# WANT NEW SCRIPT

## T. P. A. Opposed to the New Mileage Books.

### ASK RAILROADS TO CHANGE

**At Annual Meeting Committee Is Appointed to Make Demand—Officers Are Elected Without Opposition.**

**NEW OFFICERS OF TRAVELERS' PROTECTIVE ASSOCIATION.**

President—T. W. Cuthbert.
Secretary—E. Shelley Morgan.
First vice-president—C. W. Ransom.
Second vice-president—H. M. Prichard.
Third vice-president—M. J. Davis.
Fourth vice-president—L. W. Carnahan.
Fifth vice-president—Max Freidenthal.
Board of directors—A. N. Smith, Charles Rosenfelt, Sig Sichel, F. P. King, Thomas B. London, John L. Beal.

At the annual meeting of the Travelers' Protective Association, held at the parlors of the Portland Hotel yesterday the question of the scrip mileage was discussed at length. The members all agreed as to the inconvenience of the present system on the Harriman lines, the only question being as to the remedy. A committee consisting of H. Wittenberg, J. Lang and W. H. Beharrell was finally appointed, and the matter turned over to them. They were instructed to hold a conference with A. L. Craig, of the O. R. & N. and W. E. Coman, of the Southern Pacific and to make a report to the board of directors. The board then intends to act in accordance with the result of the conference. Members present at yesterday's meeting differed in their views as to the best course to pursue, but it was the general opinion that they would have only to make a request of the companies as coming from the organization and it would be granted. About three months ago the O. R. & N., the Oregon Short Line and the Southern Pacific decided to issue a new mileage book, which should supersede the one previously used.

The old book, like its successor, contained scrip for 3000 miles. It was sold at the rate of 3 cents a mile, or $90 for the book. When the entire book had been used, the railroad companies allowed the purchaser a rebate of $15, which brought the cost of journeying a mile down to 2½ cents. The commercial men were also allowed a discount of 20 per cent on their excess baggage, and were permitted to pay for it in mileage scrip. The holder of a mileage book did not have to visit the ticket office at all on his journeylngs, but merely boarded the train, told the conductor where he wished to go, and the conductor tore off a corresponding number of miles from the book.

Under the new system, the purchaser of a mileage book is compelled to exchange the scrip for a regular ticket every time he wants to go anywhere, he is allowed no discount on his excess baggage, and he must pay for it in cash. No stopover is permitted on the ticket, neither is any refund made should the purchaser not travel the entire distance.

The old book was regarded as very satisfactory, but against the new one the traveling men all protest. It causes them a vast amount of inconvenience and much additional expense. The discussion of the matter yesterday was somewhat spirited, and some of the members were for taking decisive action in the matter.

"I know that the jobbing houses are all with us," said H. Wittenberg, "and any action that we take in the matter will be indorsed by them. If our organization stands together and we have the business men behind us, I am sure the railroad companies will try to settle this trouble. I think the officials are fair-minded men, and that all we will have to do is to go to them as representatives of this organization and ask them to remedy the mileage book grievance." He then made a motion that a committee of three be appointed to take the matter in hand.

"I think they can draw up a resolution," said he, "as coming from this organization. The question has been discussed so that they know how we stand on it. This resolution can be presented to the companies and a conference can be held with Mr. Craig, of the O. R. & N., and Mr. Coman, of the Southern Pacific. After the conference the committee can report to the board of directors. If any one has any suggestions to make to the committee let them be made in writing and sent in. The committee should hold itself ready to receive suggestions from any members of the organization."

The next speaker was for more radical steps.

"I think we should tell them," said he, "that the new system is bad in many ways and that it will have to be changed. We have all of the leading firms of the state back of us, and if the railroad companies refuse to change the system we know what we can do."

"We can walk," interrupted one of the audience, and every one laughed. The speaker was determined, however, and would not let his argument be so easily laughed down.

"We would not have to walk," he continued. "There are other roads, and we could induce the companies to ship over them. I think we should show them that we are determined."

The majority, however, was of the opinion that no radical action would be needed, and it was left in the hands of the committee.

After the scrip mileage question was disposed of, and the routine work of the meeting carried out, officers for the ensuing year were elected. There was no rivalry for office, and the election was by acclamation.

**Commercial Men at Banquet.**

The seventh annual banquet of the Travelers' Protective Association was held at the Portland Hotel last night. The famous wit of the traveling man was displayed, and there was a general good time. Well-known speakers responded to toasts, and were greeted with hearty applause as they made remarks complimentary to the vocation of which all were representatives. The dining-room had been decorated especially for the occasion, and the T. P. A. emblem was placed near the center and surrounded by flowers. After a magnificent spread a number of toasts were listened to.

"The Commercial Man as a Citizen," was the first toast proposed, and Governor-elect George E. Chamberlain responded. Colonel David M. Dunne presided as toastmaster, and kept the party in an uproar of laughter. Mr. Chamberlain's remarks were complimentary to the traveling man, and he said that he was proud to number them among his best friends.

"It has been said," he began, "that the missionary is the vanguard of civilization. It might equally well be said that the traveling man is the vanguard of commerce and industry. You have done much to develop the Western country, and now the great trade of the Orient is beckoning to us. Who but you will push our commerce into the Orient? You have been successful before, and I believe that you will now."

"Rev. A. A. Morrison will speak on 'The Shepherd Seeks the Sheep, and Not the Sheep the Shepherd,'" announced the toastmaster. "I do not know exactly what that means, but I suppose he will tell you. I am sure that it has nothing to do with the Orient."

Mr. Morrison remarked that it was a pleasure to him to be present at such meetings and see his fellow-men in their social life.

"I am proud of my sex," said he, "and such gatherings as this one convinces me that there is much goodness and generosity in the hearts of mankind that is not generally known."

Judge Cake then responded to a toast on "The Commercial Interests," and A. L. Craig and W. E. Coman, of the O. R. & N. and Southern Pacific Railway Companies, were called upon.

**Willing to Meet the Travelers.**

Both Mr. Craig and Mr. Coman expressed themselves as pleased with the way that the association had handled its trouble concerning the mileage book.

"We are working for our mutual interests," said Mr. Craig, "and we are always glad to meet you and talk our affairs over. There may be difficulties that we do not see in some of the systems that we use, and we are willing to try to better them. We stand ready to meet the committee half way, and will do all that we can to make the mileage book as you want it."

Mr. Coman was then called upon, and concurred in all that Mr. Craig had said. He thought there would be no difficulty in adjusting the trouble.

At the close of the banquet M. J. Davis was presented with a handsome badge for his efficient work on the T. P. A. Guide.

REV. DANIEL SHEPHARDSON, JR., PH. D.

WHO WILL OPEN A SERIES OF MEETINGS AT FIRST BAPTIST CHURCH TODAY.

Rev. Daniel Shepardson, Ph. D., who will conduct a series of meetings in the First Baptist Church of this city, beginning today, has for a number of years occupied a first place in the Middle and Eastern States as evangelist and lecturer on biblical themes. His meetings in New York City and Philadelphia have attracted large congregations and left marked results. Dr. Shepardson is the son of Rev. Daniel Shepardson, D. D., a prominent educator in his day. He has one brother who is a professor in Chicago University, and another holds a like position in Cornell. He is a graduate of Dennison University, in Ohio, and has done post-graduate work in both Yale and Chicago. For a time he was instructor in Hebrew and Arabic in the American Institute of Sacred Literature. In 1893 he was paralyzed in his lower limbs, since which time he has been compelled to move about in a wheel-chair. He has given himself wholly to evangelistic work, and the exposition of the Scriptures. The First Baptist Church considers itself very fortunate in securing a man of this type for special services. Mrs. Shepardson accompanies her husband, and, being an accomplished musician, is a great help in the work.

## TO DEFEND ASTORIA.

**Portland Board of Trade Alarmed Over Columbia's Defense.**

The executive committee of the Portland Board of Trade yesterday indorsed two resolutions which were recommended for adoption at the regular meeting of the board next Tuesday. The first resolution asks that the Secretary of the Navy have a suitable number of submarine torpedo-boats regularly detailed for the defense of the City of Astoria and other cities between the mouth of the Columbia and the City of Portland. A copy of this resolution will be forwarded to the Oregon delegation at Washington, with the request that they will personally urge upon the authorities in the Navy Department the necessity of protecting the property and commercial interests of the Columbia River. The second resolution recommends the passage of an act by the next Legislature creating a state bureau of mines for the purpose of promoting the mineral resources of the state.

The session of the executive committee was a very brief one. It had been expected that J. L. Barnard, who has been engaged to expert the books of ex-Secretary J. W. Moore, would be ready to hand in a full report, but the only communication on the subject was a letter transmitted through the inspecting committee, in which letter Mr. Barnard said that he found the records in such bad shape that he had been unable to complete the work. He expects to work a week longer on the books.

## PORTLAND ASSOCIATION INSTITUTE

**At Y M. C. A. Building**

A new term opens January 2 for the night classes. Twenty-four teachers, 500 students, modern equipment and methods, are the features of the year. A glance at the list of subjects taught shows the extensiveness of the work: Arithmetic, algebra, architectural drawing, bookkeeping, commercial law, correspondence, carpentry, clay modeling, electricity, elocution, English grammar, free-hand drawing, geometry, German, Latin, mandolin, guitar, machine design, mechanical drawing, manual training, penmanship, photography, plumbing, public speaking, reading and spelling, rhetoric, shorthand, typewriting, trigonometry, wood-carving, wood-turning, vocal music. The fees for the three months' term are $1 to $3 per subject.

## MONDAY'S BARGAINS.

Fifty dozen ladies' kid gloves, colors browns, blacks, modes, tans, Monday 65c, all sizes. Mocha and undressed kid, 50c pair. 200 dozen corsets, standard makes, colors black, drab, white, pink and blue, 35c. 25 dozen ladies' wool vests and pants, French ribbed, value $1, Monday 50c. Clearance sale prices take effect Monday in all departments. Lace curtain remnants at half price. McAllen & McDonnell, corner Third and Morrison. The store noted for good goods at lowest prices.

# TO RENEW THE FIGHT

## Ontario Is After County Seat of Malheur.

### VALE WANTS TO KEEP THE PRIZE

**Representative Test Will Introduce Bill Putting Question to Popular Vote—Representative Hansborough for Fellow-Servant Law.**

The old fight over the location of the county seat of Malheur County will be up in the Legislature this Winter. Vale has the coveted prize at present, and Ontario is after it. The county-seat fight in that far-off section of the state was one of the warmest contests in the last session of the Legislature. "The question has occupied the attention of three Legislatures," says Representative E. H. Test, of Malheur and Harney Counties, "and I am going to try to get it settled in such a way that it will stay settled. I shall not ask the Legislature to determine where the county seat shall be, but I will try to secure the passage of an act that will give the people an opportunity to vote on the question and decide for themselves where it shall be.

"That county-seat question will keep coming up until the people of the county decide it by popular vote. When the people have expressed their choice, then there will be no excuse for the question coming up in the Legislature again. I believe that a large majority of the members of the Legislature will agree with me that this is the proper way to decide where the county seat shall be. As it is now, the county-seat fight is connected with almost every public question. At every county convention an effort is made to touch upon this question in the party platforms. In the campaigns the county-seat fight has much to do with turning the tide of public opinion for or against a candidate. However the question is determined, we want it settled."

Mr. Test will be in Portland a few days. Yesterday he met several members of the Legislature and received some promises of support for his measure. Mr. Test lives at Ontario, which town has something to gain, but nothing to lose, by submitting the county-seat question to a vote. As may be expected, the Vale people will be down next month putting up a fight against the proposal to submit the question to a vote, for they think the county seat is well located already, and that the best way is for the Legislature to consider the question already settled. The basis of the contention between the two towns is such as to give each a good argument in its own behalf. Ontario is the only town of consequence in the county located upon a railroad. It is, however, on the border line of the county. Vale is located farther toward the center of the county, but is off the railroad. The merits of the fight are pretty nearly confined to these circumstances.

"I shall work for the enactment of a fellow-servant law," says Representative J. M. Hansbrough, of Roseburg, who represents Douglas and Jackson Counties in the lower house. Hansbrough was elected largely through the efforts of the railroad employes who are members of labor unions. He is a conductor on the Southern Pacific between Roseburg and Ashland, and is a loyal member of the labor unions. He is in Portland for a few days. "My idea is to make the transportation companies liable for an injury to an employe the same as they are to a passenger. I think this only a matter of justice. I do not know whether I shall introduce a bill on the subject, but rather think I shall not. Other bills will be introduced, and I will support the one that suits my idea of what the law should be. I am particularly interested in this measure, and shall also support other bills desired by labor unions. My purpose shall be to secure legislation in behalf of the laborers without doing any injustice to the employers.

"My favorite for Speaker of the House is L. T. Harris, of Lane County. I have not decided upon a candidate for United States Senator, but I am in favor of a caucus, provided that 46 Republicans will go into it and abide by the results."

According to talk overheard among some Salem men, Governor Geer's friends will try the effect of some vigorous lobby work at the session of the Legislature next month. The project is that after the first ballot has been taken and it is found that the members are not going to abide by what the Governor considers the expressed will of the people, a representative crowd of men from different parts of the state will go to the capital and reiterate the opinions they expressed at the polls. Farmers and lawyers and business men and professional men will be there counseling their representatives to accept the will of the people. "We voted for Geer, and we want Geer elected Senator," will be the argument. "If you ever hope to get anything again from the people of your county, you would better respect the wishes of your constituents." A strong lobby pressing this argument would, it is hoped, line up a sufficient number of members to elect Geer to the Senatorship. At any rate, the lobby might make it uncomfortable for those refusing to vote for the Governor.

Very few members of the Legislature have been in Portland during holiday week, but it is probable that many will be here next Saturday and Sunday. This is the last week but one before the session begins, and there has not yet been much going on in the way of conferences. On Saturday, January 10, practically the whole membership of the Legislature will be gathered in Portland preparing to swoop down upon the capital.

## WANTS ANOTHER FERRY

**Albina Improvement Association to Draw Up Bill.**

The Albina Improvement Association is working for an additional free ferry, in order to build up that portion of the city, and L. T. Peery, J. C. Jameson, Robert Galloway and Thad Vreeland, members of the association, have been appointed by President Samuel Connell to prepare a bill to be presented at the meeting of the Legislature to that effect.

The committee will also circulate the following petition for signatures:

"We the undersigned, taxpayers and residents of the City of Portand, hereby certify that we are aware of the lack of facilities for convenient communication between that part of the City of Portland, formerly known as Albina, and the West Side; that the present free ferry, while a great convenience, is no longer an adequate, proper or fair substitue for the commodious bridge promised to Albina by consolidation, that we believe the growth and development of Albina have already been greatly retarded by this condition, and that Albina cannot hope to make a growth proportionate with other parts of the city, unless additional means of communication are provided at once:

"Therefore, we most respectfully petition the Oregon Legislature to pass, at its next session, such measures as will authorize and empower the City of Portland and County of Multnomah to build and operate an additional ferry between Albina and the West Side, and we urge the Multnomah delegation to the said session of the Legislature to use its undivided influence to secure the enactment of such a bill."

## F. C. MILLER TO LEAVE.

**Popular Bank Cashier Accepts Responsible Position in Kansas City.**

Frank C. Miller, for 12 years connected with the United States National Bank as cashier, and lately made cashier of the new United States National Bank, formed by merging the old institution and the Ainsworth National, will leave on January 12 for Kansas City, Mo., to take charge of the lately organized Pioneer Trust Company of that city.

Mr. Miller came to Portland from Salina, Kan., where he had been in the banking business for a dozen years. His relations in Portland have been of the pleasantest, and it is simply for business reasons that Mr. Miller has consented to go as first vice-president and manager of the institution just formed by some of the leading capitalists of Kansas City. The capital and surplus of the Pioneer Trust Company is $1,000,000, and its doors will be opened for business on January 20, 1903. It will be closely connected with the Mercantile Trust Company, of St. Louis; the Old Colony Trust Company, of Boston, and the Institution for Savings (Myron T. Herrick's) in Cleveland.

Mr. Miller will be accompanied by Mrs. Miller, who will not delay her departure. Owing to the warm regard in which Mr. Miller has always been held by the business men of Portland, his loss will be deeply felt, and on every hand regret is expressed that he is going to leave.

## LADIES' GYMNASIUM CLASSES

**At the Y. M. C. A.**

Starting with the new year, January 2, the Young Men's Christian Association inaugurates a new term in the ladies' gymnasium classes, which will run to June 1. There will be a class at 9:45 on Friday mornings and one at 8 on Wednesday evenings. A large private dressing-room, with lockers and individual shower-baths, together with a steamroom, will be a special feature. These conveniences are to be separate from the large locker-room and will therefore be greatly appreciated. Instructions in swimming, together with the class work of the gymnasium, which will include calisthenic work, marching, fancy steps, light apparatus work, basket-ball and other games, will all be included in regular membership privileges. The fee for the new term from January 1 to June 1 to all new members will be $2 50. Class limit is 100 members. Make application at office of Y. M. C. A., Fourth and Yamhill.

## MONDAY, LADIES' COATS.

Our factory has been turning out new, fresh, late style coats every day. This is a wonderfully fine advantage for the ladies of Portland. We don't have to blow and puff about having a lot of odds and ends of garments that we must get rid of, for we are the makers of our own garments right here at Fifth and Alder streets, and we only make up the latest and best styles, nothing like it in this country. A batch of nice black coats were finished up last evening. They are at no fancy price, either—$12 50 the best coat in the world for the money. We don't have to wire to New York for coats and then take what we can get, good style or bad. No, sir. We make them and only make what is desirable and stylish and out of our regular tailor cloth. You will help support such an institution, won't you? The J. M. Acheson Co., Fifth and Alder streets.

## HUSBANDS, LOOK OUT

Don't let your wife see tomorrow's (Monday's) Oregonian, last page, or she will be sure to go and buy some of the beautiful things at Barrett's, Sixth and Alder.

**Grateful for Donations.**

CEDAR MILLS, Or., Dec. 27.—(To the Editor.)—The Sisters of Mercy, of Cedar Mills, desire to extend their grateful acknowledgments to the merchants, business people and private individuals for their kind Christmas favors and donations to both Catholics and non-Catholics.

SISTERS OF MERCY.

**THE FOLKS AT HOME**

**Would Enjoy a Visit From You—Why Not Take It?**

On January 8 and 9 the O. R. & N. places on sale tickets, Portland to Kansas City and return, at the low rate of $60, good for 30 days, with stop-over privileges on return passage. Call up O. R. & N. ticket office, Third and Washington, and learn particulars.

**Going to Memphis?**

Before starting call up O. R. & N. ticket office and ask about the new tourist car service via Denver, Kansas City and St. Louis. City ticket office, Third and Washington.


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| Half-Wool Ingrains | .70 | .59 |
| All-Wool Ingrain | .85 | .69 |
| All-Wool Ingrain, 3-ply | 1.10 | .92 |
| Brussels Carpet | .80 | .69 |
| Brussels Carpet | .90 | .79 |
| Brussels Carpet | 1.00 | .88 |
| Axminster Carpet | 1.25 | 1.09 |
| Axminster Carpet | 1.65 | 1.48 |
| Velvet Carpet | 1.25 | 1.08 |
| Velvet Carpet | 1.75 | 1.45 |
| Axminster Rugs | 3.00 | 2.40 |
| Axminster Rugs | 4.50 | 3.60 |
| Lace Curtains | All Reduced | |
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Five-pound package table salt.

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Three cans standard corn or tomatoes.

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15 Cents
Pound best fresh roast Costa Rica coffee.

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Pound Hoffman House Java and Mocha Coffee.

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Pound choice seedless Sultana Raisins.

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