RIVER TIED BY MONOPOLY

Rates on Willamette Only 1 Per Cent Lower Than by Rail and 100 Per Cent Higher Than 25 Years Ago.

Tacked to a giant fir tree towering upon the bank at the junction of the Willamette and Yamhill rivers is a crudely printed notice: "Wanted—Some up-to-date steamboatmen, to operate boats between Portland and up-river points."

The river boat rates on freight at the present time are only 1 cent per 100 less than the rail rate by land, and are 100 per cent higher than they were 25 years ago. The causes that have brought about this condition are plain. The old boat lines that once prospered on the river were driven out of business by rail line combinations, and although today these conditions have changed the modern day steamboatman who is to make his fortune on the upper Willamette and the Yamhill has not yet put in an appearance. When he does, up-river people will get cheap water transportation.

Number of Boats Decrease.

A quarter of a century ago there were in operation on the upper Willamette and Yamhill rivers the steamers A. A. McCully, Bonanza, City of Quincy, City of Salem, Champion, Isabel, McMinnville, Occident, Orient, Ohio, S. T. Church and Willamette Chief, with net tonnage capacity of 334 to 532 tons each.

Today there are but two boats in service, with net tonnage capacity of less than 300 tons each, and they are keeping the rates up to practically the rail rates. Their wharves have deteriorated, there have been no improvements made by them along the river, and they are not serving to develop the river carrying trade.

Thirty years ago the maximum rate to Corvallis was $3.50 per ton, and now it is $5.40 per tone. The fourth class rate today is 30 cents per ton higher at Corvallis than the highest rate was in 1877, so effective have the rail combinations been in driving the steamboats off of the river.

Feed for Private Corporation.

The Yamhill locks, although they are free to the public, are being operated today for the sole benefit of a private corporation, a paper mill at Oregon City. According to the annual report of the Chief of United States engineers the cost of operation and general care of these locks during the fiscal year ending June 30, 1906, was $1,801.63. During this period, 2,027 tons of paper pulp wood, logs and piling for the Oregon City paper mill passed through the locks, and nothing else.

Of 124 lockages made during that period, only twice were the locks opened for steamboats, and these boats were used to facilitate the passage of the paper mill's products.

The government paid at the rate of 89 cents per ton for over 2,000 tons passing through these locks for one corporation that could have floated its logs down had there been no locks, while the people of one of the richest valleys of the state are lying dormant under the successful domination of a railroad company that has designedly killed off the river transportation lines once in this service.

Independent Line Needed.

During the fiscal year ending June 30, 1907, there were 2,638½ tons of products handled through the locks of the Yamhill river, at a cost to the government of nearly $1 per ton. While it is true that mere existence of the locks acts as a preventative of higher rail rates than are now charged, the people are failing to utilize the means at hand for water transportation that would force the rail rate still lower than it is, and keep it lower.

It is said by old-time river men that the principal reason why the former steamboat lines disappeared from the river was that the shippers along the river accepted rebates from rail lines and did not remain loyal to the independent river steamers that were offering them lower rates than the published rail tariff.

The need today is for strong, capable steamboat men who can and will manage an independent business, work up the river traffic, and educate the people to remain loyal to a good steamer line regardless of temporary inducements that might be offered by rail and steamer combinations. Conditions now are different from what they were in the carrying trade 20 years ago. The railway commission law would protect the independent steamboat line and prevent the giving of secret rebates by the rail lines that compete with the river.

Would Force Lower Rates.

That river transportation will insure low freight rates, and that once the river facilities are eliminated the railroads will force up the rates and keep them up regardless of increased business and large profits to them, is proven by the history of transportation rates in the Willamette valley. The rate by steamer today to Salem is, according to classification, from $3.20 for fourth class to $4.80 for first class freight. Forty-seven years ago, in 1860, with no railroad line in the valley, the maximum rate by steamer to Salem was but $4 per ton.

PORTLANDERS TO HAIL OPENING OF NEW BRIDGE

Lewiston Plans to Entertain Delegation at Completion of New Railroad.

"We expect the Portlanders to come up to Lewiston in a body when the new Riparia-Lewiston branch of the O. R. & N. is finally connected with the south bank of the Clearwater by bridge," said R. C. Rohrabacher, secretary of the Lewiston Commercial club, of Lewiston, Idaho, yesterday.

"General Passenger Agent McMurray has assured me he will round up a good, big excursion when the road is finally opened, and the Lewiston people will be expecting a great time on the arrival of the first train. The invitation of the Lewiston Commercial club was extended several months ago when it was thought the road would be completed within a few weeks, and it still applies in the most cordial spirit. All that remains to be done now is to complete the bridge and I am informed that construction will be resumed very soon.

"No, we have had no snow in Lewiston as yet. There has been very little rain and no snow at all. The fruitgrowers are hoping that the weather will turn cooler for the purpose of holding back the buds, but no apprehension is felt on that score. Lewiston is certainly a delightful place to live in, so far as the climate is concerned, and with the completion of public improvements now under way it will be delightful in many other respects. The country is in a very prosperous condition."

CAKE STRONG ON POPULAR IDEAS

Portland Attorney Will Soon Announce Candidacy for U. S. Senate.

H. M. Cake, standing on a platform composed of strict allegiance to the direct primary law, Statement No. 1, direct election of United States senators by the people and not by the legislature and the amendment of the primary law by the passage of a corrupt practice act limiting and regulating campaign expenses, is balancing himself ready for his initial flight into the limelight as a candidate for the Republican nomination for United States senator in opposition to Charles W. Fulton.

While Mr. Cake will not say when he is going to make his formal announcement it is generally understood that it will be some time during the current week.

Maintains Silence.

Mr. Cake will not discuss his platform any more at this time than he will the date of launching his boom, but his attitude on various public questions is well known and it is therefore a certainty that he will incorporate as the leading planks in his announcement his allegiance to the direct primary, Statement No. 1, the corrupt practice amendment of the primary law and the direct election of United States senators.

The prospective candidate is a believer in the direct primary law and the consequent estrangement of the political boss from the control of politics both municipal, state and national. He believes that all of the people if given a voice will judge ably and well of the qualifications needed for a public officer and will voice their conviction at the polls.

Stands by Statement No. 1.

Allegiance to Statement No. 1 is a matter of principal with Mr. Cake and goes hand in hand with his championship of the senatorial election propaganda. Since he believes in the principle of allowing the people to elect their senatorial representatives directly he of necessity must be a supporter of the Statement No. 1 idea which is nothing more than a corrolary to the main issue.

Exorbitant campaign expenses and political expenditures are an abuse in the opinion of Mr. Cake and he therefore believes that the primary law should be so amended or supplemented that a limit will be put on political funds used during campaigns. It is understood that this will be one of the ideas incorporated in his statement of principles.

The amendment of the constitution of the United States as regards the election of United States senators providing for direct choice by the people instead of election by the legislatures is understood to be another of the principles which will be advanced by Mr. Cake in his announcement. It is believed that he will pledge himself to the advancement of such change in the event of his election.

Any skin itching is a temper-tester. The more you scratch the worse it itches. Doan's Ointment cures piles, eczema—any skin itching. At all drug stores.

January Special!

We are offering special prices throughout January on picture framing, artists' material and wall paper. E. H. Moorehouse & Co., 312 Alder street.

Fine shoes at factory cost at Rosenthal's housecleaning sale.

GREAT SPECIAL SALE

MEN'S AND BOYS' CLOTHING EVERY GARMENT IN THE HOUSE VASTLY REDUCED

MANY ITEMS WAY BELOW COST

MEN'S BUSINESS SUITS

$30.00 SUITS REDUCED TO	$20.00
$25.00 SUITS REDUCED TO	$16.50
$20.00 SUITS REDUCED TO	$13.50
$15.00 SUITS REDUCED TO	$10.00

MEN'S OVERCOATS

$30.00 OVERCOATS REDUCED TO	$20.00
$25.00 OVERCOATS REDUCED TO	$16.50
$20.00 OVERCOATS REDUCED TO	$13.50
$15.00 OVERCOATS REDUCED TO	$10.00

BOYS' OVERCOATS

BOYS' $15.00 OVERCOATS	$9.85
BOYS' $10.00 OVERCOATS	$6.35
BOYS' $8.50 OVERCOATS	$5.35
BOYS' $5.00 OVERCOATS	$3.50
BOYS' $3.95 OVERCOATS	$2.50

BOYS' SCHOOL SUITS

Two-Piece Suits—in Plain Knee Pants

BOYS' $12.50 KNEE PANTS SUITS	$7.50
BOYS' $10.00 KNEE PANTS SUITS	$6.50
BOYS' $7.50 KNEE PANTS SUITS	$5.00
BOYS' $6.50 KNEE PANTS SUITS	$4.00
BOYS' $5.00 KNEE PANTS SUITS	$3.50

RAINCOATS REDUCED—HOUSE COATS ONE HALF

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Our $27.50 Suit or Overcoat, made to order from the finest English woolens, is the very best value on the Pacific coast and would cost you in ANY OTHER FIRST-CLASS SHOP FORTY DOLLARS

We are still giving free of charge, with every Suit or Overcoat made to order a fancy Silk Vest or a pair of extra Trousers.

We were allowed a discount of 24 per cent on nearly $4,000 worth of English woolens that were due to arrive early in September and did not arrive until December 11 and are giving our customers the advantage of this discount. Most of these goods are suitable for the year round. Don't miss this opportunity and call early for the best selections.

ALL GOODS CUT UNDER THE PERSONAL SUPERVISION OF MR. MAXWELL—FULL DRESS AND TUXEDO SUITS A SPECIALTY

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STORE OPEN EVENINGS
142 SECOND STREET, NEAR ALDER

COUNCIL CAN GIVE WORK TO CITY'S UNEMPLOYED

Municipal Government Has in Its Hands Speedy Solution of Labor Problem—Building of Much Needed Streets Would Furnish Work.

By R. A. Harris.

How can the city employ its unemployed?

Can Portland say to every unfortunate who finds himself out of work and money within her borders, you need not steel, beg nor rob in order to secure the necessaries of life until such time as you can find a better situation?

The long line of unemployed who daily wait before the offices of the city board of charities to receive, each in turn, a little ticket entitling the holder to the right to work, not for money, but for board and lodging only, represents one very urgent and practical part of the question.

The intense interest being aroused in the city through the efforts of Walter Thomas Mills in his forceful and logical addresses on the problem of the unemployed at the leading churches and platforms of the city furnishes emphasis to the query.

Indeed, in every city in the land today this question is pressing for an answer, and genuine laurels await the one that answers it practically in the affirmative.

Conditions Favorable.

That a series of conditions exist in Portland at this time favorable to the practical solution of this great problem is the opinion of one of the most conservative members of the Portland city council, and beyond a doubt his views will be approved by the keenest progressive thought of the city in matters of practical social and public economy. In brief the plan is this:

First—Amend the city charter as soon as possible so the city may be authorized to undertake and conduct all details necessary to every department of its internal affairs.

Second—Enact ordinances providing for the purchase of rock crushers, the acquirement of quarries, employment of labor and the performance of every necessary function of her own street building.

Third—Enact an ordinance authorizing the police and other proper officials to direct every applicant for assistance to that department of the city's affairs where he shall be fed and set to work in some one of the various departments of the municipal service.

Fourth—Enact an ordinance making it incumbent upon every man without visible means of support to go to work, and let it be the business of the police to see that he does it.

This, with proper modifications, is the plan of Councilman A. G. Rushlight, and the striking feature of the situation is that it is almost identical with the plan of Mr. Mills as expressed to the Federated Trades council Friday night.

Plan Meets Favor.

Hundreds of citizens who have been listening to the able arguments of Mr Mills have been anxiously awaiting the fulfillment of his promise to tell them how to employ the unemployed. He made his plan known to the Federated Trades council on Friday, and a committee of five were appointed to meet Mr. Mills and give him all possible aid in carrying out his plans.

In addition to the labor body's support it is understood a strong committee of representative citizens have been enlisted with Mr. Mills in the effort to carry out his suggestions.

Mayor Lane is also favorable to this plan and has recommended that the city buy and operate its own rock crushers as a matter of pure economy, and has announced his intention to undertake a plan for the better handling of the unemployed among the cities of the northwest.

The present system of street improvement in this city is as deplorable as human carelessness and neglect can make it. Grafting contractors, protesting citizens, delayed work, dishonored city warrants, dissatisfaction and confusion indescribable reign supreme.

In addition to the well-established profits of private contractors the mayor himself says the work now costs 35 per cent more than it would if even the present system were corrected.

Dissenters to the proposed plan of having the city do its own street work may well be asked, Can any conceivable plan be more costly and unsatisfactory than the present one?

Councilman Rushlight says that not only is the present an exceptionally propitious time to revolutionize the city's internal industrial affairs, but that the municipal employment of the unemployed is a positive economic necessity and in his candid opinion the plan suggested will prove a paying one financially and in every other way.

City Employment Bureau.

"Where there is now daily complaints about illegal street work done by contractors whose only idea is to get through and get their money, there will be no incentive on the part of the city to do other than first-class work and avoid criticism and the necessity of correcting it," said Mr. Rushlight yesterday.

"The profits of contractors, the fees of outlaw employment sharks, the expense of advertsing and many other superfluous but costly considerations could be saved to the city, as well as great delays, expensive undertakings to compel correction of work by contractors and many other needless but costly details of the present cumbersome system."

It was Mr. Rushlight who first introduced the idea of a free employment bureau in the council, and its favorable consideration there was largely due to his efforts. That it is not in effect today is deeply regretted by Mr. Rushlight, who promises to aid in again taking it to the people if the pending court decision is against it.

Council Distinguishing Marks.

Though a member of the council himself, Mr. Rushlight agrees that the council will probably be the last place to seek for such a change in the city's industrial affairs. The reasons are apparent to any one who will wait on a few sessions of that body.

The city's legislative body is not distinguished for the initiation of matters of any considerable consequence, but is rather a sort of referendum body to pass on the suggestions and schemes of others.

Inasmuch as there is a pressing economic necessity to be met and a flagrant state of affairs to be corrected, why should the public not demand consideration of a plan calculated to correct one and which cannot possibly make the other worse?

Councilman Rushlight stands ready to give his votes and vote to the plan suggested. He says he will work for it in the council and if it fails there he will support a plan to initiate and submit it to a vote of the people.

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Sick Headache and relieve all the troubles dent to a bilious state of the system, such Dizziness, Nausea, Drowsiness, Distress aft eating, Pain in the Side, &c. While their mo remarkable success has been shown in curing

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Headache, yet Carter's Little Liver Pills equally valuable in Constipation, curing and pr venting this annoying complaint, while they correct all disorders of the stomach, stimulate th liver and regulate the bowels. Even if they ca cured

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Ache they would be almost priceless to those wh suffer from this distressing complaint; but fortu nately their goodness does not end here, and thos who once try them will find these little pills valu able in so many ways that they will not be wi ling to do without them. But after all sick hea

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it whil others do not.

Carter's Little Liver Pills are very small an very easy to take. One or two pills make a dose They are strictly vegetable and do not gripe o purge, but by their gentle action please all wh use them.

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Pleasant. Palatable. Potent. Taste Good. Do Go Never Sicken, Weaken or Gripe. 10c, 25c, 50c. Ne sold in bulk. The genuine tablet stamped C C Guaranteed to cure or your money back.
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