

POKE HARRIMAN IN EYE TO GET REAL SERVICE

New Yorker Declares That is Only Way to Obtain Anything From Railroads.

COMMISSIONS SHOULD BE NAMED BY GOVERNOR

Oscar R. Meyer Says Oregon Should Have Shown Magnate What It Could Do to Him Six Years Ago Instead of Six Months.

"With the factories crowded with orders, labor employed at good wages, large immigration and good prospects for big crops, there can be no financial panic. There might be a stringency," said Oscar R. Meyer of New York, who is visiting in Portland and observing conditions. "The railroads, and many speculative enterprises may have difficulty in getting money to spend, but there is plenty of eastern money for legitimate needs of trades, commerce and manufacturing."

Mr. Meyer said a good feature of the western situation is that western capital is not being sent east in response to the call for money to loan at high rates, but is being invested at home in productive and development enterprises. Asked what he meant by the term "speculative" uses for which no eastern money may be had, Mr. Meyer particularized as to projects that show no immediate revenue, but that rely for their revenue-bearing power upon future contingencies. Water power, electric railway, steam railway branch lines and irrigation projects he included in the speculative class.

"Maritime and manufacturing interests can get all the money they need for carrying on legitimate business of the country," continued Mr. Meyer. "The railroad companies will suffer from scarcity of eastern money so long as the agitation against them continues, and the agitation will go on until railroad financiers and managers get honest, and deal fairly with the people. The railroads are solely responsible for the predicament in which they now find themselves. They have been playing the financial game for some years with entire disregard of the interests of the public. They have been building railroads at small cost, with money raised on bonds, and have been watering the stock."

Nearly all stock is water. The bonds represent the actual investment. They begin operating a railroad with small population and business, at rates that will pay interest on the investment. Then, when the population and business have enormously increased, do they reduce the rates materially to the public? Not much. Instead of that, they pump more water into the stock. When the public asks for lower rates, the railroad managers reply that it is impossible to reduce the rates and continue to pay interest on the investment. "I would rather see government ownership of railroads than railroad ownership of the public. But there is no necessity for either condition. I believe in railway commissions, if they are composed of competent men, and only that kind should be secured, though they must be paid \$10,000 a year for each man. They should be appointed by the governor, and he should have absolute power to remove with or without cause. I believe in state regulation of all public utilities. The public should control, and curb their evil tendencies, for the public has to pay the freight. All penalties of mismanagement and bad financing are ultimately paid by the public."

Any Old Thing for Oregon.
Mr. Meyer said Oregon never will get all it is entitled to until it "pokes Mr. Harriman in the eye." The Union Pacific system, Green River route, known as the Oregon Short Line, is operated principally for cattle and immigrants. It is not equipped with accommodations that compare with the trains running in and out of San Francisco. He said that all San Francisco trains are modern and elegant, but that any old train is good enough for Portland, in the estimation of Mr. Harriman. "The main regret is that Oregon did not begin showing Mr. Harriman a few things six years ago instead of six months ago," he continued. "This state will never get any real reforms from Harriman until it convinces him that it can and will do things for him. It reminds me of the Yankee who was telling a Frenchman that the United States was moving heaven and earth to build the Panama canal. The Frenchman replied that they had better move more earth and less heaven."

Portland money invested at home is, in Mr. Meyer's opinion, one of the strongest safeguards against a financial stringency or even panic. More Oregon financial faith in Oregon investments is what is needed, as much as eastern money. It is only recently that home capital has been believed in local real estate. Outsiders—Oregonians and others—came in and showed the local capitalists how to invest his money.

SALVAGE AND WRECKING CO. TO OPEN STORE

Will Sell Bankrupt Stocks and Will Be Known as the West Coast Salvage & Wrecking Co.

The leading position Portland is fast taking among the foremost mercantile cities on the coast is best shown by the advent of another new enterprise, new in this city, but one of years of successful operation in the east in the selling of bankrupt stocks. Mention was made some time ago in the papers of the formation of the West Coast Salvage and Wrecking company, composed of some of the best known business men in this vicinity.

The new company, which has double store, corner Third and Davis, at which place they will open a retail establishment for the disposal and sale of their various purchases.

The original company has had many years' experience in the east and has met with success in the business of buying bankrupt stocks, fire damaged merchandise, as well as wrecked goods from the railroad and steamship companies, and is one that gives them wide choice in the selection of their wares, and as they buy nothing but goods that can be secured at from 25c to 50c on the dollar it places them in position at all times to have their stores in all parts of the country, running sales of the big bargains they make. Four stores are already in operation, one each in Boston, New York, Cleveland and Chicago, and the fifth will be in this city at the corner of Third and Davis streets, which place they have recently rented.

As their name indicates, they deal exclusively in bankrupt and salvage stocks, but their years of experience has fitted them in a peculiar manner for the choice of their merchandise. Only the best is bought, and it is a remarkable fact, but nevertheless true, that over 90 per cent of the goods purchased by them is in perfect condition, and when it is considered that they are disposed of at from one quarter to one third of what retail merchants charge it is not to be wondered at that this firm has a world-wide reputation.

The opening of the Portland store has been delayed for several months

CONSOLIDATION HAS ITS RESULT

Montavilla Push Clubs May Now See Villa Avenue Widened.

RIVAL BODIES ARGUED LONG ON QUESTION

Meeting of People Along Mount Scott Line Will Be Held at Laurelwood Hall Friday to Consider Annexation.

The widening of Villa avenue to an 80-foot thoroughfare is finally to be accomplished by the combined push clubs of Montavilla—the Montavilla improvement board. When this project is accomplished one of the greatest achievements of the new organization will have been perfected, because this improvement was hindered before on account of the different attitudes of the two clubs. The people of Montavilla feel that the board will be harmoniously united if one such improvement can be consummated.

The executive committee of the board met Monday evening and reported considerable encouragement from the Oregon Real Estate company and the Northwestern Guarantee company, two large holders on Villa avenue. Both are anxious to see the street widened and ways considered that the improvement would materially enhance values all along the line.

The consent of these larger holders practically assures the widening of the thoroughfare, as a majority of the smaller taxpayers on the street are much in favor of the improvement. The subject on widening the street has been agitated all winter with little result hitherto. The announcement will be hailed with a good deal of satisfaction by those in Montavilla who are interested in the suburb but still outside the club. With Hibbard street and Villa avenue both improved much of the battle will have been fought and won.

Discuss Annexation.
An annexation meeting will be held at Laurelwood hall, in the Mount Scott district, next Friday, March 15. The meeting is to be held under the auspices of the Woodstock Push club to test the sentiment for annexation in the Mount Scott district, as the red posters done in white ink, scattered in the district today, announce. The advantages and disadvantages of annexation will be thoroughly debated Friday night, so as to prepare boundaries for the initiative measure to be presented to the people in June. Woodstock will be included, and whether Mount Scott will be is to be decided this week. It is not known just in what way the sentiment will turn, but it is believed in Woodstock that the people as far east as Arleta are in favor of annexation. The Woodstock Push club will meet at Hughes's store, East Forty-first and Holgate streets, and go to Laurelwood in a body.

Fireman Wants a Truck.
Property holders in the territory adjacent to and immediately south of Tremont will present a bonus to the Portland fire department if they will extend their lines into that district. The territory is bounded by a rapid rise and transportation facilities are much in need.

It was decided at a meeting of the East Side Improvement association last night to make an attempt to have the new Madison bridge built high enough so as to allow steamers to pass beneath and so that the east approach would rise from East Third street. Thomas Hislop was given charge of the matter. The delegates elected to the federated clubs were: Whitney L. Boise, L. H. Wells, Thomas Hislop, Dr. L. H. Rafferty and Joseph Buchtel. The club discussed the strike situation and expressed the gravity of the situation if a settlement is not reached soon. East side improvement has already been seriously inconvenienced by the strike of the millmen.

J. C. Marks, who lives at East Fourteenth and Beach streets, suffered a fracture of the skull yesterday afternoon at the North Pacific park, 281 E. Tenth street. He was employed as a carriage painter and while at work a timber fell from a platform above his head and struck him so that he had to be removed to the Good Samaritan hospital for treatment.

The funeral of Mrs. Catherine Ellis took place from the Forbes Presbyterian church in Albina yesterday afternoon, interment being in the Greenwood cemetery. Mrs. Ellis died at St. Vincent's from burns sustained while bathing her child. She was the wife of James J. Ellis of Carson heights.

GAMBLING SUIT SEEMS QUASHED

Hewitt and Eisfelder No Longer Threaten to Sue Milwaukee Club.

Among habitués of the Milwaukee club and those who court the chance goddess at that resort there is a great amount of curious speculation as to what settlement was reached between Ike Gratton, proprietor of the place, and J. D. Hewitt, with his partner, Leo Eisfelder, who threatened suit as a result of losses alleged to have been sustained at the gambling house.

Hewitt, known at Milwaukee as "The Ghost," and Eisfelder, known as "The Black Demon," are said to have set up a claim of \$30,000 against the proprietor of the resort. They claim to have lost \$15,000 and threatened to bring suit for twice the amount of their losses. Attorneys were consulted with reference to legal proceedings.

Ray Gratton, Bill Owen, and Fearful of suits being brought, it is said, Gratton disposed of his interests in the club in order to avoid responsibility and to escape the notoriety and other disagreeable features of a lawsuit. Those who claim to be on the

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Pigs' Heads	5c	Beef Brains	10c	Fancy "T"-Bone Steak	15c
Pigs' Feet	5c	Breast of Veal	10c	Veal Rump Roast	15c
Beef Kidneys	5c	Shoulder Roast Veal	10c	Loin Roast Veal	15c
Beef Stew	5c	Pork Mixed Sausage	10c	Rib Roast Veal	15c
Beef Necks to Boil	5c	Frontquarters Lamb	10c	Lom Veal Cutlets	15c
Choice Brisket Beef	5c	Shoulders of Lamb	10c	Rib Veal Cutlets	15c
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