re-flect upon the officials directly in charge of the property in this state, as they must do as directed by their superiors. We do feel, however, that differences of opinion between officials on the ground have to some extent prevented railway extendion. The vice of the management in the past lies in the fact that they have seemed to expect a fully de-veloped country in advance of the rail/10ad. In this state exactly the opposite course has been pursued to that adopted with such suc-cess by James J. Hill in the building of the Great Northern. It would have some effect in tending to make the management in this state more aggressive in the future. sions mentioned, and more, should be built and built at once. It is not out of place to state here that for some reason every extension of railroads, branch or otherwise. In this state has been brought about only after either a bitter "outside" or "inside" fight. For some rea-"outside" or "inside" fight. For some rea-son, if an extension was recommended, there was always someone "inside" or "out-side" to "knock" it. Adverse reports would be thick as leaves in Vallambross and were kept on file to be drawn on as required. As branches or independent lines paid when, built, it might be suggested, why should not local or other capital invest in these enter-prises. This has been done and will be done more, but the roads we are especially direct-ing attention to are almost necessarily parts of the O. R. & N. Co.'s system, should be built of it and in the very nature of things On April 4, 1905, the committee took up directly with E. A. Worthington, then gen-eral manager of the O. R. & N. Co., and Southern Pacific Raitway lines in Oregon, the matter of obtaining additional transportation facilities. The following particular extensions were suggested: built by it and in the very nature of things could be operated more economically and satisfactorily by it than as independent lines. We will take up the one nearest home.

Shaniko to Bend,

matter of obtaining additional transportation facilities. The following particular extensions were suggested: A road from some point in the Williametie Valley to Southeastern Oregon and adjacent territory; a road from Portland or vicinity to Tillamook; an extension of the road from Eigh to the Wallowa country. The committee further stated as follows: "We do not take up the Riparia cut-off to Lewiston, as we feel natural conditions will make the building of this road eventually a neccessity. Neither do we wish to be under-stood by particulariting certain extensions as above set out, to be conceding that these are the only extendion necessary for the develop-ment of this state, but all cannot be done at once, and we existing that these are the only extendions they are of the most im-mediate importance." A tabout the same time the committee took pis with E. E. Lytie, provident of the Colum-bia with E. E. Lytie, provident of the colum-of that road from Shaniko to Hend. We now delive to automit in a more definite manner our reasons for making these requests. Many of the facts in reference to this road Many of the facts in reference to this road are known to those interested in the sub-ject. It is not generally known, however, that the building of that portion of the road-now in operation was recommended years age by Chief Engineer Kennedy, than whom no more conservative locator or engineer is in this country today. In 1802 in a letter recommending the building of the road from Biggs to Wasco and beyond, he used the following ianguage: wing language:

Transportation Conditions of This State.
 For a period of more than ten years from 1804 to 1904, being the period we have taken to believe that within a few years in difference of the to believe that within a few years in difference of the tangend time taken to believe that within a few years in the state of the security tributatory will be country tributary with he transportation in this state. In 1994, there were 1982 miles of railway with be result of the Southern from Biggs to Shankho, the Sumpter Valley Road from Eaker City to Sumpter, and other should it and the result of the souther from the State of Chargon having built any additional miles, unless it be the should it. Shankho, a distance to the souther from the State of Washington and other shout it reserved apparently more free the south in the State of Washington and that state has almeet one-this to the result of the transportation facilities and the state. In 1990 Washington has increased to State. In 1990 Washington the legislative conditions and form the state bas almeet of the state. The same text to that the state of Washington and the state of Washington may having built any additional miles, contained the difference were commended the building of the population being 1614 miles more than forewas to the state of the state to Washington and the state bas almeet one-this or the state of the population facilities and form the state for any actual investment: Its bond issue \$700, ool of ally built the read, but if received apparently more strate of the read to State of the population facilities and form the state bas almeet one-thing the state of the state the state of the state of the state of the state of the state

built for the production.
at the Marquam.
Beginning next Monday night, July 17,
bet

unless something is done from this end of the line to meet the conditions, that trade will irrevocably be lost to this end of the state. The fact that these roads are to be built furnishes sufficient proof of our state-ments as to the resources of the country. It should be apparent to anyone that if this state has even a percentage of the natural resources and capabilities with which it is credited by the railroad companies them-seives, that it is simply ridfculous to assume that one line on the extreme north side of the state could by any possibility furnish transportation facilities for the interior. In fact we believe that before many years there will not only be the line we now rec-ommend, but others across the state, as this The fact that these roads are to be state there will not only be the line we now rec-ommend, but others across the state, as this region is so vast that one or two lines could not serve it. Moreover, it is in this section that the large increase in population in this state must come in the immediate future. To give some idea of the magnitude of this section we would state that the area of the four counties mentioned is about 40.000 nection we would state that the area of the four counties mentioned is about 40,000 square miles, which is an empire in itself. For instance, Matheur County has 9184 square miles; Lake County, 7874 square miles; Crook County, 7156 square miles. In these counties the transportation condi-in these counties the transportation condi-

mon, but on this basis we do not wish to carry all the burdens and receive none of the benefits. Chief Engineer Kennedy's statement is as apt today as when peuned nearly 14 years ago. He said: 'Within a few years after adequate transportation fa-cilities are provided, all the country tribu-tary will be occupied and developed." and this statement is abundantly justified, not only by our own experience, but that of many states west of the Great Lakes. This only by our own experience, but th many states west of the Great Lakes This has been the policy of the 'Hilf' and Cana-dian lines which is drawing immigrants in great numbers to the lands tributary to these roads.

acres of cheap lands. With a population in the state of 1,500,00 this city would have

the state of 1,500,00 this city motor of peo-500,000 inhabitants and this number of peo-ple would mean only about 15 to the square

500,000 inhabitants and this number of peo-ple would mean only about 15 to the square mile. With the possibilities of commerce with the terming millions of Asia, and the development of our own country, one can set some idea of the character of city that will be built here in the future. We could enlarge on this subject until our report would be unreasonably long. We therefore content curselves with submitting the fors-coing facts for your consideration and the

going facts for your consideration and the

In general we would say that we should within certain limits rely upon ourselves, and

aid in every possible way the development

of natural means of transportation. The

use of the waterways of transportation. The ever he promoted and every encouragement given their improvement and use. They are the key to the transportation situation to a vast portion of this country. Portland above all other places should ald every effort in their behalf from Lewiston and the Okano-gan and from Eugene to the sea, and the

the key tion of this country. Portland above all other places should ald every effort in their behalf from Lewiston and the Okano-gan and from Eugene to the sea; and the work and agitation should never cease until work and agitation should never cease until

Recommendatio

following

L. A. LEWIS, HENRY HAHN, T. D. HONEYMAN, A. H. DEVERS, EDWARD NEWBEGIN,

Hazelnut Ice Cream Tomorrow

Hazelwood's Special Hazelnut Ice Cream is made of rich, meaty, fresh filberts, and with ice cream specially flavored to blend with and help bring out the flavor of the nut.

It's the same price delivered to your home as plain ice cream. Order in brick or bulk. Gallon, \$1.50; half gallon, \$1.00; quart, 60c.

We've added two more wagons to our retail delivery force, and aim to deliver just at the time you want it.



Biggs to wasco and beyond, he dead the following ianguage: "Of course until railroad facilities are fur-nished much of the territory must lie fallow, as the excessive haul by wagon and present transportation facilities preclude the possi-bility of successful cultivation, but my ex-perience on the many branch lines of the Northern Pacific Railway, which I have con-structed during the past 12 years in differ-ent parts of Oregon, Washington and Idaho, leads me to believe that within a few years after adequate transportation facilities are provided, all the country tributary will be occupied and developed. In past years I have more than once recommanded the con-struction of this line to the management of