CORPORATION FIGHT ON PORTAGE RAILWAY
Greatest Fight of the Special Session to Be the Repeal of the $165,000 Bill

SCHEME TO DELAY INDEFINITELY THE OPENING OF THE UPPER COLUMBIA RIVER BASIN

Farmers and Shippers of the Inland Empire and Real Friends of Portland Should Resist the Harriman Combination—Oregon Producers Should Secure Public Ownership of the State Portage Railway and Not be Left to the Mercy of a Canal That Can Be Strangled in Congress at Any Time by the Corporations.

The greatest fight of the coming session of the legislature will not be over the assessment and taxation law, but for the repeal of the State Portage Railway at The Dalles.

The Oregon Railway & Navigation Company is fighting the state in its efforts to relieve the farmers and shippers of the Columbia basin and start the State Portage Bill repealed.

Pegills are being aroused from members of the legislature in advance of the session to assure the repeal of the Portage Commission bill and the appropriation of $165,000 as a measure of economy and to save the taxpayer.

The state is up against Joe G. R. & K. Co., in trying to get railroad interests on the Portage road, the big corporation having banks that are in the way and must be moved to let the state portage through.

The pledge that the federal government will build a canal twelve miles long and costing $12,000,000 and relieve the farmers of the great Columbia basin of the burden of taxes to pay for the tremendous producers and shippers to the tender mercy of the Harriman syndicate until they get to come to terms on the twelve mile replacement.

Portage Plan for Repeat

General Steel, of Portland, was in the market last week selling some builders' steel in advance of the special session and exclaiming that if the steel is not used it will not be used.

The Portland corporation have been using their machinery in favor of making the plan proposed to build and build a state portage railway.

It is a fact that the rival bills in Seattle, similar to the one in The Dalles, were introduced in the legislature as a matter of interest after the Columbia Railroad had been created.

The Columbia Railroad is now in the hands of the Columbia Lumber Company and is expected to be operated.

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E. T. BARNES, Proprietor

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