

## PORTLAND A GREAT CITY

### JOURNAL THINKS IT WILL BE RAILROAD CENTER.

Within a Decade Half Dozen Railroads Will Have Trains Rolling in There--The Central Oregon Benefited.

The Portland Journal says: Two consulting engineers representing the Western Pacific railroad, now being built by the Gould system from Salt Lake to Oakland, arrived yesterday from New York, on a mission that may lead to events extremely interesting to Portland. They will depart tomorrow for Lebanon and from there they will go into the mountains to prospect for the best available route for a railroad along the middle fork of the Willamette river, through the Cascade range, and southward through Klamath county to Goose lake and Madeline, to connect with the northern terminus of the Northern California railroad, owned by the Goulds.

This and other railroad enterprises that are known to be on foot, or incubating, in the vicinity of Portland have caused intense enthusiasm among the local consulting engineers. They say the city of Portland is slated for great things in the way of railroad building in the next few years. They express the opinion that the people here do not begin to comprehend the marvelous development that is in store for this city in the present generation.

"Within five years Portland will be the greatest railroad center on the Pacific coast; within 10 years it will be the greatest city on this coast, surpassing San Francisco and Seattle, and taking its permanent place as the leading city of the Pacific seaboard," declared by Captain W. W. Goodrich, a civil engineer and architect whose acquaintance with railroad and industrial conditions in the country is probably as intimate as that of any man.

Operating in his professional capacity Captain Goodrich has acquired thorough knowledge of affairs relating to railroads. He has resided in New York, Atlanta, Chicago, San Francisco and Seattle, and in each of these places his work has been in connection with railroad enterprises. He is now a resident of Portland. He makes this interesting prediction:

"Within the next 10 years we see the Great Northern, the Canadian Pacific, the new Grand Turk and the Northern Pacific rolling trains into Portland over the same bridge across the Columbia; the Milwaukee, which in my opinion was the purchaser of the Golden-dale road, and is now surveying along the north bank of the Columbia river, will also cross the new bridge; the Northwestern will come in through central Oregon; the Gould system will come up from a connection with the western Pacific, tapping the great irrigation district proposed by the government for Klamath county and bringing the products of that section to Portland. There are great plans now forming for the country embraced in the Columbia river basin. The irrigation projects proposed by the government are receiving attention from the railroad managers, and the Lewis and Clark fair is attracting the people to Oregon, Washington and Idaho."

The Gould ambition to own a railroad reaching the ports of two oceans will be realized when the Western Pacific is built. This road is now surveyed from Salt Lake to Oakland. At a point in western Nevada the Madeline road, already owned by the Gould system, is intersected by this line. It is said the Goulds will project the Madeline road on northward through Klamath county, cross the Cascades below Mount Jefferson and come down the extreme east side of the Willamette valley to Portland. With such a system the Gould roads stretching from Baltimore to the most important cities on the Pacific coast would have a strong hold on the trade of the orient. The line would consist of the Western Pacific from this coast to Salt Lake; the Rio Grande Western and the Denver & Rio Grande to Denver; the Missouri Pacific from Denver and Pueblo to St. Louis; the Wash-burn from St. Louis and Chicago to Buffalo and Pittsburgh, and the Western Maryland from Buffalo to Baltimore.

Business men and investors who try to peer into the future are study-

ing closely the situation on the peninsula. They say the city of Portland is going to grow toward the Columbia river; that in time the peninsula will be a hive of industry, and that the great docks over which oriental trade passes will be on the Columbia river. Many old-timers, who are disposed to live in the past, smile and discredit these predictions, but men who have given attention to the development of cities smile thoughtfully.

#### Davenport's Birds Die.

Twelve rare birds brought by the cartoonist, Homer Davenport, to the Lewis and Clark fair, have died this week, owing to the change in climate. The birds were brought from New Jersey to Portland and were secured from different parts of the world by Davenport for his collection of rare fowls and animals.

The Davenport cabin to be erected on the Trail, is not yet complete and his exhibit of horses, dogs, birds and other rare animals is not yet ready for the public. He expects to build a typical western log cabin on the Trail, equipped with frontier utensils, furniture and fixtures, this to be seen in connection with the "zoo"—East Oregonian.

#### Commission Has Hard Task.

One of the principal things with which the State Tax Commission, created by the last Legislature, will have to deal will be the assessment and taxation of public franchises. The courts of the country have held that franchise privileges are taxable the same as more tangible property possessions. Portland is demanding taxation of franchises now held within its corporate limits. One of these is that held by the Portland Gas Company, which has a monopoly of the gas supply in Portland and pays but \$200 a year for the privilege in the nature of a license. Another class of enterprises which pay no taxes in proportion to profits made are telegraph and telephone companies, express companies, street-car companies and electric light companies. A bill was introduced at the last Legislature taxing express, telephone and telegraph companies, but it was killed in committee. This proposed a tax of 1 per cent on gross earnings.

#### Sport Program for 4th of July.

July 3—first race—1-mile dash. Harney county saddle horses that never run for public money, purse \$50.  
Second race—1-mile heats, trot or pace, 2 in 3, Harney county horses that never won a race, purse \$75.  
July 4—1-mile dash free for all Harney county saddle horses, purse \$75.  
100-yard foot race, free for all, purse \$7.50.  
220-yard foot race, free for all, purse \$7.50.  
1/4-mile foot race, free for all, purse \$10.  
Baseball game, purse \$25.  
July 5—1-mile dash free for all, purse \$100.  
Second race—1-mile heats, trot or pace, 2 in 3, free for all horses raised in Harney county, purse \$100.  
An entrance fee of 10 per cent will be charged in all races, 5 to enter and 3 to start. The running races will all be governed by the Pacific Coast Jockey Club Rules. Purse divided 70 and 30 per cent. Purse in the trotting races will be divided 50, 25, 15 and 10 per cent.

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## ASSOCIATION BOUGHT OFF?

T. W. TOMLINSON WAS APPOINTED SECRETARY.

Formerly Official Rate-maker of the Chicago Junction Railway Commission--Is He Against the Citizens?

Has the new livestock organization, formed a few weeks ago, to fight the beef combine and the railroads, secured representative of the beef trust to fill one of its most important offices?

With the news from Chicago that T. W. Tomlinson, who has for several years been the official rate maker of the Chicago junction railway commission, has been appointed secretary of the American Stock Growers' Association, the organization formed by Murdo Mackenzie and Samuel Cowan of the Texas and other prominent stockmen the above question has been asked by men inside and outside of the new association.

Some go as far as to intimate that the beef trust has foisted Tomlinson upon the new organization and that by a stroke of political diplomacy expects to keep in touch with the movements of the organization and thwart every move that might result in ameliorating the condition of the stockmen of the West.

Said a stockman on May 31: "Tomlinson is hand and glove with both interests and his selection would seem to mean that the packers and railroads had enough influence to force this appointment. How it was done, if there is any jobbery in connection with the matter, those on the outside can't say."

While working for the Chicago Junction Railway Company, of which John A. Spoor is president, Tomlinson is alleged to have made the \$2 terminal charge, which has been roasted by every big stockman in the country.

Tomlinson is regarded as one of the best authorities on railroad rate-making in the country and his knowledge of such matters would be of great use to the American Stock Growers' Association in its fight for lower rates. However, the fact he has been in the employment of a company owned largely by the packers makes him lose prestige in the eyes of certain stockmen.

The assertion is made that Tomlinson will direct the attack of the new organization against the railroads solely. Meanwhile, it is said, the beef combine its work of oppression.

Alfalfa seed, Alaska clover seed, Timothy seed, Red top seed, Turkestan alfalfa seed, Red clover seed. Call and examine and get prices.—Geer & Cummins.

Fred Racine, the son of Mrs. L. Racine, proprietor of the French hotel at Burns, was in town the fore part of this week. Mr. Racine states that this is the first time he has ever visited John Day or Canyon City, although he has resided in Burns the greater part of his life. He was much taken up with the beautiful John Day valley.—Grant County News.

**MRS. CECILIA STOWE.**  
Orator, Raine News Club.

177 Warren Avenue,  
Chicago, Ill., Oct. 22, 1902.

For nearly four years I suffered from ovarian troubles. The doctor insisted on an operation as the only way to get well. I, however, strongly objected to an operation. My husband felt heartened as well as I, for home with a sick woman is a disaster. I placed at last. A friendly doctor advised him to get a bottle of Wine of Cardui for me, and he did so. I began to improve in a few days and my recovery was rapid. Within eighteen weeks I was another being.

*Cecilia Stowe*

Mrs. Stowe's letter shows a very common case of a woman who has been made weak and nervous by the use of Wine of Cardui. Her weakness and nervousness and brings health and happiness again. Do not go on suffering. Use the Wine of Cardui today and secure a \$1.00 bottle of Wine of Cardui.

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