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A sacred burden is this life ye bear,
Look on it, lift it, bear it solemnly,
Stand up and walk beneath it steadfastly,
Fall not for sorrow, falter not for sin,
But onward, upward till the goal ye win.—Kemble.

BUILD MORE HOTELS.

If Portland is to display that enterprise which is essential to make the Lewis and Clark Fair a success, it should be demonstrated at once in a substantial increase of the city's hotel accommodations. It is folly to ask the world to visit us unless we provide the means of housing our guests.

Every believer in the future of Portland must realise that the erection of hotels will prove a source of permanent profit. It would be a mistake to build for the Fair alone, for the steady growth in the city's business gives ample assurance that increased accommodations will soon be required, irrespective of the great influx of visitors in 1905. Every mile of railroad that is built in the State of Oregon, every improvement in our waterways renders Portland's progress more rapid and more inevitable.

It will be a serious mistake to rely upon the construction of temporary accommodations for the Fair visitors. The city does not want a lot of huge, unsightly carvansaries, built only with a view to the business of that single season. Permanent and substantial improvements are needed, buildings that will be a lasting addition to the city from an architectural as well as a commercial point of view. Those who come to attend the Fair must carry away with them favorable impressions of the city, or half the benefit of the undertaking will have been lost, so far as Portland is concerned.

When the World's Fair was held in Chicago 10 years ago an immense number of so-called hotels which were little better than barns were hastily constructed all over the prairie, outside of the city, and most of them proved dismal failures, having no occupants save the receivers who were soon placed in charge of them. But a host of substantial hotels and apartment houses equipped with modern conveniences, were erected in the city and they were filled to overflowing. The owners reaped large profits during the Fair year and have since found their investments eminently satisfactory.

Chicago's experience affords a safe guide for Portland. Hotels, not barracks, must be provided for the accommodation of our expected visitors. Permanent structures will not only yield good returns during the Fair, but will be a source of steady revenue thereafter. While the city has already a number of good hotels, they are far from adequate for the demand which it will be necessary to supply.

The time is short. What is done should be done at once.

TARIFF REVISION THE ISSUE.

The St. Paul Globe truthfully observes that "tariff reform," as an effective curb on the industrial trusts, is certain to be one of the great issues in the next Presidential campaign. Unless something unforeseen develops in the meantime it will be the greatest issue."

This is plain common sense which should appeal to intelligent voters, whatever their political affiliations. The overshadowing power of the trusts is the most serious menace to our national prosperity that the country has known since the civil war, for the enormous inflation which they have produced is on a scale beyond anything in our history and experience teaches that the reaction, when it comes, must be correspondingly great.

Prudent men all over the country are realizing the calamity which threatens and are convinced that steps should be taken to avert it. Students of economic conditions are convinced that the only sure preventive lies in a reduction of the present tariff, which is responsible for the creation and the growth of the trusts.

Republican promises of effective anti-trust legislation by the Fifty-seventh Congress proved worthless and the evil continues practically unchecked. President Roosevelt has been credited with a disposition to favor tariff revision, but the people have had an object lesson of his inability to shape the action of Congress to conform to his own views. It is noticeable, moreover, that he has given no definite public utterance committing himself to such a policy, and he is not likely to do so on the eve of the national campaign in view of the fact that it would excite powerful opposition in his own party.

The majority of the Republican party leaders are undoubtedly determined that there shall be no changes in the tariff at the next session of Congress at least. The recent address of Secretary Root in Boston is regarded as authoritive notice to this effect. The Republican majority will unquestionably prove amenable to the will of the leaders and to the arguments of the trusts, even if Roosevelt should set them at defiance. It is idle therefore, to expect relief at the hands of a Republican administration.

The great majority of the American people are opposed to the total abolition of the tariff, but there is a golden mean which will give all reasonable protection to our industries, without allowing the abuses which have arisen under the present system.

The only real hope of tariff revision lies in the Democratic party. Many intelligent Republicans now admit that this is true and in the East particularly there is a very large element of that party which will vote for the Democratic nominee for President, if he is a man of conservatism and known to be of sound views upon this great issue.

GOVERNMENT BY INJUNCTION.

Government by injunction has met with failure in St. Louis. The employes of the Wabash railroad made a demand for increased wages and for a readjustment of hours, but their demand was refused by the company. A strike was threatened and the company resorted to the Federal Courts, obtaining a temporary injunction from Judge Adams, restraining the men from leaving their employment. Judge Adams was severely criticised all over the country for his action in granting the injunction, and many noted jurists denounced it as an unwarranted exercise of the judicial power and inimical to the spirit of American laws. After several weeks of deliberation Judge Adams came to the conclusion that he had erred and the injunction was dissolved.

Close upon the dissolution of the injunction came the news that the Wabash railroad had concluded to grant all the demands of its men. To the public this will be sufficient evidence that the demands were just and reasonable.

The result should be a lesson to corporations and other employers who resort to the courts to evade doing justice to their employes. It is a blow at government by injunction which will not be forgotten. Judge Adams allowed himself to be made an instrument for furthering the selfish ends of a corporation, and the widespread criticism which he drew upon himself should prevent such abuse of the judicial power in the future.

The Journal called attention several weeks ago to the emphatic utterances of Judge Tuley of Chicago upon this subject. He showed very convincingly the fallacy of the arguments which induced Judge Adams to issue the injunction, and predicted that such exercise of the judicial authority would inevitably result in serious consequences.

Close upon the glad news that radium will give forth heat for an indefinite length of time, without burning up, comes the discouraging information that the price has been marked up to $1,000,000 a pound. If it goes any higher economical housekeepers will have to use coal.

The London Times published last Monday two dispatches of about 150 words each, received from New York by the Marconi system of wireless telegraphy. "Tapping the wires" will become a very simple operation when the system comes into general use.

A bill has been introduced in the Illinois Legislature to compel all persons who play the piano in Chicago to take out a license. A long suffering public is waiting anxiously to see whether the remedy proves effective.

"Saddle dinners" are the latest thing in New York and Chicago, the guests being served while on horseback. A plain saddle o' mutton, served on a charger of common china still satisfies some old fashioned people.

J. Pierpont Morgan has found a way to get rid of those imitation art treasures which he was bunkoed into buying in Paris. He is planning to present the American nation with a great art museum.

It is hard lines for Venezuela to be called upon to pay the expense of the blockade by the allied powers. A bad debt collector should be satisfied to get the face of his claim.

Suppose—just suppose—that we should get into a mix-up with Germany some day and our navy should get whipped. We might be sorry then that Dewey spoke.

It is utterly impossible to have a decent runaway in the present condition of Portland's streets. They would discourage the most enthusiastic mudlark.

If President Roosevelt means what he says about race suicide, he should look upon Senator Smoot as a public benefactor.

Has a rhinoceros trust been formed? The market for these homely beasts appears to have been cornered, at all events, for the price has quadrupled within the past few years. There are only two in the country and circus managers and zoological collectors are unable to get any more.

For Exchange—One Republican machine. Will take any old thing for it. No matter what we get, we can't lose.

It is a pleasant euphemism to describe shortages in the accounts of public officials as "blunders."

The San Domingo revolution is almost as sanguinary as one of our municipal elections.

An antediluvian reptile has been named after Andrew Carnegie. But it's a dead one.

It's lucky for Dewey that those German editors are all on the other side of the Atlantic.

The most valuable book in most of these Carnegie libraries is the bank book.

President Castro understands how to practice the virtue of resignation.

The Browns have the blues.

THE TRUST'S METHODS.

An agent of the Portland Evening Telegram stated here that The Portland Journal has less subscribers now than before, and is losing every day. He might make such statements somewhere else, but not in Sumpter, where the largest bundle of newspapers received every day consists of the Portland Daily Journal. Oregon has found out that one bright light is better than two dark lanterns, the carriers of which have also found out that their service is not needed nor wanted where The Portland Journal shines. The untruths against The Journal are not serious, since the people cannot believe them.

JOSEJH SCHELL.
Sumpter, April 4, 1903.

NOTE—The Journal's offer of $100 reward to any agent of the Trust who can prove that The Journal is not gaining circulation still holds good, and has never been challenged.

MASON AND DIXON LINE NEARLY ALL RESTORED

WAYNESBORO, Pa., April 6.—E. R. Martin, a civil engineer of Bridgeville, Del., who is engaged in completing the resurvey of Mason and Dixon's line and resetting the marking stones, has arrived in Waynesboro, and will have his headquarters here for several days while he completes his work in this vicinity.

He is in charge of the survey authorized by the Legislatures of this state and Maryland. Martin has been engaged in the work for a year and a half, and has only about seven miles to go over.

The mile stones are plain, with the letter "P" on one side and "M" on the other. Every five miles a crown stone is placed. This has the coat-of-arms of William Penn on one side and that of Lord Baltimore on the other.

A somewhat unusual duty falling to Martin will be the placing of a wire cage around and over the stone an eighth of a mile from Pen-Mar Station. Excursionists and summer visitors to the mountain have developed a propensity for chipping off pieces of the stone, and the cage will be provided to prevent this. There is a cage over the crown stone near Highfield.

Mr. Martin resets all the old stones and makes fast the new ones in concrete. For each stone he uses a barrel of cement and about a cartload of broken stone. The average expense of the work is $50 per mile.

That Mason and Dixon did not set up stones farther west than the 132d mile is attributed in part to the fact that the stones were very heavy and were only transported with difficulty. A number of marking and crown stones were delivered for them at McCoy's ferry on the Potomac River, near Big Pool, and from that place all were not taken, except by people of the vicinity, who used them for door sills or other purposes.

Martin has found a number of these stones. Two were discovered in Baltimore. One was taken there to be erected in Druid Hill Park, but Mayor Latrobe refused to allow it to be put up. The Pennsylvania Historical Society now has this stone, having furnished a replica of it for the state. Another old stone was found near Clearspring, two were taken from the Parkhead Church, nine miles east of Hancock, where they were doing service as door sills; some were found on the property of Justice of the Peace Thomas Bell Johnston near Clearspring, and another on a street corner in Clearspring.

All the stones have been accounted for except one, No. 127, near Hancock. Mr. Martin dug up the ground where it should have been, and found about a hundred spawls from the stone. He thinks it was broken by accident.—Washington Times.

KEPT HIS APPOINTMENT.

Dudley Evans, a well-known young man of this city, was married at 12 o'clock Saturday, and thereby hangs a story of a most peculiar bet which he won with William Guthrie, a barber.

Evans appeared in Guthrie's barber shop on Fourth and Yamhill streets Saturday about 11:55 and began talking about having to go to the Union Depot.

"I've got to be there at 12 o'clock sharp," said Evans.

"Well," said Guthrie, "I'll bet you don't keep that appointment, for you can't get there on time."

"How much will you bet?" queried Evans.

"I'll bet you $5," replied Guthrie.

Evans accepted the bet, and the money was posted.

Evans was to be trusted implicitly, and his word was to settle the wager.

During the afternoon Evans sauntered into the barber shop.

It's a shame to take your money, Guthrie," said Evans, "but I'll have to do it."

"Why so?" asked Guthrie, in astonishment.

"Why, because I was at the Union Depot on time."

"You couldn't have been," said Guthrie.

"Yes, I was, and I'll tell you how it happened," and Evans pulled a marriage certificate from his pocket. "You see it's this way," he said: "I was to be married at 12 o'clock sharp, and that was what I referred to when I said I had to be at the union depot at that hour. I didn't mean the railway depot—I meant the 'union depot.'

"Take the money," said Guthrie, you've certainly earned it."

Green Goods.

"Uncle Henry is back from town."

"Did he get any green goods?"

"Green goods? O, yes; he married a grass widow."

ROOSEVELT TALKS OF WAGE-EARNERS AND SOIL-TILLERS

(Continued from Page One.)

opment of machinery and the extraordinary change in business conditions have rendered the employment of capital and of persons in large aggregations not merely profitable, but often necessary for success, and have specialized the labor of the wage-worker at the same time that they have brought great aggregations of wage-workers together. More and more in our great industrial centers men have come to realize that they cannot live as independently of one another as in the old days was the case everywhere, and as is now the case in the country districts.

Individual Force.

Of course, fundamentally each man will yet find that the chief factor in determining his success or failure in life is the sum of his own individual qualities. He cannot afford to lose his individual initiative, his individual will and power; but he can best use that power if for certain objects he unites with his fellows. Much can be done by organization, combination, union among the wage-workers, finally, something can be done by the direct action of the state. It is not possible empirically to declare when the interference of the state should be deemed legitimate and when illegitimate.

The line of demarcation between unhealthy overinterference and unhealthy lack of regulation is not always well defined, and shifts with the change in our industrial needs. Most certainly we should never invoke the interference of the state or nation unless it is absolutely necessary; but it is equally true that when confident of its necessity we should not on academic grounds refuse it. Wise factory laws, laws to forbid the employment of child labor and to safeguard the employes against the effects of culpable negligence by the employer, are necessary, not merely in the interest of the wage-worker, but in the interest of the honest and humane employer, who should not be penalized for his honesty and humanity by being exposed to unchecked competition with an unscrupulous rival. It is far more difficult to deal with the greed that works through cunning than with the greed that works through violence. But the effort to deal with it must be steadily made.

Very much of our effort in reference to labor matters should be by every device and expedient to try to secure a constantly better understanding between employer and employe. Everything possible should be done to increase the sympathy and fellow-feeling between them, and every chance taken to allow each to look at all questions, especially at questions in dispute, somewhat through the other's eyes. If met with a sincere desire to act fairly by one another, and if there is, furthermore, power by each to appreciate the other's standpoint, the chance for trouble is minimized. I suppose every thinking man rejoices when by mediation or arbitration it proves possible to settle troubles in time to avert the suffering and bitterness caused by strikes. Moreover, a conciliation committee can do best work when the trouble is in its beginning, or at least has not come to a head. When the break has actually occurred, damage has been done, and each side feels sore and angry; and it is difficult to get them together—difficult to make either forget its own wrongs and remember the rights of the other. If possible the effort at conciliation or mediation or arbitration should be made in the earlier stages, and should be marked by the wish on the part of both sides to try to come to a common agreement which each shall think in the interests of the other as well as of itself.

Anthracite Commission.

When we deal with such a subject we are fortunate in having before us an admirable object lesson in the work that has just been closed by the Anthracite Coal Strike Commission. This was the commission which was appointed last fall at the time when the coal strike in the anthracite regions threatened our nation with a disaster second to none which has befallen us since the days of the Civil War. Their report was made just before the Senate adjourned at the special session; and no Government document of recent years marks a more important piece of work better done, and there is none which teaches sounder social morality to our people. The commission consisted of seven as good men as were to be found in the country, representing the bench, the church, the army, the professions, the employers and the employed. They acted as a unit, and the report which they unanimously signed is a masterpiece of sound common sense and of sound doctrine on the very questions with which our people should most deeply concern themselves. The immediate effect of this commission's appointment and action was of vast and incalculable benefit to the nation; but the ultimate effect will be even better, if capitalist, wage-worker and lawmaker alike will take to heart and act upon the lessons set forth in the report they have made.

Of course, the National Government has but a small field in which it can work in labor matters. Something it can do, however, and that something ought to be done. Among other things, I should like to see the District of Columbia, which is completely under the control of the National Government, receive a set of model labor laws. Washington is not a city of very large industries, but still it has some. Wise labor legislation for the City of Washington would be a good thing in itself, and it would be a far better thing, because a standard would thereby be set for the country as a whole.

Liability Law.

In the field of general legislation relating to these subjects the action of Congress is necessarily very limited. Still there are certain ways in which we can act. Thus the Secretary of the Navy has recommended, with my cordial and hearty approval, the enactment of a strong employers'-liability law in the navy yards of the Nation. It should be extended to similar branches of the Government work. Again, sometimes such laws can be enacted as an incident to the Nation's control over interstate commerce. In my last annual message to Congress I advocated the passage of a law in reference to car couplings—to strengthen the features of the one already on the statute books so as to minimize the exposure to death and maiming of railway employes. Much opposition had to be overcome. In the end an admirable law was passed "to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving-wheel brakes." This law received my signature a couple of days before Congress adjourned. It represents a real and substantial advance in an admirable kind of legislation.

MONTANA MASONS IN SESSION.

(Journal Special Service.)

BUTTE, Mont., April 6.—Scottish Rite Masons from all sections of the state have gathered in Butte and will remain in possession of the city for the next three or four days. The occasion is the sixth annual reunion of the order and judging from the large and representative attendance the gathering is destined to be the most notable of its kind ever held in Montana. In addition to the regular routine business to be transacted the visitors will be kept busy with an elaborate program of entertainment prepared by the people of Butte.

LAWYERS MAY SIGN.

As the result of the agitation against the law prohibiting lawyers from signing criminal bonds, a bill has been introduced in the Tennessee Legislature repealing that measure.

The effect of the law is to fill the jail, increase the costs of the Sheriff and aid the fee-grabbers of the county in their schemes of extortion. For that reason it is being generally opposed and its repeal will be welcomed in this county.

HEART TALKS BY EVANGELIST

Proposes to Hold Series of Meetings at First Baptist Church.

Rev. Allen Wilson, an Eastern Evangelist, through his eloquence, brought four repentant sinners to the altar at the First Baptist Church last night. Services will be conducted every evening during the week except Saturday, so long as there is a semblance of hope to stay the wicked in their downward course. At least, so says the Rev. Mr. Wilson. A choir composed of 150 voices under the direction of Professor A. R. Davis, who accompanies Rev. Wilson on his Western tour, forms an unusual and pleasant feature to the revival service and helps to fill the pews.

Rev. Wilson does not preach, he simply gives heart to heart talks. In his address last night he said:

"We want something to believe. The man who is always in doubt of something is never happy. I have met men who informed me that they had been Christians once, but had given up the belief. I asked them if they were happy and invariably received a negative reply. Then I asked if they had been happy while they believed in God. What did they answer? Yes, in every case.

"We want something to hope for. What a wretched world this would be if we knew that after a few short years we must give up all our dear ones for a grave from which there was no resurrection. This dreary world is but the resting place where we are to cleanse ourselves of the sin with which we are infested. Heaven is our home. There we will be amply repaid for our work here on earth. We will give up this body of ours for a glorious one like unto that of Jesus."

It is said that through this evangelist's efforts 4,000 additions have been made to this faith within the past two years.

CHINESE HOLD STREET MEETINGS

Preach the Gospel Story in Portland's Chinatown.

Rev. Chan Sing Kai, a tall, spare, queless Chinese, a band of fellow workers, some in Oriental dress and others in "'alf and 'alf" costumes, conducted the first of a series of out-door religious services at the corner of Second and Alder streets Sunday afternoon.

A small organ placed in the middle of the street, played not a small part in the exercises. A Chinese fiddle, presumably in the hands of a Celestial inside the restaurant before which Rev Chau and his little devout band were working, bade fair in the beginning to drown the plaintive wailings of the diminutive music box. But Chee Tai Yin, the organist, realized that most of the success of the meeting depended largely upon his efforts, and he played as he never played before. After several verses of "Only Trust Him" had been sung, a la American, the Chinese fiddler gave up in despair and came out to join the religiously inclined.

Although the speaking was all delivered in Chinese, a large crowd of Americans stood through the entire service, seeming to enjoy the novelty of such an entertainment.

Rev. Chan Sing Kai came to Portland from Victoria about 18 months ago. He is now minister of the Methodist Mission, but was formerly a Presbyterian.

THE WOMEN NOW WANT CONTROL

Would Assume Management of Their Building at the Fair.

The Portland Federation of Women's Clubs want to control the woman's building of the Lewis and Clark Exposition. A committee of 35 women has been appointed by the president of the federation, and strenuous efforts will be made by each member to successfully carry out the line of work assigned her.

Mrs. B. S. Pague, as chairman of this committee, has had several years' experience in this work and has shown much ability. The following committees are now outlining their different modes of procedure and will soon be up and doing:

Educational Committee—Mrs. S. M. Blumauer, leader.

Library Committee—Mrs. S. A. Evans, chairman.

Lecture Bureau—Mrs. Louis Altman, chairman.

Philanthropic and Legislative Committee—Mrs. Millie Trumbull, director.

Civic Improvement Committee—Mrs. M. A. Shafford, chairman.

Out-Door and Park Committee—Mrs. Edward Bingham, chairman.

These women have been selected from the different clubs in the city.

ELOPING PAIR IN CITY JAIL

Grass Valley Episode Ends in Broken Home and Disgrace.

John Mobbley, whose name was given to the police as Williams last Friday, has decided to not prosecute his faithless wife and her paramour, W. N. Ripley, who eloped from Grass Valley with a large sum of money belonging to Mr. Mobbley. The guilty pair were captured in a local lodging house late Saturday afternoon and are now in the city jail.

"I will not prosecute them," said Mr. Mobbley to The Journal. "I will let them go. They can go their way, and I'll go mine. Out of the $450 they stole from me my wife just gave me back $6.

"Will you permit her to return to you?" was asked.

"No, I will not allow that," was his firm reply.

As Ripley and Mrs. Mobbley were found together in a room, a charge was placed against them by the police. It will not be prosecuted, however, as Mr. Mobbley declines to appear. He will go back to his country home and forget, if possible, the awful mistake of his wife which has plunged the family into such deep disgrace.

NO REFERENDUM FOR THE PORTAGE ROAD

Prominent Men of Eastern Oregon Discuss Status of the Measure.

(Staff Correspondence.)

THE DALLES, Ore., April 6.—"If the portage road appropriation bill were referred to the people I would be glad to go about among the people of the interior and work to the end that they sustain it," said N. Whealdon, of this town. Mr. Whealdon was a member of the last Legislature from this county. He was one of the workers who carried the bill through.

"I know nothing as to whence comes the reported opposition to the portage appropriation," said Mayor F. S. Gunning of The Dalles. "Of course, there is no opposition here, and I cannot conceive why any person in Eastern Oregon, Washington or Idaho should desire to place any obstruction in the way of carrying out the plans for the building of the road."

The Dalles people with practical unanimity support the portage road, because they know well what the Cascades portage road did for them 10 years ago, in reducing rates, and in hastening Federal operations in the construction of the Cascades canal and locks. Their position in the premises is not selfish. They have now the benefits of an open river. The opening of the Columbia above here would not materially affect them, and what good would ensue would be merely indirect. But their experience in the past is so plainly illustrative of the benefits of water competition in lowering carrying charges that they wish to see the same benefits accrue to the producers and merchants throughout the enormous country that spreads out to the northeast, the east and the southeast.

Williamson Saw the Department.

J. N. Williamson, Congressman from the Second District, living here, who as a State Senator supported the portage bill, was asked regarding the status of the matter in the departments at Washington. He said:

"I called upon Brigadier-General G. L. Gillespie, chief of the United States Engineers, and upon Colonel A. McKenzie, his first assistant. The principal point at issue at the time was the government right of way which the State of Oregon desires to secure for the portage road. This right of way was purchased by the Federal government when the boat railway project was partially determined under former administrations. Colonel McKenzie was of the opinion that Congress would have to pass upon the giving of the right of way before anything could legally be done by the War Department. He gave only an opinion, and had not inquired closely into the subject. The idea appears to be that if Congress had to act in authorizing the purchase of the right of way Congress must pass upon the disposition of that right of way for other purposes.

"However, I believe that it would be a mere matter of form, and that Congress undoubtedly would consent," he said.

At a Special Session.

"Will the President call a special session of Congress?" he was asked.

"I am disposed to believe that he will," was the reply. "Perhaps some time in October, to consider the amended Cuban reciprocity and canal treaties, which were altered by the Senate at the extra session, and which, on account of some features affecting revenues, will have to be concurred in by the House."

In the event, therefore, the War Department were to decide that Congress must pass upon the government giving right of way to the State of Oregon for the portage road, the matter would remain in statu quo until fall, unless the state board—Governor Chamberlain, Secretary of State Dunbar and State Treasurer Moore—were to decide that Congress certainly would give consent, and proceed to do the preliminary work incident to the construction of the road.

Blasting Out Rocks.

One of the essential things in the portage road's building, under the present conditions, is that the Federal government blast out some large rocks that lie in the channel between The Dalles and the eddy on the Oregon side of the Columbia, at which point the portage road would begin, five miles above this town. About $200,000 is available, says Mr. Williamson, of government funds that have been appropriated for the clearing of the river, and therefore there is nothing to prevent the government from doing it, excepting refusal by the department, which is not expected.

It is true, too, that in Washington the officials are discussing the proposition as to whether or not the $165,000 appropriated by the Oregon Legislature is enough to build the road. They do not pretend to have gone into the matter, nor that it is their business what the State of Oregon desires to do. But, from an engineering point of view, they are interested in the estimates of the necessary cost of the portage.

F. A. Seufert, The Dalles canneryman and one of the most prominent citizens of Eastern Oregon, is a stannch supporter of the portage road. He was one of the men who guarded the bill and assisted in carrying it through the Legislature, by exerting his personal influence upon the members, an influence that is by no means small.

Mr. Seufert believed that the road could be built for the $165,000 that was appropriated, and that all obstacles could be removed. His loyalty to the project was such as to move him to offer substantial aid in the form of concessions of ground for right of way and other uses.

Work For Friends of the Road.

Regardless of the question of the referendum of the bill to the voters, there is work ahead for the friends of the portage road. These questions as to government right of way, government blasting of the obstructions below where the road is to terminate at the west, etc., must be taken hold of with some determination to the end that the project goes on to completion, and that, if it be within the limit of possibility for Oregon people, the next crop be carried over the portage or railroads upon the basis of water competition rates. Many thousands of dollars are involved in the issue for the producers of the Inland Empire, and no matter whence may come opposition, it should have no effect excepting to spur to greater endeavor the supporters of the portage.

Views of J. A. Douthitt.

J. A. Douthitt, proprietor of the Times-Mountaineer, has some vigorous opinions anent the portage proposition.

"In the first place," said he, "I believe there will be no referendum on any bill that passed the last Legislature. I am convinced that, were it to go to the people, they would endorse the measure by a big majority, and that from all the talk of referring bills, nothing substantial will come."

HERMANN NEEDS 10 ADDITIONAL VOTES

Careful Analysis of Situation in the First District Fight.

Estimated Strength of Congressional Delegates.

Binger Hermann, of Roseburg	77
Claud Gatch, of Salem	30
W. I. Vawter, of Medford	20
Percy Kelly, of Albany	13
George C. Brownell, of Oregon City	17
Delegates not placed (Polk, Washington and Yamhill	16
Total	173

Analysis of the Vote.

Hermann's strength by counties—	
Douglas	14
Lane	19
Lincoln	4
Benton	8
Klamath	4
Lake	4
Josephone	7
Curry	3
Polk (in part)	6
Coos	8
Total	77
Vawter's strength—	
Jackson	12
Scattering	8
Total	20
Gatch's strength—	
Marion	22
Scattering	8
Total	30
Kelly's strength—	
Linn County	13
Brownell's strength—	
Clackamas	17

Hermann Needs 10 More.

The foregoing is The Journal's estimate of the vote to be cast in the Republican district congressional convention that will be held in Eugene on Thursday.

The figures are based on close calculations. They were submitted by The Journal to representative men of the various divisions in the Republican party.

The figures show Hermann to be within 10 votes of the nomination.

The scattering 10 votes not yet placed are in Washington, Polk and Yamhill Counties. From them Hermann must get those 10 votes.

In 1896 at Albany Hermann was within 5 votes of a nomination. His opponents formed a defensive alliance against him, and the late Thomas H. Tongue was named.

Senator Booth, who opposed Hermann in 1896, is now for him.

Fulton for Hermann.

It is supposed that United States Senator Fulton will give Hermann at least silent support. There are intimations that the three votes controlled by Hermann were necessary to the holding of Fulton's strength throughout the long-drawn-out contest. It is said that Fulton's friends, excepting perhaps Brownell, are for Hermann. Perhaps Brownell will be; perhaps he will lead the Clackamas County delegates into the Hermann camp and be content with the United States district attorneyship.

The district attorneyship will play a part in the congressional fight. J. C. Moreland has Mitchell's support for it. Brownell holds Fulton's constructive obligation, if not his actual promise. John H. Hall, the incumbent, is in possession, which, however, in such a case, does not constitute nine points of ownership, and will be of good only if Mitchell and Fulton get to squabbling and the President refuses further to take any part in Oregon Republicans' quarrels.

Fulton as to Kelly and Gatch.

As to Percy Kelly and Claud Gatch, Fulton is personally friendly and would throw his support to Hermann only because he would desire to keep his pledges that most persons believe were made to the Roseburg candidate.

This is important, for its bearing on a possible second choice if Hermann were to fail of a nomination. It might be either one of the two—Kelly or Gatch—and then, there is Vawter.

Vawter Heir to Southern Oregon.

As a matter of course, W. I. Vawter, of Medford, Jackson County, would fall heir to Hermann's Southern Oregon strength were Hermann to fail. His friends are not antagonizing Hermann people, but are wise enough to keep on good terms with them.

Mr. Vawter has come up from Medford and is at the Imperial Hotel. He has been over the district and will leave on Tuesday or Wednesday for Eugene, where he has a suite of rooms engaged at the Smeede. He said to The Journal:

"I expect 20 votes on the first ballot, 12 from Jackson, my county, and pledged to me, and 8 scattering. I am not unfriendly to any other candidate, but am on good terms with them all. I am merely out for my own nomination and am fighting my own battle in the hope of winning."

Politicians will be gathering at Eugene from now on, that town being the center of political activity. A large number will go from Portland.

A NEW RAILROAD.

(Journal Special Service.)

SAN FRANCISCO, April 6.—It is now practically certain that San Francisco is to have another competing railroad, and that the new road will enter the city by way of Oakland. The right of way has been secured, and all is in readiness for the laying of the track.