

JEOPARDIZED TO BE COMPLETED FIRST

More Important to Shippers Than Other Projects, Says T. B. Wilcox.

LET CELILO CANAL WAIT

Unobstructed Entrance to Columbia River First Great Enterprise to Be Consummated—Must Be United to Attain End.

Now that it is definitely known that the Chief of Engineers in his recommendations and report to Congress has approved and advised the early and uninterrupted completion of the Columbia River jetty, local commercial bodies and those interested in the improvement of the Columbia River will concentrate their energies towards securing the acceptance by Congress of the recommendations made.

Summarized, the report of General Mackenzie to the Secretary of War, which is practically a full verification of the suggestions offered by Colonel Roessler for the improvement of the Columbia river, carries the idea that the one project of vital importance at this time is the uninterrupted completion of the jetty at the mouth of the river. It is estimated that in round figures, \$2,500,000 is required to complete the south jetty.

"It may be said that I view this matter only from the standpoint of wheat shippers, but it is an axiom of trade that where the products of a country are marketed its supplies will be procured. With two railroads on water grades down the Columbia River I shall be disappointed if the rate on grain to Portland, or some point on the Columbia River, is not made less than to Puget Sound. I believe that the bulk of the grain, whether destined to Puget Sound or to Portland, will follow down the water grades of the Columbia River, and it is hardly fair to presume that railroads will care to haul from the Columbia River to Puget Sound without compensation if the business can find an equally good and cheap outlet from the Columbia River."

"Piecemeal" Work Condemned.

Colonel Roessler, in his report strongly condemned the "piecemeal" manner of work on the jetty and in this he has the fullest support of the business men in Washington and from local interests. Whether or not the Columbia River jetty will receive all that is asked for it will now depend on the amount of appropriation granted by Congress for rivers and harbors, and upon the efforts made by local interests on behalf of this particular improvement. With a \$5,000,000 river and harbor bill it is possible that Oregon will receive its full recommendations, including the placing of the jetty under the continuing contract system. With any less amount appropriated it is problematical as to what extent the various improvements and projects will be performed. Big and powerful interests will support the river and harbor committee demanding that they be fully recognized, and with a small appropriation it will be a difficult matter to fully appease all aspects of the Columbia River project, which seeks from \$30,000,000 to \$50,000,000 for the canalization of the river from Pittsburg to its junction with the Mississippi, will have had to get a big slice of the \$5,000,000 needed to perform the work. Many other big improvements, such as the harbors of Boston and New York and other ports will appear before the committee seeking immense sums of money, and it is this fact which to the minds of those interested makes it imperative that not only should the people of Oregon and Washington use all their influence on their congressional representatives to secure what is absolutely needed for this section, but to insure the passage of an appropriation of sufficient amount to satisfy the various present projects throughout the country.

ACCUSES SISTER-IN-LAW.

R. T. Dickerson Calls Her a Meddler—She Has Him Arrested.

A family row that led to the arrest of R. T. Dickerson, yesterday afternoon, is said to have been caused by Della M. Rhude's habit of telephoning her sister, Mrs. Dickerson, to the effect that Dickerson had been secretly meeting another young woman on the streets of late. This was the story told by Dickerson and his wife, Dickerson was waiting for his sister-in-law to file a charge of "using abusive language" against him. Miss Rhude declared that she had been employed by her, where she is employed, and hauled her by calling her vile names. The case is set for trial in the Municipal Court this morning.

View of T. B. Wilcox.

"Colonel Roessler and the Chief Engineers have emphasized the importance of the jetty at the mouth of the Columbia river by recommending that provision be made at once for its uninterrupted completion, and it is now up to the people of Oregon and the Columbia river basin to see that such provision is made. It will not do to carry on the work of the jetty as it has been performed in the past—that is, spending a lot of money on trestles and tramway work only to see it go out before operations can be resumed under another appropriation. Such a course can find no justification from any point of view—it is costly; it simply retards the progress of the work, and it is mainly poor business management. "My understanding is that any appropriation that falls short of a provision for the completion of the jetty, or at least for continuous work on the project until completed, is practically useless. The remaining work to be done forms itself into a hazy job, which should not be undertaken except under a provision for its entire completion. Anything short of this jeopardizes such expenditures as might be made by the government. "The recommendation of the Chief of Engineers for \$1,000,000 under the next river and harbor bill, with authority for additional appropriations, is the proper thing to do, and it should be approved at subsequent sessions under the civil bill is the only intelligent and extensive manner of proceeding."

be financed as heretofore through local banks. We should see to it that the jetty is completed the first thing, and in this work the people of Portland and of Oregon and the entire Columbia river basin should join hands and insure success. Some \$5,000,000 has been expended on the jetty up to this time, from which we can get but little benefit without the expenditure of further sums. With the expenditure of another \$2,500,000, the United States engineers seem positive, we shall obtain a satisfactory depth of water and receive the full benefit of the entire sum expended. At present we are receiving little or no benefit from the \$5,000,000 already expended, and cannot until the full work is completed.

Influence on Commerce.

"The completion of the jetty is imperative, and of the first importance. With a railroad on each side of the Columbia river, the lines reaching through their ramifications all producing sections of the entire Northwest, transportation facilities will be available to move the produce of the country to the seaboard at some price. With the opening of the river to the sea, which it is believed the jetty will accomplish, the established unobstructed connection between the producing sections and foreign consumers and business will flow in increasing volume down the Columbia river.

"With such facilities established, the opening of the upper river for influence on rates will be in order and the people of the interior who join with Portland in opening the mouth of the river will find Portland just as willing to join with them in the opening of the upper river. "If the upper river were opened, it would take a long time to construct feeders to make its water and rates available to more than a limited section while the open river, the sea and the existing railroads will confer an immediate benefit to all sections.

"As I have frequently said, I am heartily in favor of opening the upper river, but I feel that such a project compared with the importance of the opening of the river to the sea is of comparatively small importance and somewhat imprudent."

"A division of the funds which Congress will be willing to appropriate for improvements in this section, if divided between the jetty, the lower and upper rivers, will necessarily compel such slow procedure in the completion of each that it will be years before the recommendations of either one. With the completion of the river to the sea, the resulting business to come down the Columbia River will make more apparent and demonstrate in a greater way the importance of the opening of the upper river."

Differential in Portland's Favor.

"I also believe that when the necessity of hauling over the mountains is taken into account, the rate on grain to the Columbia River line, wheat rates to the seaboard will be reduced, and the further argument offered for discharging it on the Columbia River rather than hauling it to Puget Sound. "Our jobbing merchants are thoroughly entrenched in Eastern Oregon and Washington, and to a far greater extent than the Puget Sound merchants, and they, too, should welcome any means that will increase the flow of products down the Columbia River, for such certainly must increase the returns to the merchants here. "Thus are shown some of the necessities which demand the assurance of the completion of the Columbia River jetty, but to secure \$2,500,000 for a single project, in a comparatively sparsely settled community and to a considerable extent considered of little political importance nationally, requires extraordinary efforts and must be made. There must be a concerted action on the part of our own commercial bodies and those of the interior, and the employment of every individual influence that can be obtained. Personally, I am willing to do anything that I can do, and shall feel that the bulk of the money should be expended to hasten the growth and importance of Portland and its tributary country."

HUNDREDS ARE SUFFERERS

LIST OF MILLS AFFECTED BY CAR SHORTAGE.

Plants in This State and in Southern Washington Lose Heavily.

Output Curtailed.

That the byman may gain some idea of the magnitude of the lumber industry in this state, a list of Oregon mills and mills in Washington towns tributary to Portland is appended. It shows the extent of the leading industry of the two states, which is now nearly paralyzed by the shortage. The annual output of each mill, under normal conditions is also given. The output of 1906 will be sadly curtailed by the failure of the lumbering cars, which is forcing many of the mills on the list to shut down.

It is safe to say that nearly every mill on the list is a loser in a greater or less degree because no cars are to be had for lumber loading. Each mill owner would tell the same story of serious losses, directly due to the shortage.

CONTINUES TUNNEL WORK.

Pacific Railway & Navigation Company Forced to Stop Grading.

Although wet weather is delaying grading on the Pacific Railway & Navigation Company's line from Hillsboro to Tillamook, work is still being done on the portion of the Hillsboro tunnel, and during the rainy season workmen will be employed on the tunnel to be driven between the 20 and 30-mile points. Grading will be done all winter when the weather will permit.

NEW BRIDGE AT TROUTDALE.

O. R. & N. Co. Is Replacing Old and Much Weakened Structure.

GRESHAM, Oct. 22.—(Special.)—The railroad bridge at Troutdale across the Sandy River came roaring along with the recent flood, and, awakening to the situation, the O. R. & N. is replacing the old structure with a new one and had the main span keyed up on a foundation of piling preparatory to rebuilding new piers.

PROJECT NOT ABANDONED.

Board of Trade Receives Encouragement for Alaskan Steamship Line.

The project to establish a line of steamships between Portland and Alaskan ports has not been abandoned by the Board of Trade and unless plans now nearly matured fall a new transportation line will be in operation out of this port within a short time. Negotiations have been opened for one or more steamers for the route, to be secured immediately. Offers of vessels have been made to the board by F. O. Ludlow, representative of a big steamship firm of New York.

The construction of the board met with Mr. Ludlow in the Board of Trade rooms yesterday afternoon. The Alaskan steamship line was discussed at some length. A committee of three was named to hold another conference with Mr. Ludlow today and to make a plan whereby the steamer can be secured immediately and placed in operation at once. The committee named was as follows: Wallis Nash, A. B. Steinbach and T. N. Stoppenbach.

The appointment of delegates to the National Rivers and Harbors Congress at Washington, D. C., December 5 and 6, brought to Portland Tuesday.

DEBACLED

Harriman Train and Engine Crews Ask Increase.

CONFERENCE TO BE HELD

Employees on Oregon Lines Now Ready to Submit Their Requests—Companies Willing to Discuss the Matter.

Train and engine crews on the O. R. & N. and the Southern Pacific will present their requests for an increase in wages as soon as a meeting can be arranged with General Superintendent Buckley.

During the coming week such a conference will probably be held. It is thought that the request of the employees of the Oregon roads is in line with the movement and is in line with the demand for a 10 per cent increase made by all trainmen employed on the railways west of Chicago.

The customary thirty-day notice of a proposed change in the existing contract between employees and employers has been given by the men and they are anxious to talk over their request with the general superintendent. Mr. Buckley was out of the city yesterday, but is expected to return today. While the main line was threatened with washouts during the recent storms, he was compelled to give his undivided attention to keeping the system in operation, but now that this trouble is over he will probably take up the wages question.

The demands made will vary with conditions and cannot be learned until the case is presented to the railway management. To the main, it is understood, a general advance in wages is desired. What reply the railway officials will make to the request cannot be learned. Willingness to discuss the matter up with the trainmen and learn what their demands are is expressed.

About 350 trainmen are employed by the Oregon lines of the Harriman system and all are understood to be working together for increased wages. The pay varies with every division. Engineers are now paid from \$4.20 a day. Firemen receive from \$2.40 to \$2.90. The pay of conductors and brakemen varies on different runs.

A voluntary increase in wages has just been made by the Harriman line in its shops. Repair men in the car shops have been given advances of from 10 to 30 cents a day and boiler makers have been given an increase from 45 cents a day. This increase affects a large number of men.

WASHINGTON MILLS

L. P. McCoskey, Cape Horn, Wash. Kinkaid, Pine Lumber Co., Goldendale. Kalsman, S. C. Kalsman, Goldendale. Bacus & Baker, Lewisville. Knudsen, P. Young, Goldendale. Ostrander, Highway & Timber Co., Outram. Philok & Leabette, Lumberton. Yansouver, Rainier. White, Rainier. Salmon. Total 1,213,805,000.

DEBACLED

Continued list of Washington mills and their values.

BUSINESS HOUSES WORRIED

Puget Sound Suffers by Blockade on Northern Pacific.

The Northern Pacific was not successful in getting its entire line between Portland and Puget Sound open for traffic yesterday, and the train that left at 2 o'clock for Tacoma and Seattle was obliged to transfer its passengers, as usual. It is hoped that repairs will be completed so that trains leaving today may get through without a transfer.

Some of the grain is also scheduled to leave on the steamship Aki Maru, which is under Great Northern management, and will sail from Seattle November 27.

There is a large quantity of freight piling up, and when the line is cleared there will be an amazing congestion. Oregon potatoes in large quantities are awaiting shipment to the Sound.

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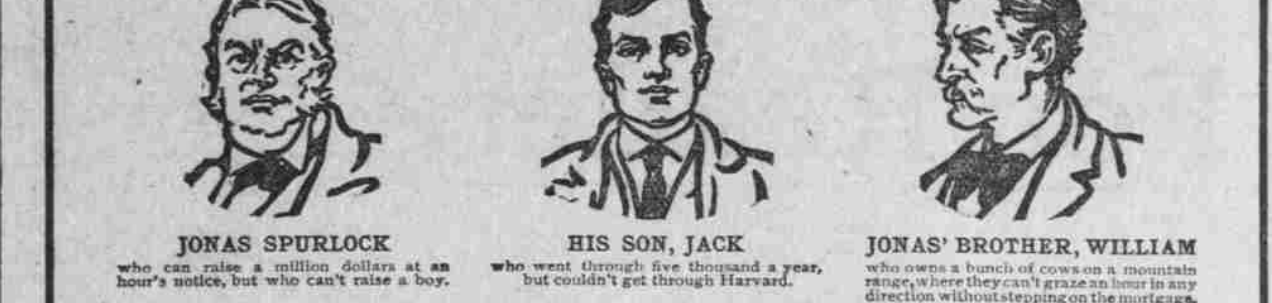
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Letters to Unsuccessful Men

By the Author of Letters from a Self-Made Merchant to his Son



Jonas writes to Brother William that in spite of the fact that Jack has been given everything that money can buy he has made a mess of his life.

Here follow some extracts from Brother Bill's letter in reply:

"Jack is your problem and you're welcome to it. You could solve it, but you won't, because Jack isn't wheat, or steel, or stocks, but just flesh and blood."

"If he were a million-dollar deal gone wrong, no subordinate could touch him. But when your son starts for hell in a canter, you send a hired man after him to beat him back with a club."

"Have you looked up the men who have taught Jack as carefully as those that you have hired to run your plants?"

"You expected him to associate with idlers and not be idle; to make friends among the foolish and not be a fool. That is a pretty big contract for one boy to fill, even with a father working overtime to help him."

"You and your special breed of business men are all alike. You begin in your corner groceries sarding the sugar for pennies; and you finish in Wall Street sarding the sugar for millions."

In this week's issue of THE SATURDAY EVENING POST \$1.50 the year

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THE SATURDAY EVENING POST

In the next installment Jack breaks a strike in his father's Chicago plant and almost breaks his father.

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA

When the flood came the superintendent ordered the span replaced, which was done just in time to save the bridge, as the falsework went out with the first rush of the water and drifted wood that came down.

The construction of the new bridge has been suspended until the flood subsides, and the old bridge is being cared for in such a way that it will probably stand many more seasons, if necessary, before it is finally replaced by a more modern structure.

MAIN LINE ALMOST READY Southern Pacific Trains Will Probably Resume Old Route Today.

The main line of the Southern Pacific to California will again be clear, it is expected, today. Repairs to the bridge across the Santiam River at Jefferson had progressed so far yesterday that Chief Engineer Boschke, who has been on the ground for the past week, directing the repairs in person, wired General Manager O'Brien and General Passenger Agent McMurray that trains would undoubtedly be able to pass today.

A steel span, crossing the part of the stream still remaining unbridged, will be in place by 2 o'clock today, wired Mr. Boschke, and by noon it was thought passenger trains could pass without trouble. Freight trains will not be allowed to use the bridge until tomorrow morning. The placing of this bridge in service will do away with routing Southern Pacific trains over the Caywills & Eastern between Sauburn Junction and Albany.

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Remember, we treat all Genito-Urinary and Nervous Diseases of Men. It is our desire that every man, no matter how poor he may be, if he is afflicted with any disease which comes under our specialty, to have you consult us about your condition, and if your case is curable we would like to cure you, as we have cured thousands. We know whether we can cure you, after a thorough and searching examination. We will then know whether your case is curable, and if so we will tell you so. If you cannot call, write for symptom blanks. Hours—9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 to 12.

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Mother's Friend advertisement. Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and danger incident to the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical hour are obviated by the use of Mother's Friend. "It is worth its weight in gold," says many who have used it. \$1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent to any address free upon application to BRADFIELD REGULATOR CO., Atlanta, Ga.