



"The God of Doogan-Dhugann"

is the title of a short story by Broughton Brandenburg, one of 12 new tales which are as clever as any that have appeared in a long time. Besides these, the

METROPOLITAN MAGAZINE for DECEMBER

contains 4 descriptive articles; 75 illustrations, many of them full-page; a 35-cent magazine in Quality and Size for 15 cents



160 Pages

(B 25) R. H. RUSSELL, PUBLISHER, 3 WEST 29TH STREET, NEW YORK

WANT PORTAGE ROAD

It Will Take Twenty Years to Build the Canal

Road Will Save Ten Times Its Cost Before the Canal Can Be Finished

The Telegram says that it is sincerely to be hoped that at the coming extra session of the Oregon legislature there will be no effort made to repeal the portage railroad bill. The somewhat startling announcement has been made by the author of the measure that developments subsequent to its enactment last winter have brought about conditions which obviate the necessity of carrying the design of the bill in a practical effect. In other words that by reason of the conclusions reached by the war department, recommending the construction of the C&D canal, the purpose of this legislature has been amply served.

It is extremely doubtful if citizens of Oregon generally will take this view of the matter. As a matter of course, it is acknowledged that the object to be attained by the construction of the portage road was of temporary value, but at the same time that value was considerable to the state at large, and a careful consideration of the subject, even in the light of the recent action of the war department, will fail to disclose any newly arisen condition which, by any logical conclusion, has lessened it. The purpose of constructing this state road about the falls of the Upper Columbia was to afford immediate competition between rail and water transportation, which would be put on a permanent basis as soon as the proposed canal was completed. At the time of the passage of the bill, it was presumed, on the basis of a careful and intelligent estimate of the time required for the building of the canal, that it would be at least six years before the work was finished, and the canal ready for use. More conservative estimates placed the time from 10 to 12 years. The portage road was to suffice as a transportation route reducer in the interim.

What has happened since to impede the soundness of these conclusions? The mere fact that the federal government stands ready to build the canal as soon as rights of way can be obtained by the state, surely is not to be taken as a warrant that this important bit of river improvement will be completed within a shorter time that was supposed. It is well known that the competing railroad line controls the greater portion of the easements to be acquired, and as a matter of business policy it is not to be expected that this corporation will relinquish rights which eventually will result in lessening its revenue sooner than it is obliged to do. The possible delay on this score, which probably will be ended at the end of condemnation proceedings, that may extend over a period of two or three years and perhaps longer. Then comes the construction of the canal, and who shall say in consideration of the time required for the construction of the locks at the Cascade, how much time will be consumed before the work is completed? Twelve years of even 15 years, may not be beyond the limit.

It is ascertained that with the expenditure of \$185,000, in eight months the portage road can be ready for business. If this assertion is anywhere near correct—if the road as a matter of fact can be constructed at the cost specified within one year the producers on the Upper Columbia will have accomplished a vast prospective saving, which in 10 or 15 years will pay for the cost of this road many times over. It will be difficult to convince these people that if there was no reason for the passage of this bill last winter, there is not every whit as urgent reason against its repeal at the present time.

We are just in receipt of a communication from Santa Claus stating he will make his headquarters at the Fair Store during the holidays with a bigger line of dolls, toys, books and games than ever. The Fair Store, 274 Commercial street.

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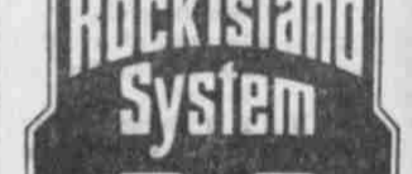
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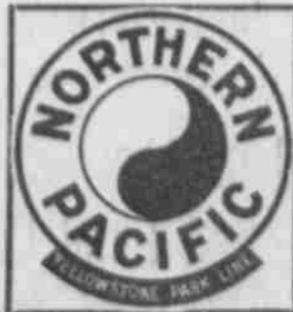
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