

OPEN COLUMBIA'S MOUTH AND LET CELLO CANAL GO FOR THE PRESENT IF THAT MUST BE, SAY PORTLANDERS

MUST CUT OUT BAR

Jetty Before Canal Say Leaders in Movement to Open Columbia.

PORTAGE ROAD ONLY. TEMPORARY MAKESHIFT

Oregon's Good Faith in Buying Right of Way for Cello Canal Should Be Recognized by Government.

The absorbing question is what does the government propose to do about river and harbor appropriations this year? Oregon's interest in it is vital.

On a question of this kind the only way to learn precisely what is to be done is to be heard by the committee on the river and harbor appropriations.

What the People Think. Congressman Burton asked for expressions from the people of Portland relative to their choice of projects in case appropriations were limited to a single one.

The interviews secured are herewith presented: Mr. Wheelwright, president of the chamber of commerce, when the telegram was read to him, said: "Of course if there is nothing else to it we will have to regard the mouth of the Columbia as the most pressing of the federal river enterprises."

Mr. Hobson's Choice. A. D. Mills, president of the First National bank and speaker of the state house of representatives, said: "It is a case of Hobson's choice then it is like a bottle choked up and if the mouth isn't cleared the contents will not flow out."

of them are frame, and these were at once demolished by Mr. Dinkelspiel and carted away. He then ordered the workmen to begin on the brick cottage, but after they had removed the doors and windows the bad weather caused a suspension of the task.

KENTUCKY THIEVES STEAL BRICK HOUSE

(Special Dispatch by Leased Wire to The Journal) Louisville, Ky., Jan. 14.—The biggest theft in point of volume of booty ever pulled off in Louisville was reported this afternoon to the police by Louis Dinkelspiel, who says a three-room brick cottage in Arbogast street, between Seventeenth and Eighteenth streets, has been carried away.

JETTY OR CANAL, THAT IS THE CHOICE

THE QUESTION. Portland, Or., Jan. 14.—Hon. Theodore E. Burton, M. C., Washington, D. C.—Reported here that you oppose appropriation for Dalles-Cello canal to open the Columbia river to navigation throughout its length.

Washington, D. C., Jan. 14.—Chairman Burton of the house committee on rivers and harbors is strongly opposed to making an appropriation at this time for the Cello canal and The Dalles improvements.

to see what relief it may afford and govern subsequent work accordingly. Mr. Burton must make a heavy cut on his estimates if he gets the rivers and harbors bill through at all at this session and thinks that the cut in the Oregon projects will have to be made on the Cello canal.

All through the present session of congress the prevailing sentiment has been that the economy program would do away with all chances of the passage of the rivers and harbors bill, but the demand for this measure and the pressure from those members having rivers and harbors to care for, could not be withstood.

THE ANSWER. Washington, D. C., Jan. 14.—To the Editor of The Journal, Portland, Or.—Telegram received. The committee cannot see its way clear to make any considerable provision for both the Cello canal and the mouth of the Columbia.

day the committee was engaged in deciding what appropriations shall go to Virginia. Having got as far as Virginia in the list of states, the committee has almost completed its review, and it is estimated that the bill will carry a total appropriation of \$30,000,000, of which \$10,000,000 will be made immediately available, the remainder being reserved for continuing contracts.

FLAGRANT REBATING

St. Paul Elevator Man Cites Numerous Instances of Violations.

EXPOSURE TERMED RAVING RAILROADING

Representative Roads Involved in System of Rebating to Favored Shippers—Detail Quantities Given.

(Special Dispatch by Leased Wire to The Journal) St. Paul, Minn., Jan. 14.—Citing numbers under which all rebates have been paid to favored shippers and giving details down to the numbers on cars involved in the matter of rebates, George E. Loftus of the Loftus-Hubbard Elevator company of this city came out in an interview today that brought railroad officials to their feet with a jerk.

Mr. Loftus declares that all the representative roads of the northwest are involved in a system of rebates to favored shippers and that the practice is being carried on so thickly that it is now possible for the Peavey Elevator company to buy grain from him in Minneapolis, ship the same to the head of the lakes and then sell it back to him and make a profit on each trade.

Specifically he cites one case where he says the Great Northern paid a big rebate to the Stone Ordean Wells Co. of Duluth under claim number 184,231.

Under claim number 219,974 he charges that a shipment of 31 cars of grain to the four trust at Superior was rebated to the extent of half the tariff. This he says was done under the guise of a credit for elevator charges.

He tells of one case where the Wisconsin Central contracted for a shipment of 250 cars of coarse grain from the Armour elevators in Chicago to Minneapolis and St. Paul. He says the contract rate was 1 1/2 cents a hundred, but that the shipment was rebated 7/8 cent.

The St. Paul road, he says, also met the cut of the Wisconsin Central, and although the grain was billed through at the regular rate the rebate was paid bringing down the cost of shipment to 5 cents a hundred.

Railroad officials declare that Mr. Loftus is trying to follow the example of Thomas W. Lawson and is perpetrating the opening chapter of "Raving Railroading."

REVOLVERS DRAWN AND DOORS SMASHED IN RAID

Scene at the Grounds of the Lewis and Clark Exposition—Photograph by Kiser Brothers.

Smashing every door that barred their way, while excited players were rushing in all directions to evade arrest, and drawing revolvers to keep others from getting away, Sheriff Word and his deputies raided a number of poker games at Fred Frits's saloon and concert hall last night.

Just as the sheriff reached the doorway leading into a room at the head of the stairway it was slammed in his face. There was a concerted rush of players immediately for another door, leading into the large room once used for faro, roulette and other games.

Swinging a small chisel, the sheriff broke in the panels of the door, forced the lock and entered. Downey was left on guard, while the sheriff attacked another door leading into a second room, in which the players had concealed themselves.

As he smashed down this door several of the players burst through the door leading into the large gambling hall, just as Deputy Grafton and Hollingsworth made their appearance. They escaped into the concert hall. Others about to follow their example found their pathway barred by the two deputies.

They made a rush at Grafton, who was in the lead, but a revolver leveled at them drove them into the poker room.

A round-up showed that the cashier, or dealer, three white and one Chinese players had been captured. They were ordered into one room and kept under guard while an express wagon was arriving to take away the apparatus. Later bond was given by each player in the amount of \$100, Frits giving \$250 bail.

Several men succeeded in getting away on account of the numerous exits. Others were stopped by Jailer Harry Grafton with drawn revolver.

Sheriff Word learned several days ago that poker was being played at Frits's saloon. It took some time to locate the rooms in which the games were going on and the various entrances. Friday night, evidently fearing a raid, only stud poker was played, and that in a room far to the rear, where all the evidence could be concealed before the officers could force an entrance.

MISS VIOLET CRUGER MAY MARRY H. C. VANDERBILT

(Special Dispatch by Leased Wire to The Journal) New York, Jan. 14.—Society was interested today in the revival of the old rumor that Miss Violet Cruger may marry Harold C. Vanderbilt after all. It would be a match that their friends would like to see arranged and the report was received with great satisfaction, for both are immensely popular, have hosts of acquaintances and according to whom they are admirably suited to each other.

Miss Cruger is an exceedingly beautiful girl. She is the daughter of Mrs. J. Frederick Tams by the latter's first marriage, and lives with her mother and stepfather at 4 Lexington avenue. She is rather petite, a perfect type of blonde, has a wealth of golden hair and a most exquisite complexion.

M'KINLEY'S NIECE WEDS

Mrs. Ida McKinley Morse, Six Months a Widow, Marries.

PROPOSAL MADE BY WIRE AND PROMPTLY ACCEPTED

Harry Rowell Cooper, Late Husband's Chum, Telegraphed Bride Will You Marry Me—Answer, I Will, When?

(Special Dispatch by Leased Wire to The Journal) New York, Jan. 14.—Mrs. Ida McKinley Morse, favorite niece of William McKinley, and namesake and companion of the widow of the late president, slipped away today to the "Little Church Around the Corner" to become the bride of Harry Rowell Cooper of San Francisco.

Mr. Cooper is a handsome fellow, tall, athletic and agreeable in his manners. He is a brother of Lieutenant Cooper, who was recently killed while fighting in the Philippines.

He gave his time freely to the affairs of the charming widow and when, soon after the death of her husband, she was invited by her aunt to go to Canton as her companion, he urged her to accept.

It was reported that August Erickson voluntarily closed his poker games several days ago, giving as a reason that players were so timid for fear of raids that they were run at a loss.

At the county jail the dealer gave the name of John Jacobs and the players those of James Crowley, Nels Erickson, Mark Myrtle and Dock Sing. All are believed to be assumed names.

BREAKING OF AGREEMENT MAKES WOMAN WEALTHY

(Special Dispatch by Leased Wire to The Journal) Rosalia, Wash., Jan. 14.—G. P. Tolton of this city tells of an incident in his sister's life illustrating the vagrant fancies of old Dame Fortune. His sister is an artist and made an agreement to paint a certain man's portrait. Her bargain was that her pay should consist of one half cash and one half mining stock.

The stock had not been in the woman's possession very long before she was able to dispose of it at \$8 a share. She invested the proceeds of this little deal in cheap oil stock in the east and at the present time the price of the picture amounts to \$172,000.

REGULATE RAILWAYS

Freight Legislation Will Be Passed During This Session of Congress.

PANAMA CANAL AS CLUB TO KEEP DOWN RATES

To Reduce Transcontinental Charges by Use of Government Controlled Rail and Water Line.

(By W. F. Homan.) (Special Dispatch by Leased Wire to The Journal) Washington, Jan. 14.—There is to be railway freight legislation at this session of congress. This is the announcement of Chairman Hepburn of the house interstate and foreign commerce committee today after a conference with the president.

The opponents of railway legislation on conservative lines have given up hope of further blocking the relief desired by the shippers and consumers of the country from the oppression and extortion of the railroads. President Spence of the Southern railway and representative of many other railroads gave up the contest yesterday, when he appeared before the interstate and foreign commerce committee and explained that the railroads no longer opposed legislation.

The struggle will now be between those who want to make the proposed legislation effective and those who will exhaust every effort to make the legislation ineffective.

Government's Program. The proposed Panama legislation, showing the tentative program of the administration to use the government controlled rail and water between New York and San Francisco as a club to keep down transcontinental rates, was the chief topic of conversation in official circles. Just how far the president will go in extending this governmental ownership is a matter of speculation.

Two Propositions. Two propositions are advanced as to the condition that confronts the government. First, shall the government expand the steamship and railway service and give ample opportunity for all the oppressed shippers to reach the east and west coasts of the country?

Senator Stephen B. Elkins of West Virginia said today: "The question of what relation the acquisition by this government of the Panama railroad and steamships would have on general railroad rates is a big one that cannot be handled briefly."

Representative A. M. Byrd of Mississippi said: "There is no doubt in my mind that the acquisition by the United States of the Panama railway and even its use by one line of steamships to New York could be used as a regulator of rates say over the trans-continental roads. I hardly think it possible that the president with this power in his hands could overlook the utility of such a proposition. It is in earnest about regulating railway rates."

Still another cargo of "Walla Walla" wheat—the trade name for northwest grain—has been sold by Portland to Europe and thence resold to this country at a handsome profit.

Word comes from New York that a full cargo of Oregon wheat had just been purchased by a prominent milling concern of that city from a Liverpool firm.

This same firm purchased another cargo of Walla Walla wheat from another European port a few days ago and is said to be waiting for more wheat to buy.

This makes the third ship load of Walla Walla wheat sold by this city to Europe and then sold back again to this country after paying duty on the other side. The two cargoes and the one mentioned above, while the other was purchased about a month ago from an Antwerp firm.

Oregon wheat has given such general satisfaction on the eastern coast that it has a better sale in the market than any other wheat. The dollar price is now \$1.25 per bushel, and the market is said to be waiting for more wheat to buy.