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GATHERING DATA FOR GOVERNMENT

Chamber of Commerce Will Aid President in Settling Panama's Transportation.

GENERAL BRISTOW WAS INTERROGATION MARK

Asked Questions on Which Answers Depends Much of the Prosperity of Coast.

The navigation committee of the chamber of commerce will gather data for the use of General J. L. Bristow, special Panama railroad commissioner, in making up his report to President Roosevelt, from which the president will determine his policy in the management of the Panama railroad, the disposition of transportation facilities there and the Pacific Mail contract.

General Bristow departed this morning for the scenic cities, on his way to Washington, having made a tour of the Pacific coast from Panama to Seattle. He was entertained at luncheon at the Arlington club by President W. H. Wheelwright of the chamber of commerce whose guests were: General Bristow and his secretary, J. T. Watson, W. J. Burns, Samuel Connell, B. A. Worthington and Allen Lewis. Questions of rates, and competitive rail and water lines from the Pacific to the Atlantic coast, were informally discussed. General Bristow left Portland strongly impressed with the position of the chamber of commerce in favor of the government operating the Panama railroad practically at cost and offering a free field and no favors in transportation across the isthmus and for all ocean transportation lines on both sides.

Pacific Mail Contract.

The transportation men of the chamber do not believe it feasible for the government to operate a steamship line between Colon and New Orleans or New York, to the satisfaction of commercial interests of either coast. Regarding the Pacific Mail and its present contract with the Panama railroad, much interest is shown by the chamber. In January, this year, the secretary of war informed the Pacific Mail Steamship company that the government would, if so desired, abrogate the existing exclusive contract for transporting commodities and mails across the isthmus, at the expiration of six months from the date of the notice. The government is now in a position to cancel the contract and open the railroad to competitive business in July. General Bristow asked the navigation committee of the chamber whether, in its opinion, there were other steamship companies doing business between Pacific coast points and Panama with which the Panama railroad could enter into traffic arrangements more advantageous to the public than those now existing with the Pacific Mail company. The committee's reply was:

East Could Compete.
"Just at present we are not aware that there are any such companies now located on this coast. But we believe that there is more than one such on the Atlantic coast which, if given the chance, would gladly put into commission a fleet that could handle the business on both coasts fully as well as the Pacific Mail does. The fact that the Pacific Mail Steamship company is protected by the Panama railroad, and by the transcontinental rail lines, is another reason why no other steamship line has ever attempted to compete for the business across the isthmus."

J. T. Watson, secretary to General Bristow, referring to conditions on the isthmus, said:
"The two conspicuous features of life on the isthmus are the canal and the yellow fever. The United States government is working out both problems. The Panama railroad will probably be operated by the government, at least until the canal is finished. This railroad was built about 50 years ago by a syndicate that secured from the Colombian government an exclusive franchise to transport all commodities and passengers across the isthmus. When the French company undertook to build a canal it was confronted by this franchise, and was forced to buy the Panama railroad. The United States, in purchasing the canal from the French company, also acquired the railroad and five steamships, three of them owned and two chartered by the Panama railroad. The Panama railroad, operating between Colon and New Orleans or New York. There is a question whether this line shall be sold by the government."

Yellow-Carrying Mosquito.
"Yellow fever is being stamped out at Panama by strict sanitary methods. It is now conceded by the best authorities that yellow fever is spread by the bite of a certain mosquito that is bred in the open rain barrels and sewers. This insect is female, and no other kind will cause the fever. It is called the 'yellow-legged female mosquito.' Systematic methods have been commenced to exterminate it by fumigation. All rain barrels are required to be kept covered; the open sewers that have run through the streets will be abolished and covered sewers substituted. Yellow fever has been stamped out of Cuba by similar methods, and it will not be long before there is not a single case of yellow fever at Panama."



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- G. W. Palmer, Cedar Bluff, Ala.
- James H. Ward, Southern Hotel, Chicago, Ill.
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The soil consists largely of volcanic ash and will produce abundant crops. Is equal, if not superior, to that of the Lewiston and Clarkston districts. The lands which sold at those places at \$250 an acre are now selling at from \$60 to \$100 and in some instances \$1,500 an acre. Those who purchased at the beginning were wise.

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AUTOMATIC 'PHONE FRANCHISE PRINTED

Important Amendments Made Which Will Prevent a Sell-out to Competitor.

Councilman L. Zimmerman's amendments to the franchise for the proposed automatic telephone system in this city were passed at the special meeting of the council yesterday afternoon, after which the franchise was ordered published. The amendments provide that the company must install an automatic system, and that no changes in the make of phone shall be made without the consent of the council; that 2,000 phones must be working before any charge is exacted of subscribers; that the police patrol telephone system must be ready for operation within 90 days after the automatic system is installed, and that not more than two blocks of street may be closed at one time while the corporation is laying the underground conduits.

Those who favored publishing the ordinance were Councilmen Albee, Flegel, Foeller, Sharkey, Whiting and Zimmerman; those opposed were Councilmen Shiverett, Bumsin and Merrill.

"The reason I desire to insert the word 'automatic' in that franchise is to prevent these people from selling out to the Pacific States Telephone & Telegraph company," said Councilman Zimmerman yesterday. "If the franchise is granted without providing for the installation of the automatic system this company will be able to sell out to the other company at any time. If it is designated in the franchise that nothing but the automatic system shall be installed, the other company cannot acquire the franchise, for it is under contract to the nothing but the Bell telephone for a number of years."

UNIVERSITY PARK PLANS IMPROVEMENT

The University Park Civic Improvement club is one of the most active organizations of its sort in the city, and its members are doing much toward the improvement of the peninsula district. It has turned its attention to the Portsmouth school, and will beautify the grounds by sowing lawns and planting shrubs and flowers.

Heretofore the grounds about the school have been in a deplorable condition. In rainy weather great puddles of water surrounded the building, making it almost impossible for teachers or pupils to reach it. The school directors have agreed to employ a man to level off the grounds, and the members of the club will sow the lawns and plant the flowers.

BURGLES SET OFF.
(Special Dispatch to The Journal.)
Salem, Or., March 26.—The sentence of Charles Van Duyn was commuted Tuesday by Governor Chamberlain so expire April 3. Van Duyn was convicted of burglary in Baker county and sentenced on December 21, 1903, to serve five years.

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