

MR. SIMON'S ISSUE

CRITICIZED AND DEFENDED BEFORE THE ONE HUNDRED.

Two Proposed New City Charters—Lighting the City—Mr. Foley Indulges in More Wild Talk.

Charles K. Henry and James Foley were responsible for a good deal of the discussion that took place at the meeting of the Committee of One Hundred yesterday afternoon. The former was something about city charter amendments, when some one else remarked that Joseph Simon was getting up a charter himself.

This statement was sufficient to bring such an ultra reformer as Henry to his feet in a tirade, from which even the committee itself did not escape. The introduction of the subject gave Mr. Foley opportunity to express his views on the subject concerning the police department, the police commission and the corrupt receipt of money.

The first business to be transacted after reading of the minutes, was the disposal of a motion by Mr. Henry, submitted at the previous meeting, regarding the revision of the executive committee. It was finally agreed that the committee as now constituted, should continue to act until further action be taken.

A report upon the expense of the police department during the month of November, laid over from last meeting, showing that while it was claimed that a reduction of 10 in the number of the force had been made, there was a corresponding decrease in expense, was placed on file.

Mr. T. N. Strong was satisfied that something should be done to reduce the expense of the police department. He could not see the expediency of discharging one man and hiring another, as that was simply a matter of names. He therefore moved that the expense of the police department should, by a proper reduction in the pay of officers and detectives, be reduced at least 20 per cent.

Mr. Teasdale—it ought to be seen to that the reduction be made in the proper place. Ten patrolmen are laid off, but the chief's salary is raised, and an extra captain and detective employed. A proviso should be made in the resolution that the pay of the chief, captains and detectives be reduced.

Tyler Woodward—we have a mayor who has appointed a board of police commissioners. It is said we are having the business of the city conducted in a business-like manner. Now, if he has got a police commission that is not competent to run police affairs, we cannot walk in promiscuously and dictate in detail what should be done; but we can ask the mayor to remove the commissioners, and appoint men who will be competent.

The motion of Mr. Strong was adopted, and a copy ordered to be furnished the mayor and board of police commissioners.

LIGHTING THE CITY. Mr. H. W. Scott, chairman of the executive committee, presented the following report, which was read by the secretary instructed to furnish the mayor and common council with copies: "To the Committee of One Hundred: The report of the committee on electric lighting was heretofore referred to the executive committee, with directions to consider the same and to make to the general committee such recommendations as it might deem a cardinal principle of the committee of the report leads the executive committee to believe that it contains some errors. These have been corrected. The motion of Mr. Strong was adopted, and a copy ordered to be furnished the mayor and board of police commissioners."

Table with 3 columns: City, Population, Annual Cost, Cost Per Capita. Includes entries for Omaha, Kansas City, Seattle, Detroit, Portland, Tacoma, Oakland, Los Angeles, and Spokane.

alral public, but more for the purpose of preserving a political power. The manner of organizing a board of public works is most important. I do not think that the members of such board should be named in the bill, as some other way would be preferable. Let the mayor appoint such a board and let the responsibility rest on him. He cannot shirk it, and it would be child's play to say otherwise. If his appointments did not prove satisfactory to him, he could say "Gentlemen, you have proved recalcitrant to your trust, and can step out." I do not think the police commission was appointed in the best interest of the city, but more in the interest of one or more individuals.

Mr. Strong—That brings the discussion down to where I want to say something. It is evident that the appointments are made by the police commissioners to pay political debts. Mr. Joseph Simon may be a close student of municipal affairs, but not to the real interest of the city, and I do not think it safe to let him have the responsibility of a board of public works. I am opposed to all kinds of commissions and boards of public works. The whole effort of this Committee of One Hundred has been to bring this city down to business, and I do not believe that the committee thinks that Abe Tichener was the best man for a police captain, or that the appointment of Fitch as harbor policeman was for the good of the city, or that the best man for the police chief was selected for the place. I am distrustful of this new charter. I am willing to accept all that is good in it. They will give to the public what they desire, and they will give to the police what they desire. We are now at the critical point, and we should closely examine this Joe Simon charter. If the names of members of the board of public works are to be named in the charter, the committee should have some say in naming the members. It would even be better for the water committee if Mr. Corbett or Mr. Failing was at the head of it with power to say, "I am not going to do that."

Chairman Corbett—I do not think we ought to indicate that we are cracking the whip over the head of anyone to make him do certain things. Mr. Simon and I are responsible for the charter, and I do not want to indicate that we are cracking the whip over the head of anyone to make him do certain things. Mr. Simon and I are responsible for the charter, and I do not want to indicate that we are cracking the whip over the head of anyone to make him do certain things.

Mr. Foley—These members of a board of public works are to work without pay. I know police commissioners who get \$500 a year. Tyler Woodward—Who? Mr. Foley—Never mind. I know. Chairman Corbett—I will have to call the gentlemen to order, says Mr. Foley has some proof of what he says. Many charges have been made before, about the water committee, which proved to be false. Mr. Foley then amended his statement so as not to reflect on the present police commissioners, but maintained it was correct in reference to some of their predecessors.

Mr. Strong—It is thoroughly understood that some of the past police commissioners were corrupt men and that their acts would verify that belief. Mr. Foley—I know what I am talking about. I wanted to see a policeman. I let him have \$100, and that money went into the pockets of the police commissioners. Mr. Strong—I think that just now the city is in a state of confusion. It is the crack of the whip that does it. Chairman Corbett—These wholesale charges made without proof and by innuendo without regard to facts simply in an attempt to create a panic among the people to feel that we are making charges that are not reliable. I understood the remarks of Mr. Foley to indicate reference to the present police commissioners. I asked him to be particular in his statement, so that he need not complain of being incorrectly reported, as he has before done. We lose influence in this respect, and I want to protect the committee from the charge that it made. It can be sustained; if not, the people will lose confidence in us and we may as well abandon the committee. The rule adopted is, in making charges, to present them in writing, and to have them examined by the executive committee for examination.

The remarks of Chairman Corbett apparently nettled Mr. Henry, who reviewed the organization of the Committee of One Hundred, and said that he had come to the conclusion it was simply a farce. Now, what he was degrading was that the city would have thrust on it a cut-and-dried charter. Mr. Henry also referred to the time of the meeting in the hall, when Mr. Henry was a delegate, and was amazed to see that he had given Joseph Simon his proxy in that meeting. Chairman Corbett (with asperity)—"I wish to say that at the time of the holding of the convention, I was ill, and gave Mr. Simon my proxy. I want to say now that I consider Mr. Simon one of the ablest men in the city, and I am glad to see that he is in the city, accompanied by his wife."

PERSONAL MENTION. Mr. H. B. Watis, a railroad contractor, of Astoria, is in the city. Judge W. R. Dunbar, of Goldendale, is registered at the St. Charles. Mr. H. B. Parker, a veteran Astoria hotel man and capitalist, is at the Edmond. Messrs. A. T. and A. G. Gilbert, prominent citizens and business men of Salem, are in the city.

Mr. W. A. Rhea, son of the president of the Oregon Railway & Navigation Company, will return this morning from a trip over the line. Mr. H. V. Gates, of Hillsboro, representative-elect from Washington county, arrived on the Oregonian yesterday evening, after spending four days in the snow-drift of the Cascades. Mr. Robert G. Smith, a prominent attorney of Grant's Pass, and representative-elect from Washington county, is at the Imperial. He is a native Oregonian, and a rising young man. His friends predict that he will make a record for himself in the coming session of the legislature.

Secretary of State George W. McBride arrived from the East on the Northern Pacific train which reached Portland at 1 o'clock yesterday morning, and left on the evening train for the capital, accompanied by his wife. Mr. McBride has been absent three months on a trip for his health, and has been greatly improved by it. He was very tired from his long journey, and his wife and two children were with him. Mr. McBride was accompanied by his wife and two children. Mr. McBride was accompanied by his wife and two children.

PORTLAND GROCERY COMPANY. 312 Washington Street. Are Selling: 25 pounds granulated sugar... 45¢, 1-pound can Royal baking powder... 45¢, 100-pound sack... 45¢, Table peaches, per can... 45¢, Table peaches, per can... 45¢, 2 cans St. Charles cream... 45¢, Full-weight soap, per box... 45¢.

to contract, but by labor employed directly by the city. "2.—Abolish sub-letting and sub-contracting, except where contracts are taken involving different kinds of trades and materials. "3.—Require from every contractor bidding on public work, a stipulation that he will pay such rate of wages, and observe such hours of labor, as are generally accepted as fair in the trade or class of labor to be employed on the contract, under a sufficient penalty for a breach of the agreement. "4.—That in every contract let by the city, there be a clause incorporating a law which shall be in effect on the day that the contract will be permitted to board, lodge and trade where they choose."

The resolution provoked considerable debate, some portions of it not meeting the views of those present. That referring to the maintenance of public buildings was opposed generally from the fact that it was cheaper to contract for some things than to do them in the city work. This was particularly the case in the matter of heating and lighting the new city hall, which work had been contracted for at a sum far less than that which would be required to do the work. This rule and No. 4 were stricken out, and the resolution was then adopted as amended.

Mr. Teasdale spoke in favor of the adoption of the resolution. He said: "I do not hesitate a moment to say that one-half of the workmen in the city have no money to live on. I could make some money by allowing the city to do anything but what is true. One man, a Dutchman, sought employment at the water works, but was refused. Just then two Irishmen came along, and being provided with the proper credentials, were set to work. The Dutchman went to them to find out where they had got the mystic paper so that he could buy one, too. Workmen are taxed from \$10 to \$20 each for a job, and if Messrs. McNeill or Fulton would examine right down into it they would find what was going on. I have begged men to tell of this treatment, but they don't care. If he knew if his statement was true regarding any one employed by the city, and he said he did not refer to it, it was men employed by the city, and he would not refer to it. It was men employed by the city, and he would not refer to it."

Reading Change Eugene 4 P. M. 10 hrs. Albany 11.9 5 fall Salem 13.2 2 rise Oregon City (below falls) 19.5 1.6 rise

FRUIT MEN MEET JAN. 28 The Date of the Pacific Northwest Convention is Determined. The different committees of the Fruit-growers' convention elected lately by the citizens of Portland, met yesterday afternoon at the Hotel Astoria, to determine the date of the convention, and to discuss the various matters connected with the convention. The meeting was held in the evening, and was attended by a large number of fruit-growers from all over the Northwest. The convention is to be held in Portland, Oregon, on January 28th and 29th next.

THE EAST SIDE. The various branches of the City & Suburban car line on the East Side were in operation yesterday and the cars practically running on time. Cars were run from Woodlawn, Richmond and Mount Taber Villa, and the Albina system was fully restored. Usual time was made on the East Side Railway to South Mount Taber and to Oregon City.

WIRELESS ALL RIGHT. The Western Union wires are up again and all points are now reached by telegraph, except Astoria, and a few small towns north and south of Portland. In one or two places on the coast, the telegraph wires are broken, but they are being repaired, and it is expected that they will be restored in a few days.

CORDRAY'S THEATER. Tonight will be the closing performance of the well-known and favorite drama, "Montezuma," presented by Mr. French's own dramatic company, at Cordray's new theater. The house was filled last night with a well-selected audience, which greeted Mr. and Mrs. French with much applause whenever they appeared on the stage. The play was well patronized during the week, despite the snow storm, and Mr. French and his company proved themselves worthy of the good patronage they received from Portland theater-goers.

RAIN BRINGS MELT

BLOCKADING SNOWDRIFTS DISAPPEAR UNDER ITS INFLUENCE.

Delayed Trains Arrive on All Roads—Suburban Lines All Open—Storm News.

The steady downpour of rain that followed the great snow storm proved a blessing in disguise to snowbound Portland. Friday night and nearly all day yesterday it came down, honeycombing the huge drifts that blocked the streets and filling the sewers with a flood of muddy water that tested their capacity. Avalanches of water-soaked snow came crashing into the streets from sloping roofs, ledges and from under the eaves, and called ice from telegraph poles and wires fell on every side. Southerly winds and higher temperature helped to lessen the volume of snow. The thaw was rapid, and the volume of snow was great that evening, enough left on the principal streets to make good sleighing in case of a sudden freeze-up.

But the general analysis that business has suffered since Wednesday noon last is gradually returning to normal. The blockading is lifted from the several street-car systems, and cars are running on schedules time to nearly every suburban point. An immense volume of water has been poured into the Willamette during the past few days, causing a rise so rapid and threatening that business men along the river were obliged to evacuate their premises and poured inquiries into the weather bureau as to the possibility of a freshet. There is no danger of anything resembling a flood, they were speedily informed, as the water is not at all high, and there has not been enough precipitation, even if it all found its way into the river within a week, to cause serious trouble. To ease the public mind, however, the weather bureau secured gauges near the important points on the upper river yesterday, with the following showing:

At Portland the reading was taken at 11 A. M., and was 168 feet, or a rise of 3.4 feet during the preceding 24 hours. The situation of the street-car business district was much improved yesterday. The rain and thaw cleared away the snow much more rapidly than 10,000 shovellers could have done it, and the shovel brigade was practically dispensed with. The sidewalks of the city were cleared, and travel on foot was possible. Very few accidents in the way of crushing roofs and awnings were reported. Sleighing is practically at an end. The sidewalks of the city were cleared, and travel on foot was possible. Very few accidents in the way of crushing roofs and awnings were reported.

That is What Has Delayed the Trains on the O. R. & N. One delayed train pulled into Portland at 7:20 P. M. yesterday, being a little over a day behind schedule time. This was, however, the first train to arrive over the line since Wednesday morning, when a blockading of snow near Onega, a small station about 55 miles east of Portland, had delayed the train. Mr. H. V. Gates, of Hillsboro, gave the following account of the delay to a reporter of this paper last evening: "We had three engines pulling our train and pushing a rotary along all the way from The Dalles, and made good time until we reached Onega, about 2 P. M. Friday. In a deep cut at this point we encountered a wall of snow 40 feet in depth. It was packed solidly, as the snow was thawing, and contained a lot of rocks and sticks, so that the rotary could make no headway. It was then that we were backed up to Bonneville, while an extra engine went to Cascade Locks for food. The train was crowded, there being some 20 passengers on board, but we had plenty of room, as the railroad company made us feel as comfortable as possible. Almost the whole train turned out—men, women and children—and enjoyed an old-fashioned snow-blast. The snow was about four feet deep on level ground at Bonneville. The railroad people had arranged for a steamboat to take us down the river from Cascade Locks, but they managed to cut through the big drift meanwhile, and so we came on the train, leaving Bonneville at 5 P. M. today. There are now two rotaries in operation between this city and The Dalles, and there is no danger of another blockading for the present. There was about 15 inches of snow at Hesperian last Thursday, and about 20 inches at The Dalles, and it was still snowing at both places. The farmers in Eastern Oregon are jubilant, as this heavy fall of snow will be an excellent thing to crops this year."

THE PEOPLE Of Portland appreciate a good thing, as the large crowd at the Brownville 40 1/2 suit sale, yesterday, attests.

WALTER BAKER & CO. The Largest Manufacturers of PURE, HIGH GRADE COCOAS AND CHOCOLATES. On this Continent, have received HIGHEST AWARDS from the great Industrial and Food EXPOSITIONS in Europe and America.

NO MORE BACK ACHE NO MORE KIDNEY TROUBLES. GRAVEL, CONSTIPATION, INFLAMMATION OF THE BLADDER, &c. ALL KIDNEY DISEASES.

intendent O'Brien anticipated. No. 2, the second through train, left last night at 11 o'clock, with a rotary plow in advance, and no further trouble is anticipated. The wire along the line was down last night, but it is expected it will be entirely repaired today. The Southern Pacific's through train from California, which should have been here Friday morning, came in at 8:20 yesterday morning. She could have been brought in before daylight, but was held back to run according to the regular card. The train due yesterday morning from the coast is right on schedule, and will be here about noon. Locals on all Southern Pacific lines arrived and left on time. Superintendent Fields says that the greatest trouble was in the Siskiyou, where the storm was the worst known in years. There is still some trouble on the line in California, caused by heavy rain, but the track is not washed out at any place.

STUCK IN THE SNOW. The Northern Pacific local train from Tacoma arrived on time last evening, but the through train will not be in until early this morning. This road is in good condition, the delay being caused by lack of telegraphic communication.

Why the Southern Pacific Overland Expresses Are Held. The Southern Pacific train which arrived yesterday morning was just 24 hours late. The delay was caused by one of the severest snow storms in years. The train was blocked by a huge drift, a few miles south from Edgewood, Cal., where it remained stalled about 12 hours, from 3:30 P. M. Thursday to about 4:30 A. M. Friday. According to P. J. Hutchins, San Francisco passenger agent on the train, it seems that a rotary plow had been pushed through some distance in advance of the train, and fresh snow had drifted in at the point mentioned to such a depth that the train was brought to a standstill. "It was intensely cold," said Mr. Hutchins, "and the wind was blowing at a fearful rate; in fact, it was a perfect blizzard. The blockading was not in a cut, but appeared to be at a point where the wind found it convenient to drop a lot of snow. The snow piled up as high as the tops of the cars, while on a level the depth was between three and four feet. "It looked as though we were in for a long siege, but a relief train arrived at about 10 o'clock Friday morning, with 40 men armed with shovels. For a time, the snow seemed to drift in faster than the snow could shovel it out, but by degrees a trench was formed about each car, and the men began to dig the snow away, until it was pulled out, to the great relief of everybody. We encountered no difficulty at any other point, although there were numerous other places where a blockade would have been more probable than where we were stopped. "The first heavy snow we struck was just south of Sisson, but there was very little this side of Edgewood until we reached the Siskiyou, where there was a lot of it. The railroad people deserve a great deal of credit for the prompt and vigorous measures they took to get us out of the difficulty."

DEEP SNOW AT ONEONTA. That is What Has Delayed the Trains on the O. R. & N. One delayed train pulled into Portland at 7:20 P. M. yesterday, being a little over a day behind schedule time. This was, however, the first train to arrive over the line since Wednesday morning, when a blockading of snow near Onega, a small station about 55 miles east of Portland, had delayed the train. Mr. H. V. Gates, of Hillsboro, gave the following account of the delay to a reporter of this paper last evening: "We had three engines pulling our train and pushing a rotary along all the way from The Dalles, and made good time until we reached Onega, about 2 P. M. Friday. In a deep cut at this point we encountered a wall of snow 40 feet in depth. It was packed solidly, as the snow was thawing, and contained a lot of rocks and sticks, so that the rotary could make no headway. It was then that we were backed up to Bonneville, while an extra engine went to Cascade Locks for food. The train was crowded, there being some 20 passengers on board, but we had plenty of room, as the railroad company made us feel as comfortable as possible. Almost the whole train turned out—men, women and children—and enjoyed an old-fashioned snow-blast. The snow was about four feet deep on level ground at Bonneville. The railroad people had arranged for a steamboat to take us down the river from Cascade Locks, but they managed to cut through the big drift meanwhile, and so we came on the train, leaving Bonneville at 5 P. M. today. There are now two rotaries in operation between this city and The Dalles, and there is no danger of another blockading for the present. There was about 15 inches of snow at Hesperian last Thursday, and about 20 inches at The Dalles, and it was still snowing at both places. The farmers in Eastern Oregon are jubilant, as this heavy fall of snow will be an excellent thing to crops this year."

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THEY BRING OUT FACTS

ILLUSTRIOUS TESTIMONY REGARDING THE COPELAND SYSTEM

Many Noted Men Who Have Been Taking the Treatment Now Bearing Witness to the Matchless Skill of the Copeland Specialists—Just What It Means.

Many very prominent people have lately been publicly extolling the merits of the Copeland medical system. Men of eminence and reputation in the ministry, in the law, in politics and in commerce—men and women of distinguished position in all the higher walks of life—have been speaking as personal witnesses to the exceptionally able and excellent work of the Copeland specialists.

Not that it requires more learning to handle the ailments of distinguished people than it does to handle the ailments of people who are not distinguished. There is a sense in which a grateful or complimentary expression coming from a rich or learned or saintly person has no more force than the same thing coming out of the heart of a poor and plain and very common person. The diseases of the "upper classes" are identical with those of the "lower classes." A King coughs or spits blood just like a hired man. A statesman sinks under the same catarrhal rot that underlies a butcher. The lady of wealth and ease, who has no harder duties to perform than those of reading poetry and feeling sorry for the poor, has the same headache that tires a pauper girl in the laundry.

Quite true, the diagnosis, the remedy and the skill to cure are not dependent on the patient's station in life. And yet there is one feature of the Copeland specialty system in view of which the praises from persons of wealth and learning and high social station have not only a meaning, but a big meaning, and not only a meaning, but a big meaning, and not only a meaning, but a big meaning. Attention cannot be too often called to the fact that the Copeland system of specialty services involves but a very small fraction of the expense usually incident to the treatment of chronic catarrhs. The fee is less than one-fifth that usually exacted. In fact, anything in excess of a rate of \$5 for one month's continuous treatment, including all the medicines, is never under any circumstances accepted.

Hence, when so many people of commanding position in society unite in commending the Copeland system the effect is to rip open a nasty medical fallacy and let out a good deal of foolishness. It cuts from the heart of man that wretched and rotten notion that medical treatment to be slightly meritorious must be correspondingly expensive. It shows that all the true help and all the genuine benefits of modern medical science are being provided by Drs. Copeland & Montgomery at less than the average charges of the profession.

A WELL-KNOWN CITIZEN TALKS

Commends the Copeland System From His Own Personal Experience.

Mr. W. H. Heimbech, who has recently undergone a course of treatment with the Copeland specialists for chronic trouble of a catarrhal nature, is sexton of the First Presbyterian church, corner Twelfth and Alder streets, and who lives at No. 181 North Eleventh street. Mr. Heimbech says: "After taking a short course of treatment with Drs. Copeland & Montgomery for a severe chronic catarrh, I feel that I must give their treatment my endorsement. For a number of years I was greatly annoyed with a severe case of catarrh affecting my head and throat. I have been subjected to great deal of exposure during my time, and I suppose that was the cause of my trouble. The trouble came on me the way catarrh always comes, from a bad cold in the head. First, I noticed that my nose was always stopped up, on one side or the other, then both sides at times, giving my head an uncomfortable, stuffed-up, smothered feeling. The natural drain of the head through the nose was interfered with, and almost completely destroyed. The nasal matter was discharged backward, dropping in my throat and causing that smothered and tired feeling. My symptoms were some hacking, coughing, straining and spitting that catarrh sufferers nearly all sides complain of. Then came the very miserable headaches and a very annoying ringing in the right ear. Often I would be troubled with great dizziness of the head, nervousness and general bodily weariness and exhaustion. I had tried a number of simple remedies, but all failed. I was second to none in my time, and I suppose that was the cause of my trouble. The trouble came on me the way catarrh always comes, from a bad cold in the head. First, I noticed that my nose was always stopped up, on one side or the other, then both sides at times, giving my head an uncomfortable, stuffed-up, smothered feeling. 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