

THE DAILY JOURNAL.

VOL. XIII.

SALEM, OREGON, TUESDAY, NOVEMBER 24, 1903.

NO. 271.

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 in 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the state in its efforts to relieve the farmers and shippers of the Columbia basin and wants the State Portage Bill repealed.

Pledges are being secured from members of the legislature in advance of the session to secure 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 the O. R. & N. Co. in trying to get right of way for the Portage road, the big corporation having tracks that are in the way and must be moved to let the state portage through.

On pretense that the federal government will build a canal twelve miles long and costing \$4,500,000 and relieve the farmers of the great Columbia basin, the state is asked to abandon its portage railroad, and leave the producers and shippers to the tender mercies of the Harriman syndicate until they get ready to complete the twelve mile rock-canal.

Portland Push for Repeal.

Senator Hunt, of Portland, was in the city looking after some matters in connection with the special session. He expressed himself as opposed to confining the session to tax legislation. Foremost he mentioned the repeal of the State Portage Railroad appropriation of \$165,000 made at the last session.

The Portland delegation have been expressing themselves in favor of repealing the law proposed to build and operate a state portage railroad at The Dalles, similar to the one built by the state under the Penoyer administration at the Cascade Locks. The new portage railroad if built by the state as proposed by the last legislature from Lewiston, on Snake river, in Idaho, and permit continuous shipments from all the Upper Columbia

country to sea level at Portland and Astoria. This proposition was so favorably received that it passed the last legislature almost without opposition. Now it is demanded it be repealed. WHY?

What Has Been Done.

The State Portage Railroad Commission is composed of the Governor, Secretary of State and Treasurer. They have spent \$2500 in making surveys and have begun condemnation proceedings to get the right of way, bringing action through the Attorney General. They ran against the O. R. & N. Co. that is resisting the building of the State Portage Railway, and Attorney General Crawford has a suit pending before Circuit Judge Bradshaw at The Dalles February term of court, with W. W. Cotton, attorney for the O. R. & N. on the

other side. The state offered to settle with the corporation on any reasonable terms, but as usual the corporation prefers to litigate and block the state portage. The State Portage Commission have fully done their duty in the matter and will win out if the special session does not repeal the bill. The State Portage will get the right of way, unless the act under which the commission is proceeding is repealed. WHO WANTS IT REPEALED?

A Corporation Fight.

The Portland Oregonian whose editor, if not a director, is a "close tillicum" of the corporation that is resisting the state portage, is making a grand-stand display of alleged opposition to the portage railway. It is parading the proposed government ship canal that is to cost four and a half millions. It is asked that all proceedings for a state portage railroad be suspended; that the law creating the State Portage commission and appropriating the money to build the portage be repealed; that members of the legislature pledge themselves to that as a measure of economy. It is incidentally stated that the grand canal proposed by the government might be completed in five years; that all the money will be forthcoming, and that there is nothing in the way of this great enterprise for the relief of the farmers and shippers of the Columbia basin. The great plea put forth for immediate cessation of work on the state portage sounds nice, but has a suspicious odor, and if the Oregonian succeeds in having the law repealed that paper would be entitled to the everlasting gratitude of the O. R. & N. Co., and it is not generally paid in resolutions of thanks.

What a State Portage Did.

The state built one little portage road at the Cascades under the Penoyer administration that cost \$65,000 and it saved the farmers more than that amount the first year it was operated.

The government canal at the Cascade locks, that had been dragging along for fifteen years was rushed to a finish, as the contractors had no further graft in delaying the construction.

The little state portage at the Cascade locks was a club that gave the farmers protection and they were in control of the situation. As far as the influence of the state portage extended freight rates went down and wheat prices went up.

Where the influence of the state portage stopped the freights went up and wheat went down, schedules forming hogback at a point half way

from The Dalles to Pendleton, where they were forced into competition with the Northern Pacific. The effect of a second state portage railroad would be felt by the shippers and producers to the head of navigation on the Columbia and Snake rivers to Lewiston.

What Repeal Means.

Are the men of Eastern Oregon so easily deceived that they will be led into abandoning their hard-earned victory for a state portage on the wincey promise of a government canal that must be dug through solid rocks and shifting sands for twelve miles?

It is not certain that congress will grant the rest of the money needed. The government work is at the mercy of delays by contractors and engineers, by the war department, by politicians, and will be constantly delayed by corporations.

Repeal the state portage bill and you tie up the farmers and shippers of Eastern Oregon for at least ten years and probably twenty years.

The only appropriation now available for the government canal is what was left of the old Dolph ship railway scheme, that dragged along for twenty years and gave no relief.

The proposition to repeal the state

portage railway bill is a double-shot scheme to continue the block game that keeps the producers and shippers from getting the benefit of water competition.

THE PEOPLE SHOULD FIGHT THIS SCHEME BECAUSE THE PRETENSE OF SAVING MONEY FOR THE TAXPAYERS IS A FRAUD.

THE PRETENSE THAT THE FARMERS DO NOT NEED THE PORTAGE ROAD BECAUSE THERE WILL BE A GOVERNMENT CANAL BUILT IS A FRAUD.

THE BUSINESS MEN AND FARMERS OF THE COLUMBIA BASIN

(Continued from page six.)

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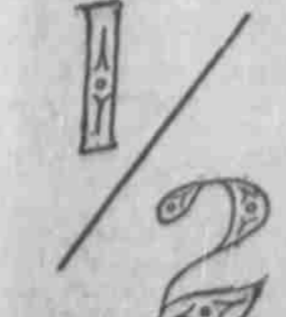
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