

THE PORTLAND GATEWAY

Commercial Club Takes the Lead in Move of Business Men to Bring About Lifting of Hill Road's Embargo Against Portland.

The "Portland Gateway" will swing open again soon if a movement launched today by the Commercial club and the business men of the city bears fruit. For some time a number of the business men have been quietly at work preparing to start the campaign. They have succeeded to the extent that the Interstate Commerce commission has called a hearing of the question in Chicago for February 15.

No matter what railroad policy is more important to Portland is a tourist way than the so-called Portland gateway. In this sense the city of Portland is a ticket from any point east of Denver to Puget sound and has it routed through Portland. The reason generally assigned for this state of affairs is the ancient enmity between Hill and Harriman, Portland being the Harriman territory and the Hill roads, all through tickets are made to end here.

What Order Necessary. This necessitates purchase of a ticket from some eastern point to Portland and an order for a ticket from Portland to the sound. When the traveler reaches Portland he has to exchange his order for a ticket via the Northern Pacific to Puget sound, and also has to check all of his baggage in the baggage car.

The fact that the A. T. P. fair is to be held this summer and that the Portland gateway is opened so that through tickets can be purchased via Portland and baggage checked through, many of the tourists bound for Seattle will cut Portland out of their itinerary, has caused Portland business men to take the matter up without delay. C. A. Frost, of the Interstate Commerce commission has notified officials of the Harriman lines and of the Northern Pacific to attend the meeting of the commission in Chicago February 15, and the matter will be gone into thoroughly at that time.

The Harriman lines have been attempting to bring about the opening of the gateway for years, but the Northern Pacific has steadfastly stood in the way of such change. The business men have therefore decided to forward the following petition to President Howard Elliott of the Northern Pacific asking him to remove the embargo, even before it is taken up by the Interstate Commerce commission. The petition follows:

To Howard Elliott, President Northern Pacific Railway Company.—The Interstate Commerce commission has assigned for hearing at Chicago on February 15, 1909, the matter of through passenger service between Seattle and Portland. We urge you to take such steps in advance of this hearing as will relieve Portland from the injustice she has suffered for so many years.

Today no person can buy a ticket from any point in the United States east of Denver to Puget sound points by way of Portland. This year the travel will be large. We contend that the routes already in operation are not reasonable and satisfactory for the entire travel, and such routes are not at all reasonable and satisfactory for a large part of the public, and that the routes now established entirely divert all of such traffic from Portland.

We ask that the closed Portland gateway may be made a thing of the past and urge early action.

Mrs. Davenport Found. Mrs. Edna Davenport, wife of Charles H. Davenport, was found after a week's absence at noon today by her father, Mrs. Davenport, who left her home at 2834 Sherman street, deserting her husband, it is understood, after her young child in the care of a neighbor and gone to work in the Caledonian hotel. The husband and wife were brought together by the father this afternoon.

CAUGHT IN THE RAIN. Then a cold and a cough let it run rampant. Pneumonia is a dangerous ailment. No matter how you get your cough don't neglect it—take Ballard's Kidney and Bladder Pills. It will cure you in no time. The sure cure for coughs, colds, bronchitis and all pulmonary diseases in young and old. Sold by Skidmore Drug Co.

MISS VELMA PHILLIPS CHRISTENS FERRYBOAT

(Special Dispatch to The Journal.) Vancouver, Jan. 28.—Mayor J. P. Higgins has named Miss Velma Phillips as the young lady who will christen the new Vancouver ferryboat, which is to be launched at the shipbuilding yards at St. Johns next Saturday at 2:30 p. m. Miss Phillips is the daughter of Mr. and Mrs. C. Phillips of this city.

Special cars will be at the ferry landing to convey all those desiring to attend the christening. The boat starts down the ways into the water. Miss Phillips will break a bottle of wine, which has been imported from Italy for the occasion. Short speeches will be made by representatives from the business organizations here. President Swartz of the Commercial club having appointed John H. Elwell as the representative of the club to respond for Vancouver. A cold collation will be served on the boat immediately after she slides into the water, and informal speeches will be made.

STEPHENSON STILL SHY ONE VOTE

(United Press Leased Wire.) Madison, Wis., Jan. 28.—Senator Isaac Stephenson was short one vote today at the joint session of the legislature in his fight for reelection to the United States senate. After the fifth ballot the anti-Stephenson men forced an adjournment.

Grange Fair Bill. (By Journal Leased Wire.) Salem, Or., Jan. 28.—Representative Altman of Multnomah has come to the aid of the Grange Fair association at Graham, asking for an appropriation of \$1000 for the use of that institution today afternoon.

Tortured on a Horse. "For 10 years I could not ride a horse without being in torture from piles," writes L. E. Napier of Eugene, Ky. "When all doctors and other remedies failed, Ficklen's Arnica Salve cured me. It healed my piles, Burns, Scalds, Cuts, Boils, Fever Sores, Eczema, Salt Rheum, Corns, etc. Guaranteed by Woodard, Clarke & Co."

166-170 THIRD ST.

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Reasons Bill Should Not Pass. Several counties in the state have, in unimproved districts, estimated the timber lands cruised and estimated for taxation purposes. Tillamook county authorities have produced contracts that produced figures and estimates of the standing timber in the county. These figures cost the taxpayers \$47,000; increased the valuation of non-timber lands from \$6,401,019 to \$10,707,100, in 1908. As the total value of all taxable property in the county is \$11,352,033, it is plain to be seen that the county is paying for the cruising of its timber lands within 50 days.

The Beal bill does not require any sure and certain method of cruising. As we understand it, the assessor may call upon the timber owner, or he may not, and upon him to furnish estimates. The figures, therefore, that would be obtained through the enactment of this piece of legislation, would vary in accordance with the peculiar judgment and eyesight of the class of cruiser as being most likely to suit his purposes. All figures obtained by the enforcement of this act would be through the whims of the assessor, teeming with prejudice, deception and, perhaps, perjury. The bill does not provide that the assessor will be bound by the estimates when obtained—he may ignore them; he may also discriminate and demand from the "offensive owner" estimates and overlook through motives of friendship another owner who is not "offensive."

Accurate cruisers services are very costly. To secure fair ones disinterested parties must make the cruise. There are in Tillamook county many sections with quarter sections, 40 or 50 acres of which are utilized for dairying purposes. The assessor would be required to require these farmers to spend from \$50 to \$250 obtaining sworn estimates from recognized cruisers, showing the amount of standing timber on the land when this same timber has already been cruised and found by disinterested contractors at cost.

Why Not General Application? If it is intended to carry out this general feature of securing data at the expense of the property owner, it is in order that storekeepers and others merchandising be required to give itemized inventories of all goods on hand, showing quantities and cost; why not require owners of dwellings to submit at the request of the assessor architects' plans and specifications showing in detail the class of