COLUMBIA VALLEY ROAD GIVES IT UP

Harriman Retires From Fight for Right of Way on the North Bank.

LEAVES THE FIELD TO HILL

Men Paid Off and Material Sold After \$300,000 Is Spent-Fierce Battle for Months Between Rival Construction Crews.

After the most unique fight for life in the railroad annals of the West, the Columbia Valley Railroad, the Harriman company formed to build down the north bank of the Columbia from Wallula to Portland, has apparently given up hopes of winning the contest for rights of way and has suspended

The struggle of the Columbia Valley will be known as the fight that failed. The only remaining vestige of the rivalry between the Hill and Harriman interests for possession of the north bank is pending action in the land office at Vancouver, Wash., wherein the Harriman road seeks to have its alleged title to certain rights of way confirmed. A decision on this may be expected in a-few weeks, when it is expected that the losing side will appeal to the general land office, where testimony and records of the case will be reviewed and the decision of the Vancouver office either upheld or contradicted. It is likely that a further appeal will be taken to the Supreme Court of the United States after the land office authorities have passed upon the matter.

Officials of the Columbia Valley Railroad have been scattered. President Gerlinger is taking a needed rest in California. Chief Engineer Wise has been dismissed because there is no further need for his services. Auditor Cameron has also left the company for a like reason. W. E. Stowe, superintendent of construction, will leave the road at the end of the present month. James B. Kerr, Northern Pacific counsel who was detailed by the Hill interests to fight the battles of the Portland & Seattle, has returned to his home in St. Paul, after 18 months spent here in the legal warfare between the two roads. He regards the fight as settled in favor of the Hill road and does not expect to return.

Nothing Left but the Name. The struggle of the Columbia Valley

not expect to return

Nothing Left but the Name.

Contractors and subcontractors in

Contractors and subcontractors in the employ of the Columbia Valley have been paid off and construction materials belonging to the road have been sold. Workmen have been dismissed. There is nothing left of the Columbia Valley Railroad except the sign on the door of President Gerlinger's offices in the Chamber of Commerce building and this may be wiped off any time with a benzined rag.

It will probably be eight months at least before a final decision on the pending land department cases is received. By that time, it is likely the Portland & Scattle will be running trains over its line down the North Bank. Should any rights of way now occupied by the Hill road be found to be the rightful property of the Columbia Valley, it is likely that the latter will be paid for its land, and the Portland & Seattle allowed to remain in possession.

The warfare for the north bank

The warfare for the north bank grade lasted a year and a half and was very bitter at times. Every means of dislodging the rival crews which were placed on the work was resorted to, from exploding dynamite among the construction gangs and rolling rocks down from the bluffs upon them, to securing processes from the courts. In-junctions, writs of various kinds and condemnation suits issued from the Washington courts with startling frewas at its height. One day the Hill forces would hold a certain strategic point: the next the Harriman contrac tors would take possession by force of numbers, only to be routed the next day by a hand-to-hand conflict, rein-forcements having arrived overnight.

Rough Times on the North Bank.

It was a dull day on the north bank last Spring when there was not an open conflict between rival graders. Men were wounded in the skirmishes and more than once there was imminent danger of a pitched battle.

nent danger of a nitched battle.

During the contest for the north bank, the Harriman line has spont about \$500,000. Its resources were drawn from Harriman funds in New York, which were checked out through the offices of the auditor of the O. R. & N. From its beginning, the road's good faith was attacked savagely by the Hill people, who contended it was intended to hamper the Portland & Seattle and was never intended to be Spattle and was never intended to be built. This question of good faith proved disastrous to the Columbia Valley, for the courts held it was not a bona fide project but sought only to harass the Hill line and prevent its be-ing built. The consideration of public policy was upheld by the courts in de-ciding against the Harriman road and it was ruled that the intention to build a railroad gave the men back of the project the advantage, for it is to the best interests of the people to have as many railroads as possible.

ADVERTISE OREGON SCENERY

Harriman System to Display Colum-

bia River Views in East. A scheme of advertising Oregon scenery that is bound to win is that just outlined by William McMurray, general passenger agent for the Harriman lines in the Northwest. He has directed the making of a large number of enlargements of photographs of Columbia. Bloom scenery, which

of enlargements of photographs of Col-umbia River scenery, which will be framed and displayed in public places in different parts of the country. The photographs are by E. A. Gif-ford of The Dalles, and are copyright-ed. They are excellent views and the enlargements lose nothing of the sharpness of detail of the original negatives. The pictures are 30 by 48 inches and have been pronounced the heat photographs of Orgon scenery hest photographs of Oregon scenery ever made. They are admirably adapt-ed to attract attention to this state, for one who sees one of these plotures is not likely to forget it, for a long time, it is the plan of Mr. McMurray to make Oregon as well known scenically as California.

TO ENTERTAIN EXCURSIONISTS

Commercial Bodies to Receive Scattle

Business Men. Preparations are being made to en tertain the party of Séattle excursion-lats to California, when they arrive in Portland at a o'clock next Saturday afternoon. A special committee of the Commercial Club will meet the par-ty at the depot and special trolley cars will be placed at the disposal of the excursion to carry the sightseers around the city. The trip to Portland Heights, which so favorably impressed the Tacoma excursionists, is being looked forward to with much pleasure by the Seattle Junketers.

looked forward to with much pleasure by the Scattle Junketers.

In the evening a reception will be held at the rooms of the Commercial Club where short speeches will be made and opportunities offered for becoming better acquainted. Manager Bowers of the Portland Hotel has tendered the use of the hotel pariors to the Scattle visitors while they are resting or not otherwise engaged.

The patry will leave in its special Pullman train at 11:45 Saturday night for California.

TWO-CENT RATE IMPRACTICAL

Special Agent of N. Y. Central Says Travel Costs Railroads More.

Travel Costs Railroads More.

W. B. Jerome, special agent for the New York Central lines at Chicago, is spending a few days in Portland looking after the business of the lines he represents. Mr. Jerome thinks the agitation for two-cent farcs in several states is unwise and says the railroads cannot afford to carry passengers in most sections for two cents a mile. "In the congested sections of New York, between New York City and Buffalo, where travel is very heavy and there is practically one city for the whole distance, the cost of carrying passengers is one cent and a half a mile," said Mr. Jerome, "This is under the most favorable conditions for the railroads, where because of the number of passengers carried, the cost of hauling each passenger is reduced to a ing each passenger is reduced to a minimum. Different conditions obtain in the Western states and in other Eastern states less thickly settled. I do not believe a two-cent fare would be practical generally."

G. J. Bury Receives Splendid Offer.

G. J. Bury, of Calgary, general mandisplay of the Western lines of the Cana-dian Pacific Railway, has been offered a tempting proposition by the Rock Island & Pacific system, which asked Mr. Bury to become general manager at the salary of \$30,000 a year. Mr. Bury is now considering the offer. His present salary while learned to the conpresent salary, while large, is far short of the offer just made. He is one of of the offer just made. He is one of the best known railroad men of the American continent and is considered a manager of exceptional ability.

Joins New York Central.

H. C. Gardner, of H. A. Heppner & Co., and formerly with the Eurlington, will take the position of passenger agent for the New York Central lines in the office of W. C. Seachrest, North Pacific Coast agent, on April 1, succeeding A. W. Moon, who has resigned to go into the timber business in Southern Oregon. Mr. Gardner is well known about the city and will be given known about the city and will be given a warm welcome by his brother rail-roaders.

FINANCIAL CRASH PREDICTED WHEN DEBTS COME DUE.

American Sees Much to Deprecate in Japanese Character and Little to Praise.

"Japan will experience one of the worst financial panies the world has ever known within the next year," said J. Kavanaugh in an interview yesterday. Mr. Kavanaugh is in the personal employ of the Emperor of Korea and recently returned from the Far East. He was in Japan during the Japanese-Russian war and has made a careful atudy of conditions in the Orient. He gives as the reasons for his opinion the fact that the country is taxed heavily since the war and that millions of dellars worth of bonds have been issued. When these bonds are When these bonds are been issued. called in it is sure to cause a financial panic since the country is so heavily

of attack and it is almost an assured of attack and it is smooth at asset fact that Japan would capture the islands before the Americans became aware of what had happened. I consider the Philippine Islands one of the

greatest problems with which the Government today has to deal."

Mr. Kavanaugh is a personal friend of Dr. J. H. Wells, son of Dr. G. W. Wells of Portland. Dr. J. H. Wells is connected with the missionary society in Korea. He has rained fame as a connected with the missionary society in Korea. He has gained fame as a surgeon and last year performed over 10,000 surgical operations. Mr. Kavanaugh considers this the most essential feature of missionary work in the Orient. "If the missionary societies would form a Union church and not preach so many different doctrines and send out a far greater number of doctors and nurses, something could be accomplished in the missionary line," said he, "but under the present system very little can be done." he, "but under the present system little can be done."

Mr. Kavanaugh will spend a month visiting in the East after which he will return to Portland and sail from this

FIGHT FOR LITTLE GIRLS Long Legal Struggle for Daughters

Transferred to California.

LOS ANGELES, March 13.-A spirited LOS ANGELES, March 13.—A spirited and prolonged fight between a divorced man and wife for the possession of two little girls, which has been going on in the courts of Indiana and Ohio for five years, has been transferred to Los

Angeles.
W. F. Godfrey, of Muncie, Ind., came here two days ago in search of his two daughters, Golga, aged 12, and Ruth, aged 8, who were in the possession of his aged 8, who were in the possession of his former wife. Mrs. Edward Lattz. He located them at Long Beach, but the mother refused to surrender them. Godfrey secured a writ of habeas corpus here today and with a Deputy Sheriff has again gone to Long Beach in search of the girls.

According to Godfrey, he secured a divorce from his wife and the cuslody of their children in Muncle. Ind., in 1561. Later the divorced wife followed him to thill and secured possession of the chil-

an unfit person to care for them. On uses. Barometer (reduced to sea level) at appeal of the case it was recently respect and he was again awarded control PACIFIC COAST WEATHER. PACIFIC COAST WEATHER,

Tongue Point Mill Reopens. ASTORIA, March 13 .- (Special.) -After being shut down for two days on account of a strike one department of the Tongue Point Lumber Company's mill was started up this morning, but the entire plant will not be in operathe entire plant will not be in opera-tion before next Monday. No arrange-ment has ben made with the men as a body, but those at work are taking the full hour at noon and are working 10 hours a day. It is understood, how-ever, that later arrangements will be made by which the men will be permit-ted to work 15 minutes later each even-

ing and get off at 4:39 o'clock on Sat-urday afternoons. DAILY METEOROLOGICAL REPORT.

PORTLAND, March 18 -Maximum ten perature. 51 deg.; minimum temperature. 53 deg. River reading at 8 A. M. 61 feet; change in last 24 hours, 0.1 feet. Total precipitation, 5 P. M. to 8 P. M., 9.2 inchitotal since September 1, 1996, 34.55 inches; normal, 88.11 inches, or excess 9.85 inches; normal, 88.11 inches, or excess 9.85 inches; normal sunshine March 12, 1997, 2 hours and 2 min. 1996, 12 hours and 45 min.

children. He immediately sought

Walla Walls 45 0.00 8 SW Cloudy

WEATHER CONDITIONS. During the last tweive hours the harometer has fallen over the North Pacific States and light rain has occurred song the Washington Coast and in the lower portion of the Willamette Valley. The changes in temperature since yesterday have been small

WEATHER FORECASTS. Portland and vicinity—Thursday, snow-ers. Southwesterly winds. Western Oregon—Thursday, fair south; showers north portlon. Southwesterly winds.

Western Washington-Thursday, showers

SEAT - SALE - TOMMORROW

DUSTIN THE FARNUM VIRGINIAN

NOTABLE CAST OF PLAYERS. THE DATE-Monday, Tuesday, Wednesday, March 18, 12, 20. Matince Wednesday. THE PRICE Evaning: Entire lower floor, \$1: balcony, \$1.00, 75c; entire gallery, 50c Matines: \$1.00 to 25c. THE PRICE-

AMUSEMENTS.

Washington HEILIG THEATER Main 1.
TONIGHT, 8:13 O'CLOCK
Friday, Saturday Nights, Saturday Matines
CESSTON CLARKE

"THE RAGGED MESSENGER."
Evening prices-lower floor, 10 rows, 30, 6 rows, \$1.00. Balcony, \$1.00, 75c, 50c, aftery, 35c, 25c.

Phone Main 117. Milton W. Seaman, Mgr.
Playing Only Eastern Road Attractions.
Tonight—All This Week—Matines Saturday
The Navel and Startling Melodrama
"LOST IN NEW YORK."
Torilling Plot and Realistic Scenery, The
Kind of Play Everyone Likes. Regular
Empire Prices.

Next Week-"The King of Tramps." THE STAR Main 5496.
Allen Stock Company Presents

UNDER TWO FLAGS Ouida's Masterpiece.
Matinees Tuesdays, Thursdays, Saturdays and Sundays at 1:20 P. M.; Prices 10 and 20 cents. Every evening at 5:15; prices 10, 20 and 30 cents. Reserve sents by phone, Main 5496, for all performances. AMUSEMENTS.

Phone Private Exchange 20

BAKER THEATER

Mais 2

GEO. L. BAKER, General Manager.

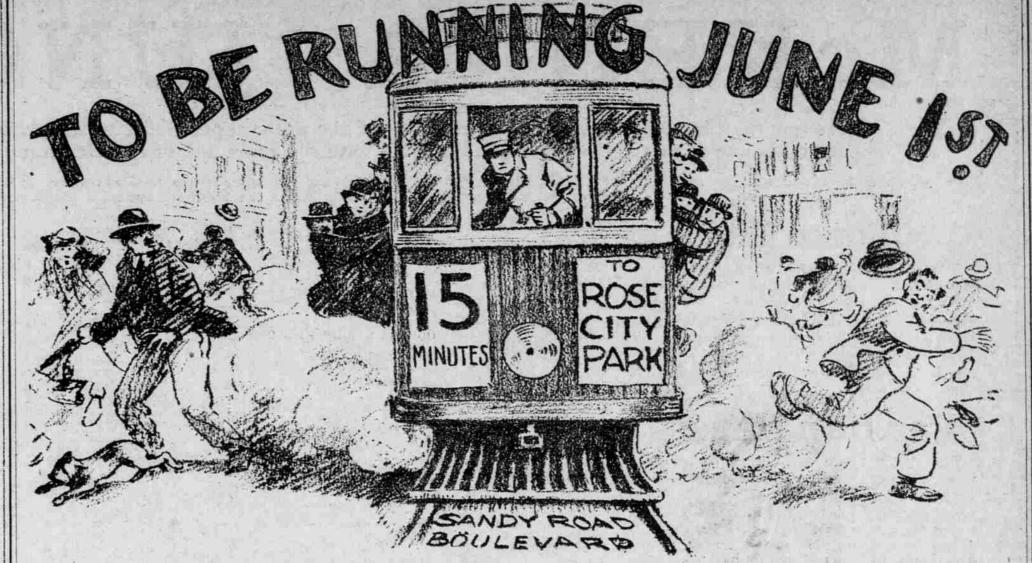
Portland's Fashlonable Popular-Price Theater—All This Week—The Baker Theater—Stock Company in Hoyt's

A scream of fun, music and laughter from beginning to end. Every Hoyt farce seems better than the last. The wise man buys his seats far in advance at the Baker. Matinee Saturday.

Evenings—25c, 15c, 15c, 16c, Matinee—15c, 25c, Next Week—"Shannen of the Sixth."

The Grand O'Neill's Majestic Min-strels, Ometra, Foily Vaudeville de Luxe & Eihel Hazel, Mitch-Kelly and Reno, ell & Love, Frank & "The Men With Louise Beverly, Harold the Chairs." Hoff, Grandiscope.

LYRIC THEATER, Portland's Popular Stock House, Every Affermoon and Evening This Week, Reorganized Lyric Stock Com-pany in the Famous Pastoral Play "THE PARISH PRIEST."



ANABSOLUTECERTAINTY

It is important that the public at large should know the facts with reference to streetcar service to Rose City Park. At this very moment hundreds of men are at work on Sandy Road. They are tearing up the old roadbed, and yesterday over 300 yards had been made ready for the setting of ties. Following this will be the laying of rails. This work will be continued without cessation until the line has been completed through Rose City Park. This line will not stop at Rose City Park, but will continue through almost to the City limits. The Railway Company has placed itself under contract to have the line completed and cars running by Saturday, June 1, 1907. It is, therefore, AN ABSOLUTE CERTAINTY that car service is a foregone conclusion.

GRADED STREETS AND SIDEWALKS

The presence of an army of men, equipped with pick and shovel, and half a hundred horses, all bent on the work of grading the streets of Rose City Park, is sufficient evidence of the company's intention in this regard. Every street will be graded, and the grade will be made to conform with that which has been established throughout the city by the City Engineer. This work was commenced a long time ago, and there will be no let-up until it has been completed in such a manner as to satisfy the wish of the most exacting. If there is any one thing upon which the company prides itself, it is the carrying out to the letter of the comprehensive plans that have been arranged for the magnificent street system in Rose City Park. Not a point will be overlooked to make them the best in the city limits.

RIDE OUT TO ROSE CITY PARK WITH US TODAY IN ONE OF OUR AUTOMOBILES THEY RUN ALL DAY LONG

One of the most pleasant features of the park will be the continuity of cement sidewalks. There will be no breaks, such as are found, when individuals use their own time and convenience to do such work. These walks will be laid, all at one time and under one contract, so that there will be a uniformity throughout the entire park. These walks will be of a high grade and durable material, in keeping with the general high plane of all the improvements that are now being installed. Many people have questioned salesmen of the company as to the certainty of this improvement. It is important, therefore, that this statement should be borne in mind by all prospective purchasers. THE SIDEWALKS WILL BE BUILT BY THE COMPANY, AND WILL BE LAID JUST AS SOON AS THE CON-TRACTORS CAN GET TO WORK.

Lots \$400 to \$600 Each on Easy Payment Plan

HARTMAN & THOMPSON

BANKERS

Ground Floor

them here.

CHAMBER OF COMMERCE

STATIONS	1 ax	797	WIND.		45
	mun temp	bilation at 12 hours	Velocity	Direction	a of
Baker City	42	T	fi	NE	Cloudy:
Bismarck		0.08	134	S	Pt. Cldy.
Boise	42	T	-4	NE	Cloudy
Eureka	45	0.00			Clear
Heiena	36			w	Cloudy
Kamloops, B. C.	[38]	0.00	14	NW	Clear
North Head	46	0.04	16	sw	Cloudy
Pocatello	32	T	8	SW	Cloudy
Portland	151	0.62	8	W	Clouds
Red Bluff		0.00		NE	Clear
Roseburg	34	0.00	184	NW	Clear
Sacramento		0.00		NE	Clear
Sait Lake City	116	0.00	12	NW	Cloudy
San Francisco	28			W	Clear
Spokane			14	8W	Cloudy
Seattle	441	0.00	26	SW	Cloudy
Tatoonh Inland .	44	0.12			Cloudy

Thursday, fair.

EDWARD A. BEALS,

District Forecaster