

# MACHINE OPENS DRAW BUT CAUSES MOST NUISANCE

**Badly in Need of Repairs and Rapidly Disintegrating into Junk.**

**Delays at Bridges Very Annoying Feature of City Life.**

**HAS FAILED WOEFULLY IN THE LEGISLATURE**

**Antique Build of Tugs Makes Many Openings a Necessity That Could Be Avoided With Modern Boats.**

Several measures are pending before the legislature in which the Republican machine is deeply interested, and in all of them the machine seems to be in imminent danger of defeat. The consequences of defeat will be far-reaching and are likely to exert a strong influence upon the next state campaign.

One of these measures is the bill introduced in the house by Bailey of Multnomah for the purpose of ousting from the Port of Portland commission Captain Spencer and George H. Thomas and substituting for them Captain Crang and Herbert Holman, two of the members of Multnomah's legislative delegation, and both identified with the machine.

The plain purpose of this bill is to enable the machine to gain control of the commission, an end of extreme importance in the coming municipal campaign in this city. At present the machine is almost without political patronage. With a Democratic sheriff, a county clerk who has refused to run his office upon machine principles, a city engineer who is under no obligations to the bosses, and who will probably refuse to resign his office a mere asylum for ward strikers, the machine is in a bad plight. The county assessor is expected to give some substantial assistance, especially in the matter of appointing deputies to take the decennial state census, but this will be but a drop in the bucket.

**Used Port Commission.**

It is of vital importance to convert the Port of Portland commission into an adjunct of the machine, and this is the purpose of Bailey's bill. With Crang and Holman on the board, the machine will be in control.

But there are breakers ahead, and the scheme seems doomed to shipwreck. Ordinarily the fate of a local measure such as this is decided by the delegation from the county immediately concerned, and it is the hope of the machine managers that this custom will be sufficient to silence any opposition from the anti-machine element in the legislature. But this hope may not be realized. Strong expressions of opposition to the bill are being made by the machine leaders to the support for it, but the bill has no positive support. It is certain to meet with criticism when it comes up in the house for final passage. Efforts are being made by the machine leaders to bring up support for the bill by presenting a measure, but the success of these efforts is at best very doubtful.

Even if the bill should pass both houses, it is likely to be vetoed by the governor, who has shown in the past a determination to keep the Port of Portland commission free from machine politics. If he vetoes the bill, it will be practically killed for the present. The bill of machineing a two-thirds vote to override the veto.

**Threats have been made by members of the Multnomah delegation that if the governor vetoes this bill the delegation will reconvene at the determination of the district attorney John Manning to get the bill passed.** Those who know Governor Chamberlain believe that this threat will have just the opposite effect from that intended. Similar attempts to coerce him in future, and his known views upon the subject of the Port of Portland commission render it extremely unlikely that he can be induced to sanction the proposed changes, in case the bill passes in two houses.

Another measure in which the machine is interested and upon which it is doomed to defeat is the Cascade county bill. Whatever the merits of the proposition to create that county, they have been lost sight of since the advocates of the bill joined hands with the Republican machine in the hope of thereby forcing the measure through the senate. The anti-machine forces have lined up solidly against the bill.

A careful canvass of the senators shows that there is no chance of the bill's passage. Its defeat will be due purely to the beneficial effect of the machine's support, and so certain is the defeat that it is now very doubtful whether the bill will ever emerge from the senate committee on counties to which it was referred.

**Local Option Is Dead.**

Still another reverse has been suffered by the machine in connection with the intended amendments to the local option law. By the terms of the compact entered into between the machine and the liquor interests, the machine was to be so amended as to strip it of all its vital features, and the Payne bill was drawn with this end in view. Every vote that the machine could command was pledged to the passage of this bill. For more than two weeks the bill was allowed to lie in committee while the machine was engaged in drumming up votes for it. It became apparent, however, that the bill had no possible chance of passage unless subjected to radical amendments.

These amendments were reluctantly made, and when the bill was finally reported back by the committee yesterday morning it was completely recognizable. Some of the features upon which the liquor interests had laid greatest

**SUPPORT SEASIDE BILL.**

Helena, Mont., Feb. 4.—The house has adopted a concurrent resolution asking congress to extend the powers of the interstate commerce commission, along the lines of the bill introduced by Congressman Hoar.

# WASHINGTON JOINS HANDS WITH OREGON



# MANY ARE KILLED IN CATASTROPHES

**New York Central Train Explodes, Wrecking Two Trains — Santa Fe Flyer Derailed—Paint Works in West Virginia and Powder Plant in Indiana Go Up.**

**SANTA FE WRECK.**

Utica, N. Y., Feb. 4.—Two were killed and a score seriously injured in a wreck on the New York Central early this morning, three miles west of this city. The boiler and engine of the westbound passenger train from Boston and New York exploded. The engine toppled over on the eastbound track just as the Buffalo special approached from the west at high speed.

The train, composed of eight Pullman cars, was derailed, falling over a slight embankment. All the passengers were hurled from their berths.

The dead are John Brennan, fireman, and John Allen, engineer, of the westbound. The injured passengers were removed to a city hospital.

**PAINT WORKS EXPLODE.**

Wicelung, W. Va., Feb. 4.—The paint works and factory of the Wheeling Corporation company were wrecked by an explosion in this morning. Five employees were seriously injured and three may die.

**POWDER WORKS BLOW UP.**

Hartford City, Ind., Feb. 4.—At 5 o'clock this morning one of the magazines of the Empire Torpedo company, near Montpelier, exploded and was completely wrecked. It is reported that several were killed. The concussion was felt 15 miles away.

**ONLY TWO BUY TICKETS TO HEAR JOHN L. TALK**

Jefferson City, Mo., Feb. 4.—How the nearly have fallen! Only two percent bought tickets to the lecture given by John Lawrence Sullivan last night, and the heart of the former king of the prize-ring is broken. There are those unkind enough to say that John is also "broken." At any rate, it is declared that he borrowed \$35 from a senator who still clings to his boyhood idols.

Then John L. shook the dust of Jefferson City from his feet.

**EAST IS DEVASTATED BY STORM AND FROST**

Chicago, Feb. 4.—The entire east continues in the grip of the cold wave. The zero temperature extends as far south as Texas and Louisiana. A heavy snow storm is spread throughout the central south, covering from Arkansas to Alabama. Much damage is reported to the fruit and truck gardens of the south.

The weather in the northern cities is moderating somewhat today and heavy snowfalls are reported from all states west of the Mississippi.

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# STOSSSEL DENIES IT PROTECTS GOODNOW

**Governor Breaks Ground in Presence of Many Prominent People.**

**Held Port Arthur to Last Ditch—Kuropatkin May Retire.**

**State Department Refuses to Issue Warrant for Consul's Arrest.**

**SPEECHES SHOW GOOD WILL OF SISTER STATE**

**ONLY FIFTEEN RUBLES LEFT IN WAR TREASURY**

**OMYAMA REPORTS MORE RUSSIAN ATTACKS REPULSED WITH HEAVY CASUALTIES TO BOTH SIDES.**

**What the Great Exposition Means to the Pacific Northwest Eloquently Expressed by the Speakers.**

On a crescent-shaped piece of ground overlooking the esplanade, at the very edge of the lake—an ideal location—will be constructed the building in which the sister state of Washington will place her exhibit at the Lewis and Clark Centennial exposition.

Exactly at noon today Governor A. E. Mead of Washington thrust a shovel into the soil and turned over the earth marking the site of the structure, on which work will begin at once. The ceremony was informal and was witnessed by about 50 persons. The performance of the Washington executive was heartily applauded.

Accompanied by President H. W. Goodoe of the fair commission and Governor Mead of Alaska, Governor Mead and staff and the members of the Lewis and Clark commission of Washington left the Portland hotel shortly after 11 o'clock this morning and proceeded to the fair grounds. Governor Mead's party was composed of J. J. Smith, president of the Washington commission; State Senators Huber, Risher, Carey, L. Stewart, G. W. Baker and T. B. Sumner; State Representatives W. H. Hare and W. H. Miller; State Commissioner A. M. Blake, Executive Commissioner E. L. Johnston, Colonel A. G. Newlin, of the governor's staff, and A. N. Brown, the governor's private secretary.

After a brief trip around the grounds in the rally-hill, the party proceeded to the Washington site, which was selected yesterday. There a number of people desirous of witnessing the ceremony had assembled. Governor Mead was introduced by President Goodoe.

"This is the governor of our sister state, Washington," he said. "Here is where she virtually joins hands with Oregon to make the exposition a success. Today we offer her this beautiful site for an exhibit."

"The success of the fair means a great deal to Washington, as it does to our own state, and with us she will be a working hand in hand."

"The fair will be an immense benefit to both states, Oregon and Washington," said Governor Mead, after acknowledging the introduction. "We realize that in Washington, and in the habit of speaking, the exposition is ours. But there will be a greater, more lasting benefit than the mere holding of the fair. It will come through the association of the people of both states, the interchange of ideas and sentiments, and the strengthening of the bond of sympathy between us. The people of Washington will do all in their power to help make the exposition a grand success."

Cheers and handclapping followed the brief speech of Governor Mead. Oskar Huber, director of works, then handed the Washington executive a shovel, one already used in making excavations for other buildings. As the governor seized the tool, Senator Sumner joyfully remarked:

"Now, governor, don't forget what you told us last night about your ability to handle a shovel. We expect you to put up an excellent performance."

Governor Mead smiled. Thrusting the shovel into the ground, he turned over a big piece of earth.

"I don't think I shall fail to 'make good' on that statement," he asserted.

And neither did he. He turned over several shovelful of earth and left a hole in which the end of an 18-inch square beam could have been placed.

The party then separated, and its members wandered around the grounds for a short time, viewing the sights. Assembling at a common point, they took the trolley back to the Portland hotel. Among those who witnessed the ceremony and was with the party afterward was Perry Baker, of Bellingham, Wash., who had charge of the Washington force.

(Continued on Page Seven.)

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**There's Nothing Else in Portland Can Touch The Sunday Journal**

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