

"INFERNAL OUTRAGE IS THE OPEN DRAW"

W. D. Fenton Expresses in Terse, Plain English the Sentiment of the Entire East Side on the Inconvenience to Which Its People Are Subjected Every Day.

NUISANCE IN GREAT PART IS DUE TO THE SMALL CRAFT

Major Langfit Calls Attention to Past Efforts for Relief, and Says That After He Had Made Report of Meeting Washington Authorities Pigeonholed It.

"The frequency and length of time that the traveling public is delayed at Portland drawbridges is an infernal outrage—that is the plain English of it."

In this emphatic language W. D. Fenton yesterday denounced the drawbridge abuse, although the transportation company for which he is general attorney has for years operated steamers in and out of Portland.

Major Langfit, chief of the United States engineers' corps, in charge of the local United States engineering corps, and presented the case, as against a number of the rivermen present. The influence of the engineers' office was against it, and the east side was defeated.

"It is an infernal outrage—in plain English. The whole east side public is discriminated, every morning and evening, to accommodate the few small boats and small steamers that ply between outside ports and this city on schedules arranged so that all of them come in between 6:30 and 7:30 a. m., just when the rush of traffic is heaviest over the bridges, and in the morning the boats go out at a similarly inopportune time, when everybody is hurrying to the day's work."

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"I have no feeling on the subject," he said. "It is not up to me to do anything for or against the proposition."

"It has been stated by citizens that a larger movement in this direction was killed in your office. If you are against the proposition, please working for it would like to be advised, so that they may know where they stand."

"I am willing to do whatever may be best for the people," said Major Langfit, frankly.

He recalled a former movement to close the drawbridges, when a meeting was held in his office by those representing the east side public and the rivermen. He said he made a complete report of this meeting, forwarded it to Washington and that there had never been reply of any nature from the department.

"Is it customary for you to ask Washington why no reply is received to matters sent on?"

"It could be done—anyone could make inquiry, and the matter could be brought out. The people who were pushing the movement dropped it when the report was sent in."

"Are there any drawbridges, within your personal knowledge, where navigation is restricted at certain hours for the benefit of the public?"

"On the occasion referred to I wrote, on request, to make inquiry on that point. My recollection is that there are such restrictions at the drawbridges in Chicago and Cleveland."

"The court could take up the matter, direct with the secretary of war."

TRANSPORT SHERIDAN COMING TO PORTLAND

(Washington Bureau of The Journal.) Washington, Feb. 10.—Senator Fulton was advised by Quartermaster-General Humphrey today that the transport Sheridan sailed from Manila January 35 with the fourteenth infantry on board and will come direct to Portland, and from there the men go to Vancouver barracks to take station. It has not yet been decided whether the nineteenth infantry will be sent direct from Vancouver to the Philippines.

Nothing for the city if the drawbridges could be closed for some time morning and evening."

"I have a plan which, if followed, I believe would be better than keeping the draws of the bridges across the river closed for an hour every morning and evening," remarked Mayor Williams this morning.

"Instead of keeping the draw open for several boats to pass, every time a boat goes through, close the draw and allow the people who are contracted to pass over. Then open the draw for the next boat. I believe this plan will suit the majority of the people."

When the meeting was held at the office of Major Langfit, the rivermen attended in force. There were strong representatives from navigation companies, towboats, and sawmill concerns.

Opposed to this array of business talent and physical force was one man—a lone representative from the east side—Joseph Buchtel, who announced he was the chairman of an east side improvement company that wanted to place restrictions upon the operation of the drawbridges.

It was a warm meeting, but a one-sided affair. The officer who made up a report of it could not well do other than issue a document that was far from being an overwhelming indictment of the drawbridge nuisance. So far as appearances indicated on the surface, the east side improvement association might have sounded at Washington like a real estate speculation, in which designing men were attempting a scheme to obstruct the great commerce of the Portland harbor. In any event, the war department did not regard the case as having merit sufficient to warrant a reply.

Judge Webster in Sacramento. "Unless the authorities of the national government absolutely prevent such action, and I do not think they will, the public will be given some measure of relief from the drawbridge abuse," said Judge Lionel R. Webster of the county court.

"Just how, or to what extent, we may obtain this relief I am not yet able to say. I have been examining the law and decisions bearing on the matter. The subject is up for settlement, and it will not be put down until we get relief or are finally obstructed by the national government. This question has been one of growing importance, but never before was put forward in such shape that it could be handled effectively. The widespread complaints against delays at the drawbridges have been increasing until they cannot longer be ignored."

W. L. Lightner, county commissioner, said: "The drawbridges as at present operated are a great inconvenience to the traveling public during rush hours. Something should be done to remedy the trouble. I think there can be some relief afforded."

Frank G. Barnes, an associate of Mr. Lightner, on the county commission board, was also favorable to some action that would remedy the worst of the trouble.

"I do not know that anything can be done," he said, "but it would be a good company to furnish everything."

The mining company will furnish everything necessary to the exhibit, including \$50,000 worth of gold dust, excluding the transportation to the Agricultural building to watch over the works. Colonel Dosch is of the opinion that this will prove the most interesting sight in the mining hall, and that it is furnished by an Oregon corporation is further cause for congratulation.

A delegation of commissioners from Linn county, consisting of J. T. Douglas, superintendent; F. M. Miller and J. M. Francis of Albany, arrived this morning to select a location for their county's exhibit in the Agricultural palace.

"We have carried off nearly two thirds of the prizes at the state fair," said he, "and we expect to do something extraordinary at the Lewis and Clark fair. We have two men in the field gathering material for the exhibit and the county court is no longer in the way."

"We want as much space as any county in the state, and we will do as we can get after that."

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SPECIAL NO. 1—\$8.50 Suit, \$3.98—Full Tailor-Made Suit, in Oxford or brown mixed water-proof serge; blouse jacket, trimmed with black satin bands, lined with Italian cloth; skirt made with lapped seams, trimmed with black satin bands to match blouse. These suits were made to sell for \$8.50. While they last \$3.98
SPECIAL NO. 2—\$10 Suit, \$4.95—This is a snap. You have never seen anything like them for less than \$10—an all-wool full tailored suit of Oxford mixtures, blouse jacket lined with Gloria silk; skirt full tailored. There are only a few of them and they go at \$4.95

SPECIAL NO. 3—\$15 Suit, \$7.45—A Pretty Tailored Suit, made of mannish mixtures, in Scotch liney, pretty, loose-fitting jacket, double breasted, without collar, trimmed with cardinal or green velvet, Butcher back with belt; skirt full tailored, plaited bottom. This line of suits never sold for less than \$15. Come early and secure one of them for \$7.45
SPECIAL NO. 4—\$17.50 Suit, \$8.65—This is a wonder for the money—a pretty, stylish suit, made of wool heather cloth, in navy and gray mixtures, Norfolk style of jacket, plaited back and front, 27 inches long, made with belt, trimmed with metal buttons, satin lined; stylish skirt, lapped seams, skirted bottom. A cheap suit for \$17.50. Your choice \$8.65

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PRESIDENT WILL SIGN THE STATEHOOD BILL. FOUR MILLION CANNON CRACKERS ARE EXPLODED. DALLAS EXAMINATIONS.

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