

FIGHTS WITH MASK

Harriman's Face Behind Cowgill's Features.

BOARD OF TRADE TAKES A PEEP

Committee Reports That Railroads Back Referendum Agitation on Portage Road—All Northern Roads Affected by Action.

A special committee of the Board of Trade reported early this week on the portage railroad, and it is intimated by the committee that some startling developments may be shown. Some inside information relative to the attitude of the corporations has been secured, but since the committee is bound by pledges of secrecy, it is not possible at present to make known the findings.

It was planned that a full report should be presented to yesterday's meeting, but when an incomplete report was presented the Board's meeting was called off and further time extended. The information of the following report by C. W. Miller, E. H. Kilham and W. A. Laidlaw, who compose the committee:

"We have had this matter under consideration and careful investigation for some days past, and through interviews with leading men of our business community and such other sources of information as we were able to reach have arrived at conclusions that are quite satisfactory to ourselves as to the real source of the opposition to this appropriation measure. Unfortunately, however, much and, in fact, the greater part of the reliable and trustworthy information that your committee has been able to gather thus far, comes from sources that for business reasons were obtained under the strictest pledge of secrecy, and your committee is in honor bound not to divulge its source. We find that one W. C. Cowgill is actively and personally engaged in a determined effort to defeat this measure, and in the opinion of the committee, based upon the information we have gathered, he is the active press representative of certain railway interests, whose freight rates will most likely be affected by the construction of said portage road.

"There are still sources of information which your committee are attempting to sound, and if given a little further time, we think the injunction of secrecy may be withdrawn and a full report can be made, giving names and full data for all facts stated.

"We, therefore, ask for a few days' further time in which to file a report."

All Northern Lines Involved.

Railroad men regard the fight over the portage railway as one that interests all the northern lines, and if the O. R. & N. has, as is intimated, taken a strong position in this regard, men interested in traffic matters can see whereby it was forced upon the Harriman line to stand the brunt of the fight.

A reduction of railroad rates in Oregon, such as the construction of the portage railroad means, would necessarily be followed by the reduction of freight rates upon wheat in Washington. In this manner the construction of the portage road not only affects the interests of the O. R. & N., but also is of interest to the Northern Pacific and Great Northern.

Should the O. R. & N. be compelled to reduce its rates to meet water competition on shipments originating near the Columbia River, it would also have to continue this reduction to reach other Eastern Oregon and Washington points. The Northern Pacific, being a competitor for the Washington business, would have to meet such cuts and, as the Northern Pacific in turn reaches into Great Northern territory, the latter road would be affected by whatever occurred in Oregon. In short, the interests of the three roads in the wheat-bundling or whatever other business pertains to Coast and Eastern Oregon and Washington points is identical.

Pressure on O. R. & N.

Railroad men read from the fight against the portage road that the allied interests of the northern roads are pitted against the enterprise. Even granting that the O. R. & N. should be willing to allow the portage to be constructed, it is held that the Hill lines would not permit the O. R. & N. to remain quiet.

It is easy to drive the O. R. & N. into opposition. For instance, the Northern Pacific has long threatened to build down the Columbia River and into Portland, giving that road the same advantage enjoyed by the O. R. & N., with the additional advantage that the Northern Pacific has cheaper fuel. The Hill lines have also looked longingly into Oregon territory that has either been tapped by the O. R. & N. or will be taken over by that line. If a threat was necessary, this alone

is sufficient to stir up O. R. & N. antagonism to the portage road. But it is not believed threats were necessary. The O. R. & N. is as deeply interested in the grain and other traffic business of the East Side as the Hill lines, and would probably not be a bit behind them in opposing the portage road. Not even in railroad circles is it openly stated that the railroads are fighting the enterprise, and some of the railroad men go so far as to intimate that, if any one has bettered himself, it is as deeply interested in the Short Line very much beyond what it has already been hurt by Harriman's apparent attitude of indifference. At the same time it is figured by railroad circles that the Columbia Southern has strengthened itself locally, and would be able, in the event the O. R. & N. refused to extend the line, to secure local aid.

It is acknowledged that the Columbia Southern was forced into its present attitude. E. E. Lytle, president of the company, has the misfortune to be a member of the Chamber of Commerce, and could not head off the resolutions recently adopted had he desired to do so. Nor could he withdraw with good grace. So railroad men figure he did the best he could under the circumstances, and trusted to the future.

That the railroads are really behind the movement in favor of the referendum is taken for granted in traffic circles. It is not believed that any of the northern lines would overlook the fact that their income was threatened and would fall to put up some kind of a fight. But while acknowledging this, no railroad man can be found in Portland who will claim that the water transportation thus opened would embarrass the railroads beyond power to recuperate. They can still compete for the grain traffic.

CHICAGO PLANS A BIG TIME

Centennial Committee Arranges for an Elaborate Celebration.

CHICAGO, May 15.—The entertainment committee of the Chicago centennial celebration has mapped out an elaborate and interesting programme for every day and night between September 4 and October 1. There will be an illuminated night industrial parade, an illuminated night automobile parade, a military pageant, automobile races and an athletic tournament, water polo, swimming races, rowing regattas and a centennial yacht race for championship trophies.

Arrangements will be made for an old settlers reunion, which probably will take place under a huge canvas on the lake front, and also for centennial religious exercises in all the churches. The two most important features of the celebration, however, will be a naval battle off the lake front on the first night of the jubilee, and the reproduction of Chicago of 1807 on the lake front. The reproduction of old Fort Dearborn will take the form of an Indian village inhabited by 400 Chippewas, Potawatamies and Menominee, who will come to Chicago from Canada for this special purpose. These are the tribes that inhabited Chicago when John Kenzie arrived here a hundred years ago.

Sealers Make Small Catches.

VICTORIA, B. C., May 15.—The sealing schooner Victoria arrived at Clayoquot yesterday with 122 skins for the season. She spoke three seals, all of which had a few over 100 skins, all making smaller catches than was anticipated. The Annie E. Paint has the highest catch of the season—685. She reports some very plentiful off Queen Charlotte Island.

Umbria Arrives at Queenstown.

QUEENSTOWN, May 16.—A wireless message from the Cunard liner Umbria from New York May 9, was received at Crookhaven today, saying, "All well. Expect to arrive at Queenstown at 5:30 P. M." The Umbria is the steamer on board of which an attempt was made to ship an infernal machine at New York just previous to her sailing.

Major Gaston Weds Miss Haskins.

HARTFORD, Conn., May 14.—Major James A. Gaston, of the First Cavalry, stationed in Texas, and Miss Lavina, daughter of Colonel and Mrs. W. L. Haskins, were married today at Colonel Haskins' summer home.

Daily Treasury Statement.

WASHINGTON, May 15.—Today's statement of the Treasury shows: Available cash balances.....\$20,755,589 Gold.....10,949,223

Not how cheap, but how good—the clear aim of the manufacturers of Opia cigars.

SHIPS DELAYED BY GALE

HOWLING NORTHWESTER STOPS SAN FRANCISCO SHIPPING.

Steamships Melville Dollar and City of Panama Are Overdue—Duncarn Clears With Wheat for Africa.

SAN FRANCISCO, May 16.—A northwest gale has been blowing over land and sea since yesterday afternoon. The wires between here and Point Reyes have been down since last evening, at which time the velocity of the wind was 65 miles an hour at the point. The steamer Melville Dollar, which was due here from San Pedro yesterday, had not been reported up to late tonight. The vessel was obliged to put into Port Harford on the way up, but she remained there only two hours and then proceeded on her way. It is thought that her delay is due to the fact that she has been unable to make appreciable progress against the heavy wind.

The Pacific Mail steamer City of Panama, bound here from Panama and way ports, is two days overdue, and it is supposed that she has also been held back by head winds. She was held right at the point from which point she sailed on the 8th inst. Pilot G. E. Wallace was unable to leave the steamer Sonoma last evening on account of the gale, and was carried away on the Pacific liner. He will return from Honolulu if he is not brought back on some vessel passing the Sonoma.

SIBERIA'S MAIDEN VOYAGE.

Big Liner Completes Her Round Trip Without Incident.

SAN FRANCISCO, May 15.—The giant Pacific Mail liner Siberia completed her maiden voyage across the Pacific when she arrived in the harbor today. The big vessel made the round trip without incident, and though no records were broken on the voyage, the steamer averaged 15 knots. At no time was the Siberia speeded, and throughout the trip she proved the equal of her sister ship, the Korea.

The Siberia brought a heavy cargo from the Orient, and her cabins were crowded with passengers. The freight in the steamer's hold amounted to 443 tons, and included 555 bales of gunnies and 554,000 in Hawaiian coins, which are to be re-circulated in the coast mint. There were 191 cabin, 59 steerage and 298 Asiatic passengers on board. At Honolulu 417 Chinese and Japanese were landed.

The cabin passengers on the steamer included W. E. Winthrop, the assistant executive secretary of the Philippine Commission, who comes here on a vacation; Lieutenant-Commanders C. A. Grove and M. Bevington, of the battleship Kentucky, who are on a leave of absence; Henry Phipps, the millionaire partner of Andrew Carnegie, who is touring the world; J. H. Fowler, the United States Consul at Amoy. A number of British Army officers from Hong Kong and teachers and insular employees from the Philippines were also on board.

DUNCARN CLEARS FOR AFRICA.

Nantes Arrives Out After a Passage of 122 Days.

The British bark Duncarn cleared at the Custom House yesterday and will leave down the river tomorrow morning for East London. Her cargo consists of 90,355 bushels of wheat worth \$76,128, 3000 barrels of flour, worth \$998, and some empty sacks, the total value of the cargo being \$86,026. The shippers are T. M. Stevens & Co.

The Langdale will take wheat at the elevator tomorrow and will then go to the flouring mills to complete her cargo. The Arranmore loaded wheat yesterday at Greenwich dock. The French bark Nantes arrived at Queenstown Friday, making the passage from this port in 122 days. She carried out 18,976 bushels of wheat and 11,332 bushels of barley. The Portland Flouring Mills were the exporters.

REVOCATION OF LICENSES.

Steamboat Owners Call Upon Usher for Information.

WASHINGTON, May 15.—A joint committee of steamboat owners of New York today called upon Supervising Inspector General Usher. Their call bore upon the strike of marine engineers, and was devoted to an effort to obtain information relative to the interpretation of section 449 of the Revised Statutes, providing for the revocation of licenses. After a conference it was decided to refer the matter to the Solicitor of the Treasury for an opinion.

STRANDED ALIENS.

Accuse Captain of Stranded Bark of Inhuman Treatment.

WASHINGTON, May 15.—Secretary Shaw has wired instructions to Inspector Stump, at New Bern, N. C., to convey the passengers and crew of the abandoned Portuguese bark Vera Cruz to New Bedford. Mr. Stump is to employ guards, if their assistance be necessary. In his report concerning the condition of the stranded aliens, which was dated at

BIG REMOVAL SALE

This Big Removal Sale brings the very best of merchandise to you at greatly reduced prices. Therefore this is the time you should buy and buy liberally. Come tomorrow and share with the hundreds of others who have profited by this great sale. Following are a few samples of the reductions:

- Fancy Goods: Embroidery, 3 inches wide, fine quality cambric, firm edges, dainty patterns, worth 10c yard. Sale Price 5c. New chiffon veilings, in white and black, black and white, and blue and white; polka dot effects; regular 35c grade. Sale Price 25c. New hat drapes, in all the latest designs, very pretty effects, large assortment to select from, regular 75c value. Sale Price 50c. Satin taffeta ribbon, 4 inches wide, in all the good colors, white, cream, pink, light blue, cardinal; suitable for bows, neckwear, and millinery; regular 25c and 30c values. Sale Price 16c. Double-face satin ribbon belt, with oxidized girle effect, and crocheted buckle, regular \$1.00 belt. Sale Price, each 65c.
Shirtwaists and Corsets: Black mercerized maten waist, fine tucks, very latest styles, perfect-fitting, regular \$1.25 garment. Sale Price 98c. White lawn waists, handsomely trimmed with embroidery insertion, together with many other materials and styles, worth \$1.90 and \$2.25. Sale Price \$1.49. Girdles, in pink, blue, drab and white, very pretty trimmed with lace and ribbon. Sale price 45c. 25 dozen straight-front corsets, made of finest batiste, drab color only, perfect-fitting, best 50c values. Sale Price 39c.Hosiery and Underwear: The most radical price cuts yet recorded in our underwear department. When you see this splendid collection you will agree that the prices have never been equaled. Ladies' medium-weight union suits, suitable for Spring wear, in white and silver color; regular price, 75c. Sale Price 47c. Ladies' sleeveless lace vests, in pink and blue, and other fancy colors; these vests sold everywhere at 50c. Sale Price 32c. 50 dozen ladies' lisle hose, in tan and brown color, dropstitch and lace effects, our regular 50c grade. Sale Price 25c. Children's fast black cotton hose, in both fine and heavy ribbed, double heel and toe, regular 15c values. Sale Price 11c.Shoes and Slippers: A choice collection of the newest at great reductions in price. \$1.50 Ladies' Slippers, 98c. Ladies' fine vic kid slippers, with fancy bows, hand-turn soles, all Spring of 1903 make, \$1.50 values, all sizes. Removal Sale 98c. \$3 Women's Shoes, \$2.50. Women's vic kid shoes, with bright and dull kid tips, also patent tips, light and medium-weight soles, all new styles, \$3.00 grades. Sale Price \$2.50. \$1.75 Ladies' Oxford Ties, \$1.35. Ladies' one and two-strap slippers, hand-turned soles, light and medium weight, patent tips, \$2.25 values. Sale Price \$1.75.Wash Goods: 1200 yards of figured organdies, beautiful patterns, in all the pretty shades. These are worth and are being sold everywhere at 15c yard. Sale Price 10c. 25 pieces of cotton covers for shirt waists, suits and skirts, all the popular colors; good values at 15c yard. Sale Price 11c. 2000 yards of figured lawns, pretty floral designs and neat stripes; not a piece in this lot worth less than 8c yard. Sale Price 5c.Domestic Specials: 500 yards of domestic linen crash, very satisfactory both in wear and in washing, regular 8 1/2c quality. Sale Price 6c. 450 yards of extra heavy quality unbleached table linen, worth 30c yard. Sale Price 22c. 5 dozen tapestry table covers, assorted patterns and colors, size 1 1/2 yards square, worth 75c and 85c each. Sale Price 68c. Ready-made sheets, large size, good grade cotton, nicely hemmed, worth 55c each. Sale Price 45c.New Silks: 500 yards of imported wash silks, large assortment of colors, with fancy and corded stripes; also all white, with corded stripes; real values 50c yard. Sale Price 35c. 750 yards of 27-inch Japanese silks, in about 25 different colors; also white and black; these are exceptionally good values at 50c a yard. Sale Price 42c. Nothing but the newest and most popular fabrics are offered for this season's selling.Dress Goods: About 400 yards of black silk grenadines, assorted styles, regular \$1.25 and \$1.50 a yard, all this season's purchase. Sale Price 98c. All-wool imported volles, pretty shades of tan, mode, pearl gray, navy, brown and black, regular \$1 yard values. Sale Price 77c. Snowflake suitings, Venetians, silk-plaids, chevrons, granites, Armures and henriettes, good line of fashionable colors, widths 36 to 42 inches, values from 60c to 75c yard. Sale Price 48c.

A HANDSOME STEEL ENGRAVING OF OUR PRESIDENT—FREE BIG REDUCTION IN BOYS' CLOTHING We Wish to Discontinue This Department

Portland's Fastest-Growing Store Fifth and Yamhill Streets TEMPORARY Roberts Bros Dry Goods, Gents' Furnishings and Shoes NEW STORE Third and Morrison Streets When Ready

noon yesterday, and received today, Mr. Stump says: "The captain of the barkentine abandoned his ship, taking all the money he could lay his hands on and, from the statement of those examined, half starved them, was drunk most of the time and they find themselves here in a most pitiable condition."

Will Build Two Freighters.

The Pacific Coast Company has decided to build two 1500-ton vessels. They are designed especially for freight-carrying purposes, though each will have limited passenger accommodations. Plans were ordered drawn a few days ago by J. C. Ford, vice-president and general manager of the Pacific Coast Company. They are in preparation in San Francisco.

Approximately the vessels will cost \$200,000 or about \$150,000 each. This addition to the Pacific Coast Company's already large fleet was decided on after a long conference between Mr. Ford and J. F. Lawless, manager of the Pacific Coast Steamship Company, which operates the vessel of the Pacific Coast Company. Just where the boats will be built has not been decided, though it is the intention of the company to hurry them to completion with all possible speed.

Dangerous Reef Located.

Officers of the Canadian-Australian liner Aorangi, which has arrived at Victoria from Sydney, report that on that vessel's last passage north, while in the vicinity

of the Phoenix group, a strong westerly current was experienced, and Captain Phillips determined to locate, if possible, the reef marked "existence doubtful, 1859," on British Admiralty Chart No. 180. The charted position of the reef was given as latitude 53° 37' south and 174° 2' west. A sharp lookout was kept, and the reef was sighted some 12 miles east of the charted position. Reliable observations were obtained, which place it in 53° 33' south and 173° 50' west. It was observed to be of horseshoe formation, extending about three-quarters of a mile north and south, entirely submerged, and carrying heavy breakers.

Polarstjernen Not Injured.

ASTORIA, Or., May 15.—Captain L. Veysey, Lloyd's surveyor, was down from Portland yesterday, to make a survey of the Danish steamship Polarstjernen. The steamer dragged her anchor during Wednesday night and went on the sands near New Astoria, but came off all right on the next high water and was taken to a safer anchorage in the lower harbor. It was deemed advisable to have a survey held, to save any possible future trouble over the insurance of the vessel. Captain Veysey found that the steamship had no damage and is certified to be safe condition to go to sea.

Marine Notes.

The steamer Aberdeen has arrived from Eureka with 1,717,600 shingles. The steamer Columbia will sail for San Francisco tonight with a full cargo, a large part of which consists of flour and potatoes.

Domestic and Foreign Ports.

ASTORIA, May 15.—Sailed at 7 A. M.—Steamer Fulton, for San Francisco. Condition of the bar at 5 P. M.—Rough; wind northwest; weather cloudy. Queenstown, May 15.—Arrived—French bark Nantes, from Portland. Cherbourg, May 15.—Sailed—May 12—French bark Europe, from Hamburg, for Portland. San Francisco, May 15.—Arrived—Schooner Henry Wilson, from Gray's Harbor. Sailed—Schooner Lisias Vazack, for Gray's Harbor; steamer Senator, for Victoria. Antwerp, May 15.—Sailed—Vaderland, for New York. Yokohama, May 15.—Arrived previously from Vancouver, for Hong Kong, etc.; Hong Kong Maru, from San Francisco, via Honolulu, for Hong Kong, etc. Liverpool, May 15.—Sailed—Campania, for New York. Rotterdam, May 15.—Sailed—Byndam, for New York. Havre, May 15.—Sailed—Laqueogna, for New York. Cherbourg, May 15.—Sailed—New York, from Southampton, for New York. Naples, May 15.—Arrived—Welman, from New York, for Genoa. Moville, May 15.—Sailed—Columbia, for New York. London, May 15.—Sailed—Minnesota, for New York. New York, May 15.—Arrived—Arcadia, from Hamburg. Sailed—Minnestonka; Ivernia, for Liverpool; Graf Waldersee, for Hamburg, via Plymouth; Zealand, for Antwerp; Lahn, for Naples and Genoa; Calabria, for Genoa, etc.; Anhorita, for Glasgow. Crookhaven, May 15.—Passed—Umbria, for Liverpool. May 15.—Sailed—Celtic, from Liverpool, for New York. Southampton, May 15.—Sailed—New York, for New York, via Cherbourg. Tacoma, May 15.—Sailed—Steamship Olympia, for Yokohama and Hong Kong. Arrived—Schooner Americana, from San Diego. No prizes, rebates or schemes. Just try the best cigar made, "Opia."

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SCENE IN THE INTERIOR OF THE ARROW THE FAST CRAFT WILL BE PUT ON THE PUGET SOUND RUN THIS WEEK.

NEW YORK FURNITURE CO., 186 First St. Where Shall We Buy Our Furniture? Is a question which comes to all prospective buyers. A look through our magnificent stock settles that point quickly. We will help you save money. Our prices are what will do it. Our Credit System Proves a success. If you have not enough money to pay all cash for your goods, we will sell them to you on easy weekly or monthly payments. Have just received a lot of new iron beds. There are some fine ones to be had. We know how to buy, and so can give you the best value for your money. Our cheapest is \$1.25 The next is trimmed with brass knobs, like cut.....\$2.75 Another, same trimmings.....\$4.75 Something fancy.....\$7.50 An art design for.....\$12.50 A mattress, to complete the bed and give it the required softness, should be properly made. That's just where we come in. We make them, and do it right, whether it is one for \$1.00 or one that costs \$20.00. Our Carpet-Room is full of pretty designs in matting and carpets. We have an excellent assortment. The prices we know are right and will please you. A great variety of parlor pieces and parlor suits will be found at our store. All the latest designs in finish and upholstery.