

ASK SLOW-DOWN

Policy of Neglect and Delay Exhausts Patience of Business Men.

BOYCOTT IS A POSSIBILITY

Portland Jobbers Get Double Dose of Evils Resulting From Suspension of Extension and Improvement Work.

Failure of the Harriman interests either to resume construction work in this state or to give any assurance when these suspended improvements will be completed, if ever, has nearly exhausted the patience of the large shippers and business men of this city. About two months ago, orders were issued by the head of the Union Pacific system that all construction and improvement work in this state, the temporary stringency of the money market and the need for retrenchment being given as an explanation. Since then, it is charged by the local business men, that the improvements in other Western states have been resumed, but in Oregon not a spadeful of earth is being turned on any of the great extension and improvement work which was suspended.

Neither has any definite announcement been made as to when this work will be taken up and resumed.

This systematic neglect of this state by Harriman, many of the shippers complain, has about reached the limit of their endurance. It is charged that the patronage to other roads more friendly to Oregon and its commercial interests may be resorted to possibly in order to combat the apparent hostility of the Harriman interest.

The principal complaint among the leading shippers over the Harriman roads is that the extension and improvement work deferred in this state when similar work is being proceeded with in adjoining states. It is argued that the merit of the deferred improvements should be accorded that had been projected, and on which work had been begun, was recognized sufficiently by Harriman to cause them to be undertaken, and for that reason they should be of enough importance to finish.

Contractors in Jeopardy.

In Oregon these suspended improvements represented several hundred thousand dollars. Many of the contracts had been let only a short time before the work was ordered to be suspended. In some cases the contractors find themselves heavily indebted to the jobbers from whom they purchased supplies and materials to complete the work.

Unable to meet their payments due these firms, and must wait until they can complete their contracts and get their money. Besides, active construction work means about \$75,000 a month in business to the jobbing trade of this city.

But it is not these pecuniary considerations that cause the displeasure of the shippers, but rather a continued neglect of the state and its needs for transportation facilities.

For years the Harriman lines have been receiving practically all the patronage of this state, the wholesalers assert some degree of satisfaction has not been shown in return. Instead of undertaking to provide more and better accommodations, it is charged against the Harriman management that they have been laboring diligently to control all shipping in this state and at the same time freeze out other interests that might assist in reviving the situation.

"I am not an advocate of the boycott," said a wholesaler yesterday, "but it does appear to me that the time has arrived when the business men of this state should ascertain what kind of treatment they are to expect from the Harriman system. We have for some time been patient and tolerant, and have submitted to whatever terms and conditions the head of the Union Pacific system has imposed on us."

At Mercy of Harriman.

"Since the merger of the O. R. & N. and the Southern Pacific with the Union Pacific we virtually have been left at the mercy of the management of that consolidation. Although there is between \$25,000,000 and \$30,000,000 in the treasury of the Union Pacific, and a fair portion of this surplus represents the earnings of the two Harriman roads in this state, the management of this merger has not only refused additional railroad facilities to aid in the development of the state, but only recently suspended all construction and improvement work on the lines already being operated."

"The stringency of the money market was assigned as the reason for this action, but it is a notable fact that the same conditions have not resulted in delaying the construction of the Portland & Seattle Railway by the Great Northern and the Northern Pacific. With the completion of this road, which will be in full operation within three months, Portland will have direct connection with the East over two transcontinental railroads."

"It is possible Harriman has found it more profitable to speculate with the earnings of his system in Wall street, but the Hill people have evidently considered the construction of a new road into this territory a more substantial investment. While Harriman overruns his earnings in this state to Wall street, Hill is expending a part of his earnings from his roads operating outside of the state for the construction of a railroad that will bring his two transcontinental roads into Portland over a water grade."

"When this new line of the Hill system has been completed, the business interests of Portland will have actual competition with the Harriman monopoly. That being the case, the business men here should demand to know what may be expected from the Union Pacific. If there is no indication of an intention to deal fairly with the situation, which involves the interests of the business men, then it is about time we were diverting our patronage, so far as possible, to the Hill system, which is recognizing the importance of the situation by reaching out for its business."

Merely the "Harriman" Way.

"When it is considered that the Oregon Railroad & Navigation Company has resumed construction work in Idaho and other Western States, the question is naturally asked why similar improvements are not being completed in Oregon? It is a contractor yesterday, "But it seems peculiarly to be the 'Harriman' way. Work on the Hill line—the Portland & Seattle Railway—is being pushed, having at no time been abandoned. I have done several jobs of railroad construction work for different railroads, and have seen conditions that necessitated a temporary reduction in the force of men, but never before have I seen any improvement work suspended arbitrarily, with no definite assurance of its resumption, as has been the case on the Harriman lines in Oregon."

"The unexpected suspension of all im-

CITY'S POLICY BAD

Contractor Scores Council and the Executive Board.

PAY HELD UP TOO LONG

Pacific Bridge Company's Representative Demands \$30,000 for Montgomery Gulch Fill—Gives Advice to the Push Clubs.

The policy of the City Council and of the Executive Board toward contractors in Portland is coming in for severe criticism from all sides. Yesterday afternoon George W. Simons, representing the Pacific Bridge Company, appeared before the street committee of the Council to ask

improvement work on the O. R. & N. a few weeks ago, and the uncertainty as to when these improvements will be ordered completed, has left many of the smaller contractors in a bad way financially. Several of these jobs had just begun, the contractor in many instances having ordered all of the materials, supplies and equipment that was required to complete the contract. By buying in large quantities he was able to get better quotations. Much of this work was stopped shortly after the contractor had begun, with the result that he found himself heavily indebted to the different jobbing houses for materials furnished, for the payment of which debts he had depended on completing the contract within the time named in the agreement, and on which conditions the credit was extended.

"He now finds himself unable to meet these payments, and must patiently wait until he is given a chance to finish the contract and effect a settlement with the railroad company. In the meantime the contractor is out of a job, having passed up other work in order to get the railroad work, and the jobbing house is obliged to carry the account until the debtor can complete the contract and get his money."

Grain Movement in December.

According to figures compiled by W. E. Coman, assistant general freight agent of the O. R. & N., that company hauled to Portland from the territory through-

which it passes, and from tributary lines, in the month of December, 3500 cars of grain. This would be an average of 115 cars per day, counting Sundays and holidays.

Mr. Coman estimates that each car contained 90,000 pounds, or 1500 bushels, producing a total of 5,250,000 bushels for the month. Up to January 1 the road had moved something over 60 per cent of the grain stocked up or stored along its line.

CALLS CUSTOM VICIOUS

Father O'Hara Condemns Treating Habit Before Trades Council.

In an address before the Federated Trades Council last night, Rev. Father O'Hara presented the merits of the anti-treating movement recently inaugurated by the Cathedral Men's Club. In discussing this phase of temperance reform, Father O'Hara said that it had for its object, not the enactment of new laws to regulate the sale of liquor, but the creation of a social condition that will make possible the enforcement of legislation already enacted.

The treating habit was denounced as degrading and a most mischievous social custom. Aside from the harmful effects resulting directly from the custom, which was referred to as an outgrowth of a perverted sense of good fellowship, it was charged that it fostered ruinous extravagance. The evil of this habit, Father O'Hara said, was not confined to the ranks of the workmen, but extended also to men in the professions.

Among the reasons given by Father O'Hara why the movement against the treating habit should be supported by everybody, were the following: Because it is responsible for 90 per cent of the evils of the liquor traffic; because it leads people to drink who otherwise would not; because it induces people to drink more than they want, and because of the lavish expenditure of money which it involves.

Father O'Hara announced that at a meeting to be held the latter part of this month a central body or federation of the anti-treating movement all over the state. All social and other clubs in the city, labor organizations, fraternal societies and other clubs, were asked to send delegates to attend this meeting, the date of which will be announced later.

ACCUSES SHERIDAN MAN

Restaurant Proprietor Says Dr. G. C. Mauls Passed Bogus Check.

A warrant for the arrest of Dr. George C. Mauls, a dentist who resides in Sheridan, Or., has been issued and placed in the hands of the police for service. Dr. Mauls is charged with an act against William Bohlander, proprietor of the Empire restaurant on Fifth street. Bohlander says that Dr. Mauls, accompanied by two friends, came into the restaurant and ordered a supper for the party. The friends introduced Dr. Mauls and when the dentist tendered a check for \$3 in payment for the meal Mr. Bohlander accepted it and gave him a small sum in change. The check was bad, Bohlander says he made an investigation and found that Dr. Mauls had worked the same game in other restaurants, and determined to bring him to justice.

Search for Dr. Mauls revealed the fact that he had taken the train for Sheridan and effort will be made to have him brought back to this city to answer the charge.

Take no substitute at soda fountains. Ask for original food-drink. "Horlick's" stated Milk. Not in a Milk Trust.

WORTH IS PROVED

United Railways System Expedited Freight Delivery.

BOON TO BUSINESS MEN

Terminal Grounds.

Since New Year's eve, when the United Railways Company operated a locomotive over its front street line for the first time, the importance of that railway system to the commercial interests of Portland has been demonstrated. Besides delivering direct to the business district on

Front street and in South Portland direct connection with local Terminal Grounds.

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MAY RESCIND CONTRACT

Human-Poulsen Lumber Company Protests Against Big Fill.

Robert D. Inman, head of the Human-Poulsen Lumber Company, appeared before the street committee of the City Council at its meeting yesterday afternoon and declared emphatically that his company will not pay the \$25,000 assessment levied against property under its control on East Sixth street for the cost of a big fill that was ordered recently. He said the usual procedure in such cases is that the city is not to be held responsible for the assessment, but that the improvement is of no benefit to his company. The matter will come up for final

action at the next regular meeting of the committee, to be held January 17.

Councilman Rushlight is opposed to accepting a proposal made by Mr. Inman that the contract for the fill, which was let several months ago, be rescinded. Others of the committee appeared to be in favor of rescinding it, if it is shown that the cost of the fill is too great and that the mill company's property will be confiscated. A bitter fight will result when the matter comes up at the next meeting.

The fill in question is being made on East Sixth, from Front street to Division street, by Councilman Rushlight. He pointedly asked Mr. Inman why the mill company's officials had not protested against the proposed improvement as provided by law, before the contract was let to the Pacific Bridge Company, and Mr. Inman replied that he had no knowledge of such a law, but that the contract was let to the Pacific Bridge Company, and Mr. Inman had the knowledge of it, he would have protested. Mr. Rushlight told Mr. Inman that the proposed improvement was duly advertised in the city official paper, as required by the charter.

George S. Shepherd, who appeared as attorney for the mill company, declared that the Pacific Construction Company was willing to sign a release to the city, should the Council decide to rescind the contract, and City Attorney Kavanaugh's advice was sought by the street committee as to the legality of such a step. "If the contractors are willing to release the city," said Mr. Kavanaugh, "the act is legal. This may be done."

HOME TO BE DEDICATED

Oddfellows Will Consecrate New Institution With Services Today.

The dedication services of the new Oddfellows home, at East Third-first and Holgate streets, will be held this morning at 11 o'clock. The services will be held in the new building, which is being erected on the site of the old Oddfellows hall, and is being erected by the city.

The new building will be a two-story structure, and will contain 23 rooms. Many of these have been furnished and others are being furnished by different lodges in the state.

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DEMAND BAIL AND WARRANT OFFICER

Police Aggrieved by Refusal of Mayor and Council to Act.

CAUSES MUCH FRICTION

Lawyers Bring About Crisis by Quibbling Over Amount of Bonds Fixed by Station Officers in Technical Violation of Law.

That the Police Department feels that it has a grievance against Mayor Lane and the City Council is made manifest by the agitation now on foot to secure the appointment of a bail and warrant officer for the police station, which official is similar to that institution now in existence at the city hall. This agitation has been brought about by several recent clashes between attorneys and the police growing out of the fixing and receiving of bail for prisoners arrested after the adjournment of the Police Court, when there is no one present to sign warrants to issue warrants or to fix and receive bail.

The police assert that they have brought the matter to the attention of the Council in various times within the past two years, but without result. According to the police some properly authorized person should be in attendance at the police station at night, and on Sundays and holidays, and such other times as the police magistrate or his clerk are not subject to call. As it is now there is no one officially responsible for the issuance of warrants, and the setting and receiving of bail at such times and as a consequence the police are put to extra work, and annoyance and delay caused people arrested who are entitled to bail under the law, and to others who are desirous of having some malefactor apprehended in cases where the arrest can be made only by warrant.

Police Between Two Fires.

The refusal on the part of the Council to take action leaves the police between two fires. They must either refuse to release a prisoner on bail, to which privilege he is entitled, or disturb Judge Cameron or Clerk Hennessey at all hours of the night or on holidays, or act on their own responsibility and release the prisoner on the bail customarily asked in cases of this kind.

While the present provisions of the law literally authorize no one but a police magistrate to fix the amount of bail, or to receive it, it has never been the custom of the police to accept bail from prisoners charged with minor offenses at times when they felt it was wholly unreasonable to disturb the police magistrate or Clerk Hennessey, but so much trouble has been caused of late by attorneys who have quibbled over the amount of bail fixed at such times, that the police are disgusted with the duties which from no fault of their own have been thrust upon them.

On the other hand the situation has been saved up to date by Judge Cameron and Clerk Hennessey, who out of good nature have acted at all times without complaint. It is generally understood that all acknowledge that the judge and his clerk have been very accommodating. It is generally voiced that it is a matter of justice to them that they should not be bothered with work for which they are not responsible.

Take Bail Illegally.

It is also pointed out that the taking of bail by a police officer is illegal and that should an offender forfeit his bail he might recover it in legal proceedings, and that it is now up to the Council to straighten out matters.

"We would be only too glad to have some one appointed," said Chief Greaves, "to take the place of the police magistrate, but they do not pay any attention to my recommendations. In my report to the Council I have repeatedly matter to the Police Department, which in my judgment, should be given immediate attention, is the appointment of an assistant police magistrate to take the place of the police magistrate during the night for the purpose of issuing warrants, accepting bail, and attending to other duties which properly belong to the Judicial Department and ought to be attended to by him. (Chief Greaves would have the Police Department the continual annoyance with damage suits, etc.)

"If this matter cannot be brought about by proper legislation by the State Legislature then steps should be taken immediately to have it brought before the Council at an early date. In some other cities (Chicago for instance) the police are empowered by the Municipal Court act to make complaints, issue warrants, accept bail, etc., when the courts are not in session, and officers of rank are detailed for this work at police headquarters."

Makes Second Appeal.

"This year I brought the matter to them again in my official report, saying: 'Again I would recommend that some officer or clerk be appointed with the powers of a magistrate to be the police station at night for the purpose of making complaints, issuing warrants, accepting bail, etc., when the courts are not in session, and officers of rank are detailed for this work at police headquarters.'

Mr. Hughes has shown that he has a spinal column strong enough to hold at bay the plunder element of New York and that means a great deal. A man who can handle Wall street, and make it respect and fear him, can be transplanted to the White House, at Washington, with perfect safety, and I fear this cannot be said, truthfully, of Mr. Taft. Let us have Roosevelt if we can, but Hughes, if a change must be made in men, a change of Roosevelt's policy would be party suicide.

LEVI W. MYERS.

FIRE AT MAEGLY JUNCTION

Hotel in Which Railroad Laborers Are Housed Totally Destroyed.

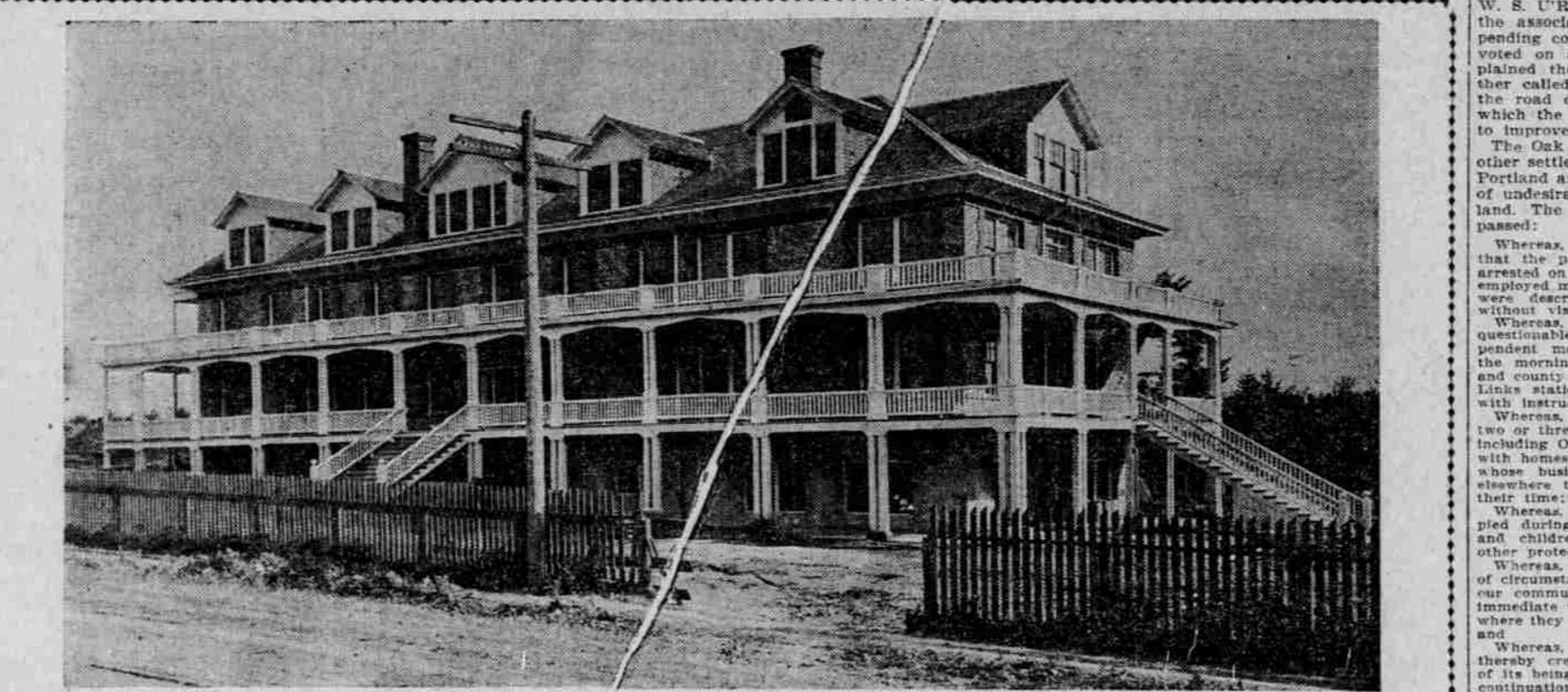
A two-story frame building at Maegly Junction, on Columbia Slough, was totally destroyed by fire last night. So far as known there were no casualties. The loss is not known. The building was erected last June and had been used as a hotel for the men employed in the construction of the Hill line, which is being carried on in the vicinity. James Levin was proprietor.

Oregon People in Chicago.

CHICAGO, Jan. 2.—(Special.)—Oregon people registered at Chicago hotels today as follows: From Portland—Mr. and Mrs. Julius L. Meier, at the Auditorium Annex; A. B. Canin, at the Great Northern.

If Baby Is Cutting Teeth

Be sure and use that old well-tried remedy, Mrs. Winslow's soothing Syrup, for children. It soothes the child, softens the gums, allays pain, colic and diarrhoea.



NEW DORMITORY OF ODDFELLOWS' HOME WILL BE DEDICATED TODAY.

The new dormitory of the Oddfellows' Home, south of Kenilworth, will be dedicated this morning at 11 o'clock by the Oddfellows' Grand Lodge. Grand Master Richard Scott will have charge of ceremonies. J. J. Walton, past grand master, will deliver the principal address at the dedication. Grand officers, who by virtue of their offices will participate, are: Richard Scott, grand master, Milwaukee; Edward Hostetter, deputy grand master, The Dalles; H. E. Colledge, grand warden; E. E. Shaver, grand secretary, Portland; O. D. Doane, grand treasurer, The Dalles; W. H. Hobson, grand representative, Stayton; H. A. Carter, grand representative, Gresham; Thomas H. Ryan, grand marshal, Oregon City; J. C. Jameson, grand conductor, Portland; H. J. Taylor, grand guardian, Pendleton; H. H. Harvey, grand herald, Medford; A. LeRoy, grand chaplain, Portland.

This will be the third building dedicated on the 7-acre tract, which makes up the premises of the home. The cost of the new building has been over \$25,000, all of which has been paid from assessments on the membership. The dormitory contains 23 rooms. Many of these have been furnished and others are being furnished by different lodges in the state.

for \$30,000, and by a company for one of the largest fills ever ordered in this city. The contract was completed last September and was accepted by City Engineer Taylor, but the city has not yet paid for the work. The matter was laid over until the next regular meeting of the committee, for the month of January 1, when some protests from property owners, who have filed protests, are to be heard.

The fill for which Mr. Simons is asking payment now, is the one on Goldsmith street across the old Montgomery gulch, on the Lower Albina carline. The work was accepted by the City Engineer, but some protests from property owners have been filed, and the committee members wish to hear what the complainants have to say before recommending payment for the month of January 1.

"The city does not treat the contractors fairly," said Mr. Simons, in speaking of the matter. "We have had the Montgomery fill completed for three months, but cannot get our money, and we need it badly. It is an unfair deal to us to finish work promptly and then be compelled to wait for months before receiving our pay. We ought to have our money within 30 days after completion of the job."

"A good many of the push clubs and improvement associations have been passing resolutions against delays in completion of street improvements, and a whole lot has been said and much has been published about the great scarcity of crushed rock for the work on hand, but I want to say that, if these organizations will get an amendment to the charter, so that contractors can get their pay for completed work within 30 days after the job is done, we can get good material, but until we can get our money, we have not enough to purchase the material."

"We have at least \$100,000 worth of finished work in Portland, for which we have not received a cent."

action at the next regular meeting of the committee, to be held January 17.

Councilman Rushlight