

# RESULTS OF THE STATES WORK IN THE ISSUE

(Continued From Page One.)

The work to be properly conducted should be completed within two years, and it is estimated that an appropriation of \$1,500,000 will be required for it. One million dollars could be profitably expended during the year 1905 and the balance during the year 1907. To get the best results the work should be a continuing contract and the entire work authorized.

**Continuous Work Necessary.**  
As you are aware, the rock for the jetty is carried out on pile trestling, which necessarily is maintained in advance of the jetty proper and which takes time to fill in. In sufficient amounts to bring the rock above the surface of the water and form the jetty proper. As the trestling gets beyond the influence of the water on the river the action of the trestling becomes pronounced and the piling from this cause alone is destroyed in from one to two years of time, thus it is necessary to work but not steadily continued, throwing away the large sums invested in this part of the work. In addition to this, the storms of winter must be taken into account. As striking examples of the damages that attend the failure to provide funds to maintain the work was the effect of the storm in October, 1904, when about one mile of trestling was destroyed, a most serious loss from every aspect. This work is thus subject to peculiar disadvantages and is necessarily located in a position subject to the same risks which other trestling work would successfully guard against and prevent waste and duplication.

**Tramway in Danger.**  
There is about 12,000 feet of tramway exposed to this hazard by delay of a month in the completion of the jetty. The rediving of piles through the rocks of the partially completed jetty is more expensive than sinking them originally in the sands. The plant on hand is of about the value of \$200,000, and a year of enforced idleness will result in great loss through deterioration. The damages resulting from the delay consequent on stopping the work and commencing work would be an experience not all of us and an experience not easily forgotten.

**Three-Mile Rapids.**  
This work is about one mile west of the west entrance to the Celilo canal and consists of increasing the width of and making safe for navigation a short stretch of water just below the canal. It is potentially a part of the canal work in progress favorably and will be completed within a reasonable time. This improvement consists of the building of a canal and locks around the obstructions between Big Eddy and Sello on the Columbia river, a distance of about 3 1/2 miles. When completed it will open up to steamboat navigation for practically all the year, excepting during hard frosts and extreme high water, the Columbia river from Priest Rapids to Astoria, a distance of about 400 miles, and during several months of each year the Snake river from Lewiston, Idaho, to the sea, a distance of about 445 miles.

**Condition of Work.**  
It is estimated the cost of this work will be about \$4,000,000, and in such a character that the time to complete it will depend on the availability of the funds as the entire work could be contracted for in sections. The progress simultaneously and has been finished. At this date there is on hand about \$265,464 in cash and \$250,000 continuing contract to be cared for in sundry civil bill. Outstanding contracts cover about \$70,000 for Three Mile Rapids and \$300,000 actual canal construction. It can thus easily be determined on the present basis the time that it will take to complete this work unless it is changed to a continuing contract. Furthermore, it is hard for us to understand why each year, on a work of such magnitude and importance to many people and to such a vast extent of territory, the work is threatened with discontinuance and so much effort and time must be put forth to obtain appropriations to continue it. We, of course, understand the enormous pressure you are under from all sides and everywhere, but this is a great work, has been approved and authorized, and as we shall show we have done our best to help ourselves.

**State Appropriations.**  
Appropriations have been made as follows:  
Oregon, right of way for canal..... \$100,000  
Oregon, for portage railway..... 153,000  
Oregon, for maintenance of portage Ry. 25,000  
Federal subsidies (about)..... 5,000  
All of this money has been appropriated and subscribed within the past two years. The state of Oregon has completed the Portage railway and it is in operation. This being the first year and boats having been practically obsolete on the upper Columbia for many years, we are now working on this problem and have finally succeeded in getting into operation the only available boats for this purpose at this time. It takes time and money to build boats and develop traffic in the face of the active opposition of a great railway company and the favorers of various kinds of canals. It is gratifying to them that they can grant, but that the Portage railway will tend to lower rates cannot be doubted. At best, however, it is but a temporary expedient requiring at least two additional handlings besides the increased cost. The people, however, were determined to have some relief, even though temporary and these money were appropriated and subscribed in the confident belief that congress would see that the necessary funds to complete the work were forthcoming, so that work could progress both economically and expeditiously.

**Traffic of Tributary Country.**  
There is perhaps no better illustration of the possibilities of this country than the reports of the Oregon Railroad & Navigation Company, whose largest traffic is furnished by it. This company's gross earnings for the year ending June 30, 1905, were \$4,728,505; for year ending June 30, 1904, \$10,843,074. While it is true a portion of these earnings do not originate in the territory in question, yet no account is taken of the earnings of other lines, such as the Northern Pacific Railway Company and allied lines, the Columbia Southern Railway Company and boat lines, which would increase these figures, if available, to much larger proportions.

**Upper Columbia and Snake.**  
Surveys are now in progress on which the engineering department will make its recommendations later. They will not be ready for this congress. In the meantime we venture to hope our sister states of Washington and Idaho will see their way clear to supplement the work done by Oregon and aid by direct appropriations the improvement particularly of the Snake river from Lewiston to Pasco, which consists largely of removing boulders and clearing out channels.

In closing this lengthy statement we desire to call your attention to a few facts of a general nature. This section

100 miles from Portland, a considerable portion being mountainous and the foothills of the Cascade range. It is also fair to say the passenger traffic was unusually heavy this year, although normally it constantly grows. What, however, is of as much importance as the traffic itself is the effect on rates, the people are often forced to pay unusually high rates for the purpose of removing obstructions to navigation in rivers to create better markets and in the end bring about reasonable traffic charges and thus do naturally what the people are often forced to do artificially through legislative action.

Note the rates in effect. The Dalles prior to the opening of the Cascade locks in 1894, and at this and other dates on a few articles, to illustrate the changed condition. Rates are given in cents per 100 pounds in carloads. Distance by rail to The Dalles from Portland 38 miles, by river about 110 miles:

Year	1892	1894	1901	1904
CL. L.C.L. C.L. C.L. C.L. C.L. C.L.	27	27	27	27
Sal. ....	27	27	27	27
Can. goods.....	27	27	27	27
Sal. etc.....	27	27	27	27
Sal. ....	27	27	27	27
Sal. ....	27	27	27	27

These reductions are maintained notwithstanding agreements as to rates between the water and rail lines.

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# Baking Powder

Made from pure grape cream of tartar, and absolutely free from lime, alum and ammonia.

ROYAL BAKING POWDER CO., NEW YORK.

of the country has grown very rapidly since the last visit of the rivers and harbors committee and its development, we think would surprise you. Not naturally we, as business men, desire our natural means of transportation properly cared for, for on them our future largely depends. This committee, while of local appointment, is more local in feeling than the great works we recommend to your favorable consideration are local in their character. In this north-west we are bound together in bonds of kinship, friendship and business, and it is for the larger and greater good we are working. But recently a large excursion of business men from Portland made a tour throughout the valleys of the Columbia and Snake rivers and the feelings of the entire people are best exemplified by the constantly reiterated slogan, "A free river from Lewiston to the sea."

**Not Local Work.**  
These improvements are not local. The mouth of the Columbia is not only the mouth of that river, but is the mouth of the Willamette, the Snake and the Clearwater rivers as well. Every foot it is deepened adds an appreciable value to the products and lands of the inland empire and Willamette valley. This improvement, as well as the one at Celilo, is an intensely practical question. A glance at the map will show the enormous area of country tributary to these rivers whose products must find their outlet down the river. Therefore an obstruction at the mouth is just as detrimental, just as effective, as though located farther up the river. Its improvement is just as essential to the development of the great northwest as it is to Astoria, situated at the mouth of the Columbia on the sea. The fertility of this country is unquestioned, as it is probably a fact that nowhere in the United States is so much produced to the acre, or in proportion to the number of inhabitants. The improvement at the bar will be far-reaching in its effect, in that it will open up the Pacific coast to the sea, where the economic hauling of transcontinental freights both ways. Today with the railroad builder the cost of the haul is primary. He looks for low grades and short hauls. In the face of the present and future competition, these will be the determining factors in the location of railroads, provided that at the terminal deep water and safe harbors are found.

**Only One Water Level Haul.**  
Throughout the entire length of the Pacific coast states until the extreme southern portion of California is reached there is but one water level haul to the Pacific ocean and that is the Snake and Columbia rivers. The Snake and Columbia mountains and forms the gorge of the Columbia. With deep water and a safe entrance at the mouth of the river, it is inevitable that a water level haul, if it can, avoid the expensive mountain grade, and eventually the cheapest haul will govern rates and affect not only the northwest territory, but all transcontinental traffic as well.

Finally we feel that in voluntarily taxing ourselves to a sum now amounting to nearly \$2,000,000 and which is added to yearly we have in the most conclusive manner shown our opinion as to its necessity, and we believe have done more than most committees to be doing our full duty to help ourselves.

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# ON TURKEY DAY

Football Games, Shows, Golf Handicap Matches and Hunt Club Paper Chase.

SOME GARRY CHEER TO HOMES OF DESTITUTE

Thousands Sit Down to Feast Where National Bird is Served—Divine Worship in Morning Attended by Many—Concert Tonight.

Portland people today ate tens of thousands of turkeys, thousands attended divine services in the forenoon and other thousands sat down to a feast of diversion, selecting from a list of attractions offered, including shows, football games, golf handicap matches and a hunt club paper chase. Not a few devoted the day to carrying a little cheer to some homes that otherwise would not have experienced any of the joys of the national day of thanksgiving. Of course, there were the usual family reunions and preparations for the evenings around the fireplaces. The offices and stores generally were closed and business men gave their employees a holiday.

The big event of the day was the annual football game between the Multnomah club and the University of Oregon. Play began shortly after 2:30 o'clock on the Multnomah club's field. This afternoon the Volunteers of America sent out many basket dinners to deserving poor; delegates from the Fruit and Flower mission visited the hospitals and poor farms where they were given by orchestras; the Portland Art association opened the new building at Fifth and Taylor streets; there were other events of lesser importance.

This morning a program at the University of Oregon glee club will give its annual Portland concert, under the direction of Professor Glenn, who says that his boys are in better condition than ever before.

With all of the events that attracted people to leave their homes, however, the one feature of the day, as always in this country, was the turkey dinner. Market men declared that there was no precedent for the enormous number of the national birds sold this year in Portland.

The 75 prisoners at the county jail fared like princes at the Thanksgiving dinner which was served in the jail this afternoon. The menu consisted of chicken soup, roast turkey with dressing and gravy, mashed potatoes, cranberry sauce, mince pie and tea and coffee. Sixteen large fat turkeys proved sufficient for every prisoner. There were three gallons of cranberry sauce and 30 mince pies.

"I guess that will do them for one day," said Jailer Harry Grafton this morning after surveying the store of delicacies which the cooks were preparing for the dinner. "If they do not have enough to eat on any other day of the year, we are going to satisfy their appetites today."

The hearts of the inmates of the city prison were gladdened this afternoon by turkey dinner, furnished by the American restaurant, which has the contract for feeding them daily. Cranberry sauce and dressing and genuine coffee, something almost unknown to prisoners in the city, will be furnished them.

Jim Hill, who got drunk in order to be imprisoned and given a good dinner, was asked by the jailer why he did not eat.

"I want a keen edge on my appetite when the turkey is served," he said, when asked by the jailer why he did not eat.

The Pacific States Telephone & Telegraph company yesterday afternoon, through their attorneys, Sarson & Cannon, filed a complaint in the circuit court against the city of Salem and Charles E. Sumner. This is an injunction suit, in which it is sought to restrain the city of Salem from the granting of a franchise to the Home Telephone & Telegraph company, of which Mr. Sumner is the head.

The latter franchise was ordered granted by the city council at the last meeting, but it is alleged in this complaint that the ordinance for the franchise did not regularly pass through all the necessary preliminary stages according to the rules of the council and, further, that the franchise is granted to the new company upon more favorable terms than to the old one, which is contrary to a former ordinance agreement with the Pacific States company. The latter company pays annually into the city treasury the sum of \$200, while according to the terms of the franchise the new company is to be exempt from the payment of any taxes during the first year that it is in operation, and that thereafter it shall pay annually one per cent of its gross earnings. In the complaint which was filed yesterday it is alleged that this one per cent will never amount to \$200 a year.

The ordinance granting the franchise passed the council by a vote of 9 to 4, and owing to the poor service which the present company has been affording it met with the general approval of the citizens. A petition asking that the franchise be granted and signed by a majority of the business men in the city was presented to the council at the time. The franchise ordinance was passed.

**PRINCE OF WALES WELCOMED AT LAHORE**  
(Journal Special Service.)  
Lahore, Nov. 30.—Beginning with a ceremonial visit to the Punjab chiefs this morning and concluding tonight with a grand ball in Montgomery hall, today was the busiest yet experienced by the Prince and Princess of Wales since their arrival in the Punjab. Besides the two functions mentioned the party of the day included a purdah being attended by the Princess of Wales and her ladies in attendance, followed by an informal visit to the Alchison Chiefs college.

# SHIPPING LOSS IS \$2,000,000

Ten Vessels on Great Lakes Total Wrecks and a Score of Others Injured.

MANY VESSELS MISSING SUPPOSED TO BE LOST

Another Snow Storm Sweeps Over Eastern Oregon—Southern Idaho Covered With Deep Mantle of White—Rabbits Forced Into City.

Chicago, Nov. 30.—Details still continue to drift in from remote sections regarding the destructions to shipping which raged Monday and Tuesday over the great lakes. The total loss will approximate \$2,000,000. Ten vessels are total wrecks, a dozen others badly injured and a score of other vessels whose whereabouts is unknown. Over a score lost their lives.

The total wrecks in Lake Superior are the steamers Mataafa, Crescent City, Edinburg, Lafayette and Elwood. The steel barge Maderia is supposed to be lost and many other ships are coming to port badly battered.

The steamer Reese, which arrived at Duluth today, reports passing the wreck of a number of ships. He saw a steamer beached on the Wisconsin shore and part of another not far away. The scow George Herbert with five men is believed to be lost.

**MANTLE OF WHITE.**  
Snowy Thanksgiving Day at Walla Walla Generally Observed.

(Special Dispatch to The Journal.)  
Walla Walla, Wash., Nov. 30.—Walla Walla is spending a snowy Thanksgiving today. Snow began falling early this morning and continued all day. Portions of the valley are covered to a depth of from six to eight inches, and here the depth measured five inches at noon. They day is generally observed throughout the city. Union, Thanksgiving service at the Presbyterian church was attended by several hundred people this morning. Several delegations from nearby towns arrived this morning to witness the football game between Whitman and W. C. A.

**SNOW AT PENDLETON.**  
Eastern Oregon Visited by Another Storm—Deep Drifts in Hills.

(Special Dispatch to The Journal.)  
Pendleton, Or., Nov. 30.—Eastern Oregon was again visited by a snowstorm this morning similar to the one of Monday. The snow is two inches deep in Pendleton and it is still snowing. Snow is reported to be two feet deep along the lines of the Oregon Railroad & Navigation line in the mountains. Heavy snow is reported at Cove in the Grand Ronde. Stock is not suffering and crops are in good condition.

**DRIVES RABBITS IN.**  
Heavy Snow in Southern Idaho Forces Buntings Into the Towns.

(Special Dispatch to The Journal.)  
Boise, Idaho, Nov. 30.—Southern Idaho is under a heavy blanket of snow. An average depth of 10 inches has fallen in the last 24 hours. Reports from Twin Falls and Middletown state that thousands of rabbits have been driven into the towns and are feeding on alfalfa. The weather is not cold and no serious damage to stock is anticipated. Work on all irrigation canals has been suspended.

**Heavy Storm at Dallas.**  
Dallas, Or., Nov. 30.—A heavy rain and wind visited this section last night. The wind blew a gale and rain fell in torrents for nearly five hours. Snow fell all day Monday in the mountains and Tuesday the weather grew much warmer here, leading to the supposition that it rained considerably in the mountains that day.

**HE ENDS LIFE**  
(Continued from Page One.)  
cover barracks was called last June and then postponed for two months at the low securing of witnesses or depositions from the Philippines. The greatest secrecy was observed and many witnesses were examined. The last sessions of the trial were conducted under guard, both officers and witnesses being under charge of a detail of soldiers.

Berry was accused of assaulting the wife of Lieutenant Wade of the artillery while on board the transport Sheridan.

**A. S. Frank Hurt.**  
A. S. Frank, a pioneer of Portland, sustained severe injuries a week ago by falling from the front steps of his residence on Lowndale street. He is recovering rapidly and will be able to go about in a few days.

**Cured Consumption.**  
Mrs. B. W. Evans, Clearwater, Kan., writes: "My husband lay sick for three months. The doctor said that he had quick consumption. We procured a bottle of Ballard's Horehound Syrup, and it cured him. That was six years ago. Since then we have always kept a bottle in the house. We cannot do without it for coughs and colds. It has no equal. 25c, 50c and \$1.00. Sold by Woodard, Clarke & Co."

**Collection for Charity.**  
The collection taken this morning at the union service in the First Congregational church was given to Crittenton home. It amounted to \$7.

# The Suit or Overcoat

FOR ALL OCCASIONS SHOULD BE A CHESTERFIELD

Because they possess the elegance of style effect, the perfection of fit, the choiceness of pattern and the excellence of skilled tailoring which pleases the gentleman of good taste. CHESTERFIELD SUITS and OVERCOATS will fit you better than you've ever been fitted, and will retain shape better than any clothes you've worn. If the front of coat in any Chesterfield Suit breaks or loses shape in one year's wear customer can have A NEW SUIT FREE.

**BUSINESS SUITS**, single and double breasted, Model Sacks and English Walking Frocks—priced at \$18.00 to \$40.00 a suit.

**PRINCE ALBERT SUITS**, \$35.00 to \$42.50. **FULL DRESS and TUXEDO SUITS** priced \$45.00 to \$60.00.

**CHESTERFIELD OVERCOATS**, in SURTOUITS, TOPCOATS, CRAVENNETTES and 3-4-length Chesterfield—price range, \$15.00 to \$40.00.

**LATEST STYLE HATS** in derby and soft felt—priced \$3.00, \$4.00, \$5.00, \$6.00 and \$12.00. **NOVELTIES in NEGLIGEE SHIRTS**, Manhattan and E. & W. makes, \$1.50 to \$4.00.

**WHITE SHIRTS** for ordinary and full dress, \$1.00 to \$3.00. **FINE UNDERWEAR** in domestic and imported Bala, woolsens, silk and wool, and all silk—price range, \$2.00 to \$15.00 Suit.

**HOLIDAY NECKWEAR** just in, as late in style, as fine in quality as any man may wish—price range, 50¢ to \$3.00 a tie.

Everything in men's fine wearing apparel to please. If we haven't just what you want will be pleased to get it for you.

# R. M. GRAY

Just Style and Quality  
269-271 Morrison Street

# PIANOS FOR HALF PRICE AT OUR "EXCHANGED" SALE

Perhaps you don't clearly understand the significance of this "Exchanged Piano" sale. We have received about 50 Pianos in trade during the last few months. Thirty of the number were good standard Pianos and were all right except for being scratched or badly out of tune. We have put them through our shop and they are now practically as good as new.

Here is a list of part of them:

Brand	Regular price	Price for this sale
Hinze	\$300.00	\$137
Haines	\$225.00	\$165
Fischer	\$500.00	\$275
Smith & Barnes	\$400.00	\$272
Kingsbury	\$375.00	\$218
Six Kimball Pianos		\$185

The exchanged piano sale opens tomorrow. Be sure and get in early, and you will have the pick of thirty piano bargains. We guarantee every piano to be just as we represent it. The instruments that were at all doubtful have been removed from the floor, and will not be offered for sale.

**EASY PAYMENTS**  
**Allen & Gilbert-Ramaker Co.**  
SIXTH AND MORRISON  
The oldest, largest and strongest piano and organ house in the Pacific Northwest. Remember, the sale opens tomorrow at 8 a. m.