

## BASCULE BRIDGE IS NOT POSSIBLE

### Conclusion of Portland Committee.

## SWING DRAW IS THE THING

### Inspect Every Type in Big Cities of the East.

## OBSTACLES ARE TOO GREAT

### Engineers Point Out Radical Differences Between Chicago and Willamette Rivers, Which Make Swing Draw Necessary.

CHICAGO, Feb. 13.—"We came East strongly in favor of a bascule bridge for the Willamette River, but after inspecting structures in New York, Pittsburg, Chicago and other cities where difficult problems have been worked out, we are returning to Portland satisfied that there are insuperable obstacles to the success of a bascule bridge over the Willamette, and that a swing bridge is the only practicable solution."

While not voicing these sentiments in words, as it would not be betting to give out its conclusions in advance of a formal report to the Port of Portland Commission, the special Portland bridge committee, composed of John Driscoll, Captain A. L. Pease and Engineer J. B. C. Lockwood, nevertheless is on its way home, impressed that this is the net result of its investigation at various cities and conferences with famous engineers. The committee expects to arrive in Portland Thursday afternoon at 5 o'clock, and will make its formal report to the Port of Portland Commission next Monday.

### Swing Bridge is Only Thing.

While it is not definitely known just what the report will contain, diligent inquiry here among prominent engineers and city officials, with whom the committee is known to have consulted, makes it almost certain that a swing bridge will be recommended for the Portland & Seattle Railroad across the Willamette River below Portland.

"The swing bridge on a center pier with a wide channel on each side is the only practical method of building a bridge at this point," said Consulting Engineer Ralph Modjeski, of the Portland & Seattle Railroad, who is also chief engineer in charge of the construction of the new Vancouver bridge.

### Objections to the Bascule.

"The bascule style of structure, favored at first by some of the members of the Commission, would prove too expensive to operate and too difficult to maintain, and is entirely unnecessary. The bascule bridges across the drainage canal in Chicago swing from piers built on the banks of the channel, while at Portland the arms of a bascule bridge would have to rest on piers built in the middle of the river. Complicated machinery would have to be installed on each pier, requiring two sets of engineers or operators to run it. Another objection to the bascule is that it gives but one opening. Big ocean vessels could not easily pass each other.

"By constructing a swing bridge resting on a center pier, two fleets of vessels could pass through at the same time, thus avoiding delay. In making repairs to the swing bridge, if, for example, anything should happen to the machinery, the bridge could be swung by hand-power. If the machinery of a bascule bridge got out of order, navigation and railroad traffic would be seriously interfered with, because machinery is necessary to move the structure. If the Commission decides to recommend the building of a swing bridge, the length of the span will probably be 462 feet, the same as is called for in the plans of the Vancouver bridge over the Columbia River."

### Saw All Varieties in Chicago.

Engineer of Bridges Alexander von Babo, who accompanied the members of the committee on their tour of inspection in this city, agreed with the views of Mr. Modjeski. He said:

"The Portland committee spent one whole day making a critical examination of Chicago's bridges. Its members were shown the various types which span the north and south branches of the river, as well as those of the drainage canal. Among these types are the Scherzer, the Page, the bascule trunnion and the ordinary swing variety. The committee spent considerable time in inspecting the one at North Western avenue, constructed by the city and recently finished. It is a bascule trunnion design and its length is 365 feet between the centers of the trunnions. While the members of the committee seemed generally disposed to favor this style of bridge at one time, I am quite sure that it will not be recommended for use at Portland. Mr. Modjeski has plans for a swing bridge already drawn up in his office. These plans were carefully gone over by the different members of the committee, and in all likelihood will be adopted. There will be three spans to the Portland bridge, varying in length from 180 to 375 feet, on which there will be a double-track railroad."

On its tour of inspection in this city, the committee was accompanied by Mr. Modjeski; C. H. Darr, engineer of the sanitary district; R. B. Carter, consulting mechanical engineer of the city; Al-

## HADLEY HAS CLEAR CASE

### Gets Evidence of Standard Oil Monopoly Agreement.

DES MOINES, Feb. 12.—Attorney-General Herbert S. Hadley, of Missouri, arrived today to take depositions on alleged unfair competition in the sale of oil by the Standard Oil Company in Iowa.

With the taking of the testimony of Frank R. Northrup and F. E. Lyman, of Des Moines, former Standard Oil Company employees, Mr. Hadley announced he had made out a case against the company in Missouri and expects to get a decision ousting the company from doing business in that state.

Mr. Hadley asserted he had positive evidence that the Standard Oil, the Waters-Pierce and the Republic Oil Companies had formed a combination and divided the territory in Missouri among them.

F. R. Northrup, formerly agent of the Schofield, Shurmer & Teagle Oil Company of Cleveland, St. Louis, said he had oral instructions from the Republic Oil Company after it had absorbed the Schofield Company and the Cleveland Refining Company to enter territory of either the Waters-Pierce Company or the Standard Oil Company in Missouri, but not to relax the fight upon the independent companies.

Letters also instructed him to follow the price of the Waters-Pierce Company. Mr. Northrup testified that he was always given one or two days advance notice of price changes of the Waters-Pierce Company.

Northrup testified that he received his personal instructions as to non-competition with the Standard Oil Company from Walter Teagle. He said that he received letters from the Republic Oil Company that it had been absorbed by the Standard Oil Company.

"Have you any more letters belonging to the company which you appropriated from the Standard Oil Company?" asked Hadley.

"None of your business," was the hot retort.

Mr. Northrup was manager of the Republic Oil Company in St. Louis in June, 1901, when the Republic Company was organized.

F. E. Lyman, of Des Moines, testified that as traveling agent of the Standard Oil Company he had been given instructions to turn orders from the Waters-Pierce customers to agents of that company.

### AWAITS MISSOURI DECISION.

## HADLEY SECURES DELAY IN PROCEEDINGS

### In New York.

NEW YORK, Feb. 12.—When the taking of testimony before a commissioner in the case of the State of Missouri against the Standard Oil Company of Indiana, the Waters-Pierce Oil Company and the Republic Oil Company, to oust the companies from the State of Missouri, on the grounds of illegal combination, was resumed in this city today, one witness only was examined. He was a process-server and was introduced by the lawyers acting for Attorney-General Hadley, of Missouri, simply to secure adjournment of the proceedings. He testified that he had been called to court on the afternoon of Feb. 11, and then until tomorrow morning at 10 o'clock.

The purpose of the delay was to await the decision of the Supreme Court of Missouri on the question whether certain questions must be answered.

## CANNOT HELP T. W. LAWSON

### La Follette Too Busy to Bother With His Proxies.

WASHINGTON, Feb. 12.—Senator La Follette has declined the invitation extended by Thomas W. Lawson to become a member of the committee to vote the proxies of a number of policy-holders of two of the life-insurance companies of New York at their meetings this year. The senator found it impossible to undertake the work because of the pressure of public business.

### Jerome and Cleveland Confer.

NEW YORK, Feb. 12.—District Attorney Jerome had a talk lasting an hour and a half with Grover Cleveland today. He declared that they had not discussed insurance, but would not reveal the nature of the conversation.

### Vesuvius Spreads Destruction.

NAPLES, Feb. 12.—Mount Vesuvius' eruption is assuming alarming proportions. The funicular railway track has been damaged at six points, and the principal station is threatened with destruction. An effort is being made to save the station by the construction of a thick wall of masonry reinforced by bankings of sand. Streams of lava are flowing with considerable rapidity, destroying everything in their course. The authorities are taking precautions to prevent loss of life.

### A CANDIDATE AT EIGHTY-FIVE.

Senator E. W. Pettus of Alabama. Senator E. W. Pettus of Alabama has authorized the announcement that he is a candidate for re-election. Senator Pettus was born in 1821, went to California in 1848, returned to Alabama in 1851, has held various offices of trust in Alabama and has been in the United States Senate since 1867. His term does not expire until 1909, so that he will be 88 years old if he should succeed himself and he has the term full.

## HILL HOLDS TOP HAND AT SEATTLE

### Harriman Has a Difficult Problem to Reach His High-Priced Depot Site.

## ST. PAUL STEALS A MARCH

### Tidelands for Terminals Were Secured at Reasonable Figures Before Union Pacific Magnate Awoke to the Situation.

SEATTLE, Wash., Feb. 12.—(Special Correspondence.)—Harriman has "declared his intentions" regarding Seattle, and, after weeks of secret warfare and dickering, has come into the open. At a meeting of the City Council tonight, by request of the Union Pacific local counsel, John F. Hartman, Councilman Muller introduced an ordinance asking a franchise for the Washington Northern, a Harriman line, to lay tracks around the entire waterfront of Seattle and thence on to Smith's Cove and Ballard.

Harriman asks to come in from the Duwamish Valley, along Whatumo avenue, where the other roads have already asked for franchises, and thence up Railroad avenue and Seventeenth avenue, west to Smith's Cove, Salmon Bay and Ballard. He thus spans the whole city.

This is a comparatively simple problem, since all roads have left it open to add new tracks up Whatumo avenue. But Hill's tidelands intervene between the country and the Harriman passenger depot. To reach this depot is the most difficult problem that confronts Harriman, and will probably result in a fight between him and Hill. The latter owns property which Harriman needs to reach the depot, and who will win the contest over the final disposition of the property remains to be seen.

### Harriman Has a Fight Ahead.

In view of the great activity and heavy real estate purchases made by the Harriman agents, the official petition for a franchise did not create very much surprise. Mr. Harriman will undoubtedly get into Seattle, but in view of the entertainment that he has been affording Mr. Hill and the north-hill road, not to mention the Peninsula fight, he will find considerable work cut out for him before his petition is granted. Mr. Hill has a number of friends in the Council, and some of them may be a little slow in recognizing the merits of the proposal.

The application for this franchise is the culmination of a protracted period of highly sensational skirmishing for desirable located tidelands that could be used for terminal purposes. Indubitably stamped on the minds of every citizen is some great event in the history of his town or city. Up here at Seattle a few of the oldest old-timers raise their yawns back to the period when the townsite was shelled by a Government vessel for the purpose of throwing terror into the Indians.

Coming farther down toward modern times, the less ancient old-timers use the big fire of 1859 as a point from which to mark time. There are several thousand Seattleites who were not here during the Indian fighting era or even when the big fire advertised Seattle. These late arrivals, however, have been provided with an event which will be admirably as a period from which to date all future commercial and social events.

### Agents Force Up Prices.

Nineteen hundred and six will go down in Seattle history as the year of the tideland boom, and nothing like it has ever before been witnessed in the West. Since a short time before New Year's Harriman railroad interests have paid out in Seattle approximately \$2,490,000 for approximately \$300,000 worth of tidelands. "Coal Oil Johnny," in his wildest bursts of extravagance, never threw his money around with such prodigal recklessness as has been displayed by the Harriman real estate buyers, who have secured a considerable amount of tidelands at almost fabulous prices.

The Chicago, Milwaukee & St. Paul, which has completed a deal by which it will enter Seattle over the tracks of the Columbia & Puget Sound Railroad, began picking up Seattle tideland nearly two years ago. Negotiations were conducted so quietly that there was no undue inflation of values until practically everything needed had been secured.

Mr. Harriman's men were less cautious. They did not go out with a brass band and banners advertising publicly that they were in the market for tidelands at any old price, but they gave the matter so much publicity that there was an advance of from 60 to 200 per cent before the first deal was signed, and the figures have been steadily increasing since.

### St. Paul People in Good Shape.

"They raised us clear out of the game as soon as they butted in," says a St. Paul man, in discussing the matter to-day. "We did not get quite all that we wanted, but we can get the rest by condemnation proceedings for less than half the figures that are now asked."

By a trackage and terminal ground lease with the Columbia & Puget Sound road, the St. Paul is now pretty well fixed for a grand entry. The terms by which it secured entrance over rails already laid were \$20,000 per year, included in the lease being use of two large docks. These facilities, together with the \$1,000,000 worth of tidelands already purchased, will give the new road very good facilities for business.

Mr. Harriman is generally regarded as

supplying the materials for obstructions which are being placed in the way of the St. Paul in its efforts to secure a franchise over certain streets. This opposition is mild and inexpensive when compared with that which he must put up in order to make an impression on Mr. Hill.

### Site for Prospective Tunnel.

Within less than 200 feet of the south entrance of the Great Northern tunnel Mr. Harriman's "Coal-Oil Johnnies" have paid \$175,000 for a lot 125 by 125 feet, and have bid \$200,000 for a similar-sized tract adjoining the one purchased.

In the entrance became unduly excited, and yet in spite of all the money that is being spent there is still a lurking suspicion that it is a game of bluff put up by Mr. Harriman for the purpose of forcing Mr. Hill to terms which will add the O. R. & N. to Seattle without the necessity of building another deal. Of course, if this is a bluff, and should be called by Mr. Hill, there would hardly be a weakening on the part of Mr. Harriman, for he is ready to back up his bluff, or will be when he gets the franchise he seeks.

### HARRIMAN BLOCKS ST. PAUL

### Seattle City Engineer a Close Friend of Union Pacific Attorney.

SEATTLE, Wash., Feb. 12.—(Special.)—Officials of the Chicago, Milwaukee & St. Paul Railroad are beginning to believe their application for a franchise in Seattle is being blocked by Harriman interests. Men close enough to those officials to speak with authority point out the indications of Harriman activity to prevent an early settlement of the franchise fight unless the Harriman interests are fully protected.

John P. Hartman is the Union Pacific attorney in Seattle. He has several times appeared before the corporation's committee to oppose a grant to the St. Paul Railroad over Colorado street, claiming to represent property interests that would be affected by the road. City Engineer Thomson, who is a close personal friend of Hartman, is thoroughly familiar with all of Hartman's objections, and if there is a man in Seattle to whom the Union Pacific franchise desires have been authorized it is believed that Thomson is that person.

The strenuous objection of the City Engineer to granting an application for franchises on Whatumo avenue, and his rejection of the North Coast applications altogether, fit in with these theories. The City Engineer's backing is a great deal of help to the city. He is not for the fact that the City Engineer dominates the Council in franchise matters his attitude would not be so important. But the engineer is a great deal of a man in such matters. At the first meeting of the St. Paul officials had with the corporation committee the City Engineer announced a policy that the St. Paul should not be allowed to enter the city unless the Council away from this announcement. Apparently it was made by the City Engineer in an off-hand way by way of opinion, but it was law to the Councilmen.

It is not clear that the Harriman line has anything at stake on Colorado street, but the turmoil over that franchise has been an essential in the Harriman campaign here. The St. Paul franchise cannot go through for another week or two, and it may be that time the Harriman interests will be ready to speak.

On Whatumo avenue the franchises agreed upon by the Hill lines and the St. Paul leave room for at least one more road. But four tracks on a 250-foot street are granted. As soon as this was agreed upon, all efforts at blocking the Whatumo avenue grant were stopped by the City Engineer and the St. Paul franchise held up on technicalities involving the passenger and freight depot tracks. These were straightened out by the city strip in front of the passenger station for cab stands.

That the Harriman purchases here are pretty nearly, if not quite completed is fully believed in railroad circles. It is stated positively that the orders to buy were all placed by J. R. Corwell, the St. Paul agent, and that he has since several weeks ago and was almost the entire time the guest of F. K. Struve, Jacob Furth and N. H. Latimer, the three men who bought in large lots for the Union Pacific. Corwell is of a San Francisco law firm close to Southern Pacific interests.

## BOMB IN SOLDIER'S BOX

### Expressman Badly Injured While Conveying to Transport Meade.

SAN FRANCISCO, Feb. 12.—The Post office here today reported that an expressman, has been seriously injured by a mysterious explosion and is now in a hospital.

It alleged that Laughran went to the Santa Fe Railroad sheds last Saturday morning to get a box belonging to Company B of the Second United States Infantry, and convey it to the transport Meade, which was about to sail. He accidentally dropped the box, the contents of which immediately exploded, wounding the expressman and rendering him unconscious.

The box is declared to have been similar to one which previously had been placed on the Meade in the section of the hold where the fatal fire occurred. The contents of which remains a mystery. Both boxes were said to contain personal effects of the officers of Company B.

Major Devol, chief of the transport service, admitted today that the "box" supposed to contain the supplies, had exploded at the freight sheds. He said that he had appointed a commission of officers to investigate the matter, but declined to express an opinion regarding the cause of the accident until a full report had been made.

### Chinese Troops for Manchuria.

PEKIN, Feb. 12.—Yuan Shi Kai, the commander of the Chinese forces, is preparing to send a division of his troops from Paoing to Manchuria, to maintain order in place of the Japanese, which are withdrawing from there.

## JOHN A. McCALL IS NEAR DEATH

### Hope of His Recovery Given Up and He Takes Last Catholic Sacraments.

## MAY LIVE FEW MORE DAYS

### Disease of Liver and Kidneys Aggravated by Worry of Life Insurance Exposures—Sinking Spell Causes Alarm.

NEW YORK, Feb. 12.—The last rites of the Roman Catholic Church were administered today to John A. McCall, president of the New York Life Insurance Company, at Lakewood, N. J., where he has been seriously ill for some time. Father Healy, of the Church of Our Lady of the Lake, which the McCall family has attended whenever at Lakewood, officiated.

Mr. McCall had had a sinking spell, and the doctors had been hastily called. His condition was such that his family was advised to be prepared for the worst. Subsequently Mr. McCall rallied somewhat, but his condition remains critical.

Besides Mrs. McCall there are now in constant attendance three physicians and three nurses. Dr. F. G. Janeway and Dr. John Vanderpool, of New York, have been called in consultation.

Other members of Mr. McCall's family were summoned to Lakewood this afternoon. John C. McCall went yesterday. It is understood that Mr. McCall is suffering from liver complaint. The disease has progressed with great rapidity, and Mr. McCall has lost at least 40 pounds in the last three weeks.

### MAY LIVE THREE MORE DAYS.

Disease of Liver and Kidneys Makes Case Hopeless.

LAKEWOOD, N. J., Feb. 12.—(Special.)—Physicians who are in attendance on John A. McCall, ex-president of the New York Life Insurance Company, tonight said that he might live two days, possibly three. At a late hour tonight he was resting more comfortably than was the case during the greater part of the day.

Mr. McCall has been a very ill man at times, ever since he was stricken on December 26 last, but alarming symptoms did not develop until Monday. He had a bad attack on Thursday last, but on Sunday had partly regained what he had lost.

Monday his condition was so critical that Dr. Charles L. Landley, the Lakewood physician who has been attending him, thought it advisable to consult with others. Dr. E. G. Janeway, the New York specialist, and Dr. John Vanderpool, Mr. McCall's family physician, were summoned.

The malady from which Mr. McCall first suffered was congestion of the liver, but within the last week, it is said, an acute and incurable disease of the kidneys has developed, with the result that the physicians have abandoned hope.

### CONTENTS TODAY'S PAPER

The Weather.	Page 1.
YESTERDAY'S—Maximum temperature, 45 deg.; minimum, 28. Precipitation, none. TODAY'S—Rain, southeasterly winds.	Page 1.
Foreign.	Page 2.
Ambassador White ready to solve Moroccan problem.	Page 2.
China in ferment against foreigners and training for war.	Page 4.
King Christian's body sent by hosts of his subjects.	Page 5.
Countess de Castellane making financial deal for divorce.	Page 5.
National.	Page 6.
Fulton asks \$400,000 for Columbia jetty.	Page 6.
Senate committee may be tied on rate bill.	Page 6.
House debates fortification bill.	Page 7.
Ship subsidy bill under fire.	Page 7.
La Follette exposes scheme to defraud Indiana.	Page 7.
Coal operators cry for relief from monopoly stifled in House.	Page 7.
Politics.	Page 8.
Woman suffrage convention ends.	Page 8.
Domestic.	Page 9.
Hadley gets clear case against Standard Oil Company.	Page 9.
Anthracite miners and operators ready for conference.	Page 9.
Port Commission's committee decides against bascule bridge.	Page 9.
Hetic's mines transferred to Amalgamated.	Page 9.
John A. McCall at point of death.	Page 9.
Sport.	Page 10.
Multnomah Club elects board of directors.	Page 10.
Commercial and Marine.	Page 11.
No Oriental demand yet for flour.	Page 11.
More activity in wool at Boston.	Page 11.
Dairy produce advances at San Francisco.	Page 11.
Copper stocks advance at New York.	Page 11.
Chicago wheat market weak with narrow range.	Page 11.
Chief engineer of Srebatoe H. Williams admits that firemen have feared explosion of steam pipes for some time; arrangements will be made for immediate repairs.	Page 14.
Steamer Texan in dangerous condition at Honolulu.	Page 14.
Portland and Vicinity.	Page 15.
Merchants feel sure that Roanoke will be put on the Portland-Alaska run.	Page 15.
List of fatalities in East Side fire increased to five.	Page 15.
D. C. Kelly's trial for the murder of Thomas Flemming progresses.	Page 15.
Prosecution against Richards ceases.	Page 15.
Dan's record in the Municipal Court.	Page 15.
Concordia Club gives an elaborate entertainment.	Page 15.
Is the Oregon Coast & Eastern a paper railroad?	Page 15.
Get-Together: Club held a banquet.	Page 15.

has been subjected as a result of his enforced retirement from the head of the New York Life, following the exposure brought about by the Armstrong committee, has contributed largely to the physical break-down which now imperils his life.

## IN GRIP OF MONOPOLY

### COAL OPERATORS' APPEAL TO HOUSE STIFLED.

### Independents at Mercy of Pennsylvania Railroad, Which Controls the Mines and Dictates to Trade.

WASHINGTON, Feb. 12.—Representative Gillespie made two unsuccessful attempts in the House today to obtain consent to have included in the House records a letter from the Bituminous Coal Trades League of Pennsylvania, denouncing the alleged combination of coal-carrying railroads to control and regulate the output of coal in the United States. Both times Representative Payne of New York, the Republican floor leader, objected, and Gillespie finally abandoned the effort.

The letter, which is referred to as a petition for relief, was prepared by Frank G. Drane, Secretary of the Bituminous Coal Trades League of Pennsylvania. Mr. Drane calls attention to Mr. Gillespie's resolution and the threatening strike of hard and soft coal miners, and claims there has existed for a long time a combination of the Pennsylvania Railroad with the anthracite and bituminous coal mining companies and shippers to stifle all competition in violation of the anti-trust laws.

Mr. Drane says it is unfortunately true that not one of his associates in the Bituminous League would be able to give sworn testimony before an investigating committee of Congress, "as we have never been able to get evidence sufficient strong to enter a suit at law, nor have we been able to get the independent operators united so as to test the Elkins law, many fearing the consequences the Pennsylvania Railroad officials know so well how to inflict on any operator who dare complain."

He recites the grievances to which the independent operators are subjected through alleged discrimination particularly the soft coal operators in Pennsylvania, West Virginia and Maryland, and says the independents are helpless. The letter says that the Pennsylvania Railroad has established rules that only certain markets can be supplied by one region, and that the private cars of the soft coal trust have unlimited choice of market to ship coal in accordance to the demand therefor.

## JIMINEZ STARTS A REVOLT

### His Partisans Capture Town and Aim to Prevent Election.

CAPE HAYTIEN, Hayti, Feb. 12.—A messenger who arrived here today from Monte Christi, in the northern part of the Republic of Santo Domingo, reports that a revolutionary movement has broken out at Monte Christi. General Nency, at the head of a numerous body of troops, has attacked and captured the town of Dajabon, on the frontier of Hayti.

Nency is a devoted partisan of General Jiminez, former President of Santo Domingo, and it is generally believed that the movement is in favor of Jiminez, and that its object is to prevent the government from holding the approaching elections.

### Outbreak Not Dangerous.

WASHINGTON, Feb. 12.—Secretary Root, before going to the Cabinet meeting today, received from the Navy Department a cablegram from Commander Sutherland, from Monte Christi, to this effect:

"There is an insurrection; small force at Dajabon, 24 miles south of Monte Christi."

### Caceres Will Not Resign.

NEW YORK, Feb. 12.—A cable dispatch to the Herald from Santo Domingo says: Yielding to the solicitations of his friends, General Caceres yesterday promised to withhold his resignation, which he had intended to offer on the opening day of the session of the Chamber of Deputies. It is likely that he will retain office until the United States treaty is ratified, providing he finds that there will be no delay in bringing up the measure.

## JOHN D. ROCKEFELLER DROPS OUT OF SIGHT

A very brief investigation sufficed to show that, far from discouraging the "paper railroad," the transportation committee through J. N. Teal, its attorney, had absolutely committed itself to the Wilsey project and was tied hand and foot by a letter of indorsement signed by Mr. Teal and delivered to Mr. Wilsey and his associates, presumably for use in backing up their appeal to the people of Northwestern Oregon for land and money to float their railroad scheme.

Inasmuch as the transportation committee is to all intents and purposes an independent commercial body, only nominally appointed by the President of the Chamber and not responsible to him or to the Board of Trustees for its acts, the discovery did not create any particular surprise. It was only when members of the Chamber who were friendly to Mr. Lytle and his railroad plan learned that Mr. Teal's letter was being construed by the rural press as an indorsement of the Wilsey scheme by the Chamber itself that they began to sit up and take notice.

It might be explained that up to a comparatively recent time the transportation committee of the Chamber of Commerce was an independent business men's organization, called the Portland Transportation Committee. Years after its organization it voted to annex itself to the Chamber of Commerce in order to facilitate its operations, but in so doing it expressly reserved the right to independent action, which it still asserts at all times.

### Chamber of Commerce Bound.

For this reason the members of the Chamber of Commerce who were looking into the matter had no criticism to make of the committee's action, so long as it did not bind the Chamber itself. But such it was conclusively learned, was the effect which Mr. Teal's letter was having in the western part of the state, and as a result there are things doing in the way of emphatic denial.

Possibly Mr. Lytle's friends in the Chamber would not be so emphatic in

## IS THIS PROJECT A PAPER RAILROAD

### Oregon Coast & Eastern Arouses Question

## DEMANDS LAND AND SUBSIDIES

### Claims Backing of Millionaires Who Have No Rating.

## TILLAMOOK IS SUSPICIOUS

### False Impression Is Created That Project Is Indorsed by Portland Chamber of Commerce by Letters Written by J. N. Teal.

Though the Chamber of Commerce has not indorsed and has not been asked to indorse W. J. Wilsey's huge scheme for making a quadrisection of the State of Oregon, with a \$23,000,000 railroad, through the independent action of one of its committees the impression has been spread broadcast that the Chamber is actively promoting the proposed road, and, as a body, is standing sponsor for Mr. Wilsey and his agents in all their acts, promises and representations regarding the somewhat stupendous project.

A local paper, through the columns of which Mr. Wilsey first sought publicity for his scheme a fortnight or so ago, has since that time done its share to strengthen this false impression, but, as a matter of fact, except for what vague information Mr. Wilsey may have given out through newspaper interviews, the Chamber as a body has never given the "Big T" railroad scheme the slightest investigation or attention, through its officers or trustees. It is doubtful, even, if more than a score of the 554 active members of the organization have further than a hazy knowledge of its existence.

Though there are mysterious capitalists ready to back his scheme for \$200,000,000, according to Mr. Wilsey's newspaper announcements, just now money seems to be a little tight with them, for Mr. Wilsey says that only the lateral branch of the "Big T," running from Portland to Tillamook and down the coast, will be constructed at the present time. Moreover, they insist on securing the right of way for this branch absolutely free of cost to themselves, in addition to subsidies of cash and land from the various communities through which the road may some day be built.

The discovery of this state of affairs was made yesterday by members of the Chamber of Commerce, whose attention was called to the Wilsey project by an editorial in The Oregonian the day before, suggesting that the transportation committee would do well to discourage the building of paper railroads into the Tillamook country, in view of the fact that E. E. Lytle, at the suggestion of the committee, had taken up that long-talked-of scheme and had financed and was actually building a genuine railway to Tillamook and into the Nehalem district from this city.

### Transportation Committee Indorses.

A very brief investigation sufficed to show that, far from discouraging the "paper railroad," the transportation committee through J. N. Teal, its attorney, had absolutely committed itself to the Wilsey project and was tied hand and foot by a letter of indorsement signed by Mr. Teal and delivered to Mr. Wilsey and his associates, presumably for use in backing up their appeal to the people of Northwestern Oregon for land and money to float their railroad scheme.

Inasmuch as the transportation committee is to all intents and purposes an independent commercial body, only nominally appointed by the President of the Chamber and not responsible to him or to the Board of Trustees for its acts, the discovery did not create any particular surprise. It was only when members of the Chamber who were friendly to Mr. Lytle and his railroad plan learned that Mr. Teal's letter was being construed by the rural press as an indorsement of the Wilsey scheme by the Chamber itself that they began to sit up and take notice.

It might be explained that up to a comparatively recent time the transportation committee of the Chamber of Commerce was an independent business men's organization, called the Portland Transportation Committee. Years after its organization it voted to annex itself to the Chamber of Commerce in order to facilitate its operations, but in so doing it expressly reserved the right to independent action, which it still asserts at all times.