

MR. HARRIMAN FORGETS PORTLAND

On April 26th there appeared in the telegraph columns of The Journal the following dispatch from New York City.

This was widely copied by newspapers on the Pacific Coast, and sent out a day afterwards over the wires of the Associated Press papers. The Journal raised a pertinent query in its headlines over the dispatch, asking if this meant that Portland was to be discriminated against.

The idea that Portland is to be left out in the great plans of the two monster railroad combines was a meaty question for citizens of this city to consider.

It has been discussed far and wide with lively comment ever since, and especially in the Puget Sound and San Francisco newspapers. Naturally these last-named newspapers are jubilant over the prospect. The Portland daily newspapers, however, other than The Journal, have been stung, or silent, on the subject, and have copied at second and third hand bits of the news which The Journal published in its entirety on the 26th of last month. It is something of a compliment to

THE JOURNAL'S ABILITY

to get first-class news involving millions of dollars and concerning a subject of national importance—that hundreds of columns reporting and discussing the subject, and are still in full cry, within 10 days from the date on which The Journal first published the news. Nothing of particular moment has been added to the original facts as published in The Journal. But this inaction, or apparent apathy, of Portland's people with regard to this serious subject, and the silence of its older sheets, have been conspicuous.

On the night of April 30, a banquet was given to Mr. Harriman at the Palace hotel, San Francisco, attended by nearly 400 men representing all portions of California. It is probable that never before was gathered together in a single body

him—Mrs. W. A. Barmore of Santa Rosa, Cal.; A. W. Glass of Detroit, Mich.; Oscar Crawford and Graham Glass, Jr., of Portland.

He Tells of Railroad Improvements and Millions Spent Elsewhere.

a set of men more thoroughly representative of the State of California, as a whole. At this banquet Mr. Harriman, who seldom talks in public, stood up and made a speech which included nearly the words of the Portland

JOURNAL DISPATCH

here quoted, and confirmed the truth of each item of the news as originally printed in The Journal. A portion of Mr. Harriman's remarks is quoted below:

"Four years ago, when the Union Pacific road emerged from bankruptcy and the present management took possession we found that we could not handle the business offered us. We added 84 per cent to its freight equipment, and the same proportion to its carrying capacity. We reduced grades, eliminated curves and spared no expense to make it a perfect road. We built 188 miles of new track to shorten our road 30 miles—an engineering problem that is difficult of comprehension, but perfectly true—and we think now that the Union Pacific is all that a railroad ought to be. It takes some nerve, gentlemen, to spend \$5,000,000 or \$6,000,000 on work of that sort these days, but we did it; did it cheerfully.

"And we are going to spend \$20,000,000 on the Southern Pacific. That means improvements in the Coast line from San Francisco to Los Angeles; the finishing of the tunnel through Simi Pass, and the reduction of grades, the elimination of curves, the building of new bridges, the

IMPROVEMENT

of the roadbed and the laying of new rails from Los Angeles to El Paso. We have 50-pound rails now; we are going to have 80-pound rails. And while I am on the subject of road improvement I want to

tell you that from Reno to Ogden, a distance of 350 miles, we have reduced the percentage of grades from 97 feet to the mile to 21 feet. We have so cut out curves that a train which used to describe 60 circles in making the trip now describes but 20. We have added 8,000 freight cars to the equipment of the Southern Pacific. We have increased its oil-carrying capacity 400 per cent, and in addition we can store 4,500,000 barrels of fuel oil along our lines for our own use.

"I say all these things to you, gentlemen, because I think it is time you knew what we are doing and are

TRYING TO DO.

It has not been said before. And tonight I tell you frankly that we take no credit to ourselves. Your own enterprise has forced us to develop. You have grown in agriculture, in mining and in manufactures. The latter suggestion may sound strange even to you, but I need only to remind you that you have built the best fighting ship that is afloat. We started out hand in hand with you, and if there is a gap between us now it is only because you set a pace and we could not follow.

"Of the future of my own system I have perhaps not told all that I can tell. Some day we are going to burrow through the Nevada mountains, and that I promise you now we will do. But we will have to get terminal facilities here, and we have already begun to ask for them. We want a terminal for our Coast and Bay shore lines. We want them without delay, and gentlemen, we want to get them without resorting to any

QUESTIONABLE METHODS.

In all your future dealings with the

BEASTLY ITALIANS

GOOD CROP PROSPECTS

RACINE, Wis., May 12.—Fifty Indian laborers employed by the Milwaukee railroad made murderous attacks recently on Miss Nellie Brown and Mrs. Sarah Burns and fought so desperately against capture that only two were caught, after the Sheriff had chased them with an automobile. The two prisoners were lodged in jail after running the gauntlet of a mob bent on summary justice.

GOOD ADVERTISING.

The Columbia River Basin Journal is an assured fact, as the first number will appear about the first of the month. This issue will be replete with contributions from prominent citizens and illustrated with a number of half-tones.

The Portland Board of Trade is the editor and publisher. The Journal will be an assured success, as enough advertising has already been gotten to cover the expense. A magazine of this kind is an absolute necessity, as it will give Oregon the right kind of advertising.

WANT IT RESTORED.

T. N. Teal and Dr. S. S. Wise will request the next Legislature to restore the State Board of Charities and Corrections. This board was constituted by law and served in 1891 and 1892, and its functions were abolished in 1893. According to the plan of Mr. Strong and Dr. Wise, the powers of the board will only be advisory. The executive committee of the Oregon State Board of Charities and Correction will meet this week, at which time the plans of Dr. Wise and Mr. Strong will be submitted.

AFTER LAW-BREAKERS.

Special Lillis started today on a street-nuisance crusade. He will arrest any one caught burning old lumber in the streets. There are also many persons putting up houses now in Portland without first taking out a building permit from the City Engineer's office. The permit costs \$1. He has a list of about 20 people who have failed to comply with the law, and intends to enforce the provisions at once.

NEW UNIONS.

Janitors and elevator conductors have been seriously considering for sometime the matter of organizing a union jointly. It has been considered advisable, however to organize separately, and this will be done Monday, each having a union of its own.

The railway freight handlers, about 150 in number, will be formed into a union tomorrow by District Organizer Duke.

FOR BETTER OR WORSE.

On Wednesday evening at 8 o'clock, Charles H. Draper and Emma W. Kraus were married in their own cottage, 510 Montgomery street. The house was beautifully decorated, and a large company of friends were present. Rev. Dr. Alexander Blackburn officiated.

BIRTHS.

To Mrs. Frank Campbell, 269 First street, a girl.

To Mrs. Joe Milotte, Montavilla, a boy.

To Mrs. F. Hurlig, 487 East Washington, a girl.

To Mrs. J. H. Huntington, 617 Guilda avenue, a girl.

PLANTS! PLANTS! PLANTS!

Choice lot of bedding plants, all kinds. A dozen or more will beautify your yard and gladden your eye. Bowen's Seed Store, Front and Taylor streets.

TRANSCONTINENTAL LINES

Southern Pacific we shall be open and above board. Most every man thinks he can run a railroad, and we are going to try to run ours according to the highest ideals."

A citizen in discussing the situation after reading the remarks of Mr. Harriman, said:

"I should like to ask the citizens of this city if they are willing, without a murmur, to let in supine fashion and permit these

TO SIDETRACK PORTLAND

to sidetrack Portland on a mere railroad spur? My voice is not a powerful one, but I should like to stir up some people of influence and rouse others to action.

"They had better be up and doing, and look into this matter, for it is perhaps the most important factor bearing upon the future of this city. Little light can be thrown upon the situation from the general railroad headquarters here, for the higher officers are gunking in their boots for fear of prospective walks on the plank, and the underlings are on a still plank for new jobs. None of them will, or can, talk just now.

TO REMOVE THE GENERAL OFFICES

of the Oregon Railway & Navigation Company to Salt Lake or Denver, would immediately affect the welfare of at least 5,000 families in Portland, to say nothing of the allied interests which would be instantly crippled and contracted, and not to go into details about the operations of the gigantic lines that now stare us in the face.

"Mr. Harriman cares no more about Portland than if it were a fly speck on the map. He is preparing to shift all transcontinental traffic to San Francisco harbor. And by the same token, Mr. Morgan and Mr. Hill will continue to do what they are doing—haul everything to Puget Sound. The way to wake up is to wake up."

THE NEW YORK BANKS UNITE

(Journal Special Service.)

NEW YORK, May 12.—The Corn Exchange Bank, which already has 10 branch banks throughout New York City, is likely to absorb another as a result of the favorable action taken today by the stockholders of the Eleventh Ward Bank. As the stockholders of the latter approval, the deal probably will be made at once. The Eleventh Ward Bank was originally known as the Dry Dock Bank. It has a capital of \$100,000 and a surplus of \$125,000.

EARLY DAYS RECALLED.

The Newmarket block is being remodeled and will be occupied in the near future by a big factory. The block was constructed in 1872, and the Newmarket theater was opened in it two years later. That section was then the business center of the city. Wells, Fargo & Co. were located in the vicinity, also the telegraph offices. The Clarendon hotel, the chief hostelry of Portland, was situated at the end of North Front street. The San Francisco steamers landed at Flanders street wharf, and the Southern Pacific railroad depot was across the river. The section is now rapidly becoming a manufacturing locality.

HEARTS AFLAME—THE LATEST

(Journal Special Service.)

NEW YORK, May 12.—Foremost among the dramatic novelties of the week is "Hearts Aflame," which is to have its premier tonight at the Garrick theater. The piece is from the pen of Genevieve G. Haines and deals with present-day society life in New York City.

NO POLITICS IN SCHOOLS.

There was a slight ripple of excitement in one of the schools of this city; where a certain teacher brought up the good qualities of George Williams before the class.

The story goes that the more the teacher dwelt on the subject of the honorable George, the more a look of disgust was seen on the face of one of the pupils—

RELICS SECURED.

City Auditor T. C. Devlin has received a letter from Brigadier-General William Crozier, Washington, D. C., stating that the two cast-iron howitzers and four cannon balls, relics of the Civil War, which the city desired to secure from Fort Sumpter, had been ordered delivered to Henry Dosch, Oregon's representative at the Charleston Exposition. They will be kept at Charleston and shipped to Portland with the Oregon exhibit, without extra cost.

Considerable red tape had to be gone through with to secure the relics. Senator John H. Mitchell took personal charge of the matter and wrote many letters to the various department heads.

WHY NOT REGISTER

There are still a large number of men entitled to vote in Portland who have so far failed to register.

Saturday there was a considerable increase in the number registering, but only four days more remain. The books will close next Thursday night and those who fail to register before that time will find it a matter of great annoyance if on election day they want to exercise the privilege of voting, and find themselves obliged to file an affidavit, with the signatures of six freeholders, to prove their right of suffrage.

It only takes a few minutes now to register; the office is open from 8 o'clock in the morning until 10 o'clock at night. If you are not registered, attend to it today. Do it NOW!

POLICEMEN TRANSFERRED.

Some indignation is being expressed by the merchants of Brooklyn and Sellwood on account of the transferring from that section of the city of Police Officer Oscar F. Isakson.

Mr. Isakson has been on that beat for some time, and the residents of the vicinity claim that he was the only officer that kept the hoodlum element under control.

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Choice lot of bedding plants, all kinds. A dozen or more will beautify your yard and gladden your eye. Bowen's Seed Store, Front and Taylor streets.

COLUMBIA NORTHERN

Now Has 100 Miles of Steamer Line and 46 Miles of Railway.

Speaking of the transfer of the Regular steamer line to the Columbia Northern Railway, Manager H. C. Campbell said:

"This gives the Columbia Northern Railway Company 46 miles of railroad and 100 miles of boat line. The contract for 22 miles of roadbed will be let at once and grading will begin from the Goldendale terminus next week. Steam locomotives will be used at present, and it will take about two years to electrify the system. The head office of the boat line will remain in The Dalles, and W. C. Allaway will continue as general agent. There were 332 shares of Regular stock, for which we paid \$225 a share. The rails and two locomotives for the new railway are now in transit, and we expect to be operating by early fall. The construction of this road has inspired new life throughout the section of country through which it will pass, and an increased amount of stock, grain and other commodities will be raised as a result of this means of shipping facilities. The price of land has increased from \$5 to \$10 per acre."

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HENRY WEINHARD

Proprietor of the

CITY BREWERY

Bottled Beer a Specialty

Largest and most complete brewery in the Northwest

Established 1862 Office, Thirteenth and Burnside Sts. PORTLAND, OREGON

Telephone No. 72

a youngster of perhaps 8 years. Finally the boy arose and with fire flashing from his eyes said:

"Now, teacher, that ain't fair. You have no right to talk politics in the school. Williams may be a pretty good man, but I'm for Bob Inman, because he allus treats me all right when I am selling papers."

ANOTHER MERGER

(Journal Special Service.)

RICHMOND, Va., May 12.—Stockholders of the Atlantic Coast Line Railway Company assembled here today for a special meeting. The purpose of the meeting is to have the stockholders consider and act on the proposition for the merger of the Plant system with the Atlantic Coast Line.

LICENSED TO WED.

Charles R. Warner.....21
Beattie Nauker.....21
Henry Tschopp.....22
Emma Schuller.....22
Jay M. Gardner.....22
Thomas Ramsey.....21
Hessie Fennell.....46
Emma Mulkey.....34
Juanita Fox.....25
Al. McCumsey.....24

COUNTY TICKET.

State Senator.....Dr. Harry Lane
Joint Senator.....Richard Scott
Joint Representative.....W. F. Young
Representative.....Henry Fleckenstein, E. A. Austin, A. F. Velguth, M. C. Davis, Frank H. Curtis, S. J. Barber, N. D. Benton, Frank A. Holtkamp, E. A. McPherson, J. C. Bayer, G. C. Moser, Sydney Smyth.

CITY TICKET.

Mayor.....Robert D. Inman
Auditor.....Thomas C. Devlin
City Engineer.....Douglas W. Taylor
City Attorney.....E. C. Bronough
City Treasurer.....J. E. Weirlein
Municipal Judge.....R. W. Thompson
Consul-General.....First Ward, T. Conner; Second Ward, Mat. Foeller; Third Ward, Fred T. Merrill; Fourth Ward, W. R. Mackintosh; Fifth Ward, Don G. Woodward; Sixth Ward, W. Y. Masterson; Seventh Ward, L. Zimmerman; Eighth Ward, D. T. Sherratt; Ninth Ward, E. H. Hosford; Tenth Ward, George Lewis; Eleventh Ward, A. F. Fiegel.

REGAINED HEALTH MEANS MORE VITAL WEALTH

Vital Science as practiced by DR. HOLMES has proven to be the most powerful curative agency in the world.

Consultation invited.

DR. EDWIN C. HOLMES,
319, 321 Abington Building.

DEATHS OF A MONTH.

Health Commissioner Menefee's report for April shows that 83 deaths occurred in Portland from the following causes: Lung troubles, 15; unclassified, 10; circulatory, 5; general diseases, 1; contagious diseases, 10; digestive, 20; nervous, 13.

WE GUARANTEE THESE REMEDIES OR REFUND THE MONEY.

If you are suffering with rheumatism get one bottle of La-Cas-Ka and one bottle Snake Oil Liniment and if it does not benefit you return the bottles and your money is refunded. At all druggists. La-Cas-Ka, \$1 per bottle; Snake Oil Liniment, 50c.

Yucca Root Salve will cure the most obstinate cases of skin diseases, boils and carbuncles. It is a sure specific cure for piles. Try a box. Only 50c at all druggists.

OREGON CHEMICAL CO.

If your druggist does not have any of these remedies on hand come to headquarters.

41 Washington street.

RED MEN HOLD A BIG DOW-WOW

MINING CONGRESS

Call for a Meeting to Be Held in Butte, Montana.

An official call is being issued for the fifth annual session of the International Mining Congress in Butte, Montana, on Monday, September 1, 1902, to continue for four days.

The object of the congress is to encourage growth and the thorough development of each and every state and territory represented; to work in harmony for such national legislation as is calculated to promote the interests of the people of the nation; increase reciprocal trade between the states and territories; to discuss matters of special interest and to formulate and decide upon plans which will bring about desired industry and kindred interests.

The special subject to be discussed is that, as the industry of American mining is now so vast and varied, and each and every year increasing so rapidly, and so much depends upon its being clean and clear from all entangling combinations and alliances, the immediate establishment of an independent Department of Mines and Mining with a Secretary who shall be a member of the President's cabinet, is absolutely imperative.

The Congress will urge the necessity of systematic exploration of our mountains, state surveys, better recognition of the mining industry by the national government and needed changes in the Federal mining laws.

The call is sent to Governors of states and territories, Mayors of cities and towns, County Commissioners, Chambers of Commerce, Boards of Trade and all commercial, industrial and mining organizations.

A CITY FULL OF SOLDIERS

(Journal Special Service.)

INDIANAPOLIS, May 12.—Within the next 24 hours Indianapolis will be occupied by a host of military men. The State militia opened camp at the fair grounds today. Tomorrow and the day following the lath-string will be kept hanging on the outside for the hundreds of veterans coming to attend the annual State Grand Army encampment. Preparations have been made for entertaining one of the largest crowds ever assembled in the city. The crowning event of the week will be the dedication Thursday of the Indiana soldiers and sailors' monument. In the great military demonstration accompanying the ceremonies there will be regular troops, militia organizations from all parts of Indiana and adjoining states, to say nothing of the thousands of veterans who are expected to be in line.

SALEM CHIEF BADLY HURT

(Journal Special Service.)

SALEM, May 12.—On Tuesday morning at 11 o'clock, as the Southern Pacific southbound passenger train was pulling into the depot, a fractious horse attached to a cart containing Chief of Police D. W. Gibson, took fright at the train and ran away, throwing Chief Gibson out, breaking his nose and causing a severe scalp wound on the back of his head. Mr. Gibson was taken to the hospital, where he received medical treatment, and later was returned home.

DEATH OF GRAHAM GLASS, SR

Graham Glass, Sr., aged 72 years, died last Saturday night at his residence, 262 Fourth street, from anemia. Mr. Glass was born in Dublin in 1829, married there in 1854 and came to Oregon in 1880. He had been a Mason for 38 years. He leaves an estate valued at \$100,000. An aged widow and four children survive.

THE CRY OF "CHEAP"

Sounds loudly from all corners. "Goodness" is sadly neglected everywhere.

IT'S DIFFERENT HERE

Good things every day in the year. We steer clear of cheaply made-up clothes—wouldn't give them store-room, wouldn't pay the freight on them.

OUR OFFER IS THIS—Good cloth, good linings, best workmanship, style and durability. Prices are reasonable.

\$10 to \$20 For a Union Label Suit
The Finest Are \$22.50 and \$25.00

Famous Clothing Company
Harrison and Second Street.

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THE AEOLIAN COMPANY
M. B. WELLS, Sole Northwest Agent
AEOLIAN HALL 353-355 Washington Street

MUSIC'S CHARM

She is listening while her friend is playing the piano by means of the famous PIANOLA. The PIANOLA enables you to play your piano even if you do not know one note from another. The PIANOLA responds in delicate expression to your every thought. It is wonderful.

THE PIANOLA MAY BE PURCHASED BY MODERATE PAYMENTS.

Free Recitals every Wednesday at 8 P. M. VISITORS WELCOME.

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