SEEK CAUSE OF BREAK IN RAIL

State Commission and Railway Officials Look Into Forest Grove Wreck.

FRACTURE IN STEEL FRESH

Borings Will Be Analyzed to Ascertain If Rail Was Crystallized. Persons Injured in Smash All on the Road to Recovery.

worings from the broken rail that exused the deratiment of the Sheridan passenger train near Forest Grove, Tuesday night, will be sent to Omaha, where a chemical analysis of the steel will be made to determine whether the steel had crystallized, thus rendering the rail brittle and liable to fracture. The crystallisation of steel, it is said, can be determined only by a very careful examinasystem at Omaha who determine these matters will be asked in regard to the

condition of the rail. Crystallization seems the only explana-tion of the break, for there were no flaws in the steel so far as could be deter-mined, and the fracture was clean and new. The break was an absolutely fresh one, and the broken section is now in the hands of the Southern Pacific officials here, where it can be seen by those who think the broken seen by those who think the break occurred long ago and was overlooked through the negligence of the rallway officials.

of the railway officials. General Superintendent Buckley, Super-ntendent Fields, Master Mechanic Younger and Division Engineer Ballons, no form the board of inquiry to examine who form the board of inquiry to examine into all wrecks and accidents and determine their causes, went to Forest Grove yesterday and investigated the derallment. It was the decision of these officials that the broken rail caused the wreck, but just what caused the broken rail is not so clear. This will probably be determined upon the chemical analysis of the steel. sis of the steel.

e break was an absolutely new declared General Superintendent Disabley, of the Harriman lines in this territors, hast night. "My theory is that the rail war not broken by the locomotive passing ver it, and other members of the board of inquiry concur in the be-lief that the rail was braken after the cigine passed. The baggage and mall cars undoubtedly passed over the rail before it broke. There is a difference of occurred, but I think the rear trucks of the first passenger coach caused the break. Others think it likely that the first trucks of the second passenger coach broke the rall.

line with recent public sentiment called in several prominent citizens of Forest Grove, and they were present during our examination. These men were J. A. Thornburgh and H. J. Goss, bank-ers, and B. H. Laughlin, a hotel man. We showed them the evidence and the facts concerning the wreck as fully as we knew them ourselves. These men have not expressed their opinion of the wreck to us, but it is likely they will state the facts as they found them to any one who cares to ask them for information. "The rallroad commission also inquired

into the accident, and we have no means of knowing what the report of that body on the wreck will be. This body examour roadmaster and section foreman and learned that during the service of the section foreman on this stretch of road, which covers about a year and a half, only one other broken rall has oc-curred. On the adjoining section of road, it was shown that during the past eight there have been three or four "The rail broken is 56-pound steel.

are not certain when the rall was laid, but believe it was about 1905. Our division engineer will look this matter up and ascertain just when these rails were put down. The passenger coaches in the wreck are not eggshell affairs, but are strong and substantial. After having been overturned and thrown down an em-bankment, they are about as good as new and were brought back to the city tonight on their own wheels. They will need very little repair. These cars are yestibuled, and the only thing broken about them is the glass in the windows. Those who were killed were thrown through

The full raffroad commission conducted the wreck investigation and will make its report within a few days. What this report will be cannot be learned now. Two members of the commission, Thomas K. Campbell and Oswald West, went over the Yamhill division of the Southern Pathe Yamhili division of the Southern Pa-cific about two months ago on a trip of investigation, but this trip did not in-clude the West Side division, where the wreck occurred. Neither did the com-mission make its inspection trip as guests of the railroad company, as has been stated. The members of the commission always pay their fare and travel as inlividuals, accepting no favors from the

railroad company whatever.

Reports from those injured in the wreck are favorable, and it is expected that all will recover within a short time.

INVESTIGATION IS A SECRET

Railroad Commissioners Question Officials in a Private Car.

FOREST GROVE, Or., Feb. 12.—(Special.) — State Railroad Commissioners Campbell, West and Altchison came out last night for the purpose of investigat-ing the wreck of the previous night on the Southern Pacific. Superintendents Fields and Buckley met them here and several employes of the road were called before them to testify in regard to con-dition of track. The investigation was held in the private car of Superintendent Fleids and was strictly private. The investigation was concluded this morning, but the Commissioners declined to give out anything in regard to their findings.

INQUEST NOT NECESSARY

Coroner Will Not Investigate John J. Lee's Death.

Order for an inquest into the death of John J. Lee, foreman of a piledriver crew, who was killed at St. John Wedresets, who was kined at St. John Wed-nesday night, was issued by Coroner Finley yesterday forenoon and later re-voked. The order was made at the in-stance of a dozen members of the Struc-tural Ironworkers' Union, who presented facts tending to show that Loe's death could have been prevented had the steamers Iralda and Henderson heeded signals to slow down in passing the piledriver. called to say that they had been mistaken and that no inquest would be

Coroner Finley, after talking to eye-

witnesses of the accident, decided that the case was not one calling for investi-

Lee was at work on top of the piledriver which is used in construction of the Great Northern's bridge across the the Great Northern's bridge across the Willamette. The passing steamers caused a heavy swell and the rocking of the piledriver drew a rope taut, dragging Lee off to death. He fell with great force, breaking his back. His widow and a 4-year-eid son survive him. They live at Topeka, Kan., from which place Lee came less than a month ago.

PROSPERITY IN NEVADA James W. Abbott Says Mining Industry Is Rapidly Reviving.

James W. Abbott, a mining engineer of Ploche. Nev., formerly a resident of the state, and prominently identified with the good-roads movement, was a visitor at the Portland Commercial Club yesterday.

The branch line of the Clark road from Callente to Pioche was completed on January 1," he said. "Almost immediately the mines at Pioche began to reopen They had been practically closed for a time, owing to the financial depression and the fall in copper prices. The activity is increasing steadily, new companies are beginning operations and the camp gives promise of becoming one of the most productive in the entire state. The largest properties are the Nevada-Utah, owned by Thomas W. Lawson and the Ohlo-Kenowned by Samuel Newhouse, the

Sait Lake City multi-millionaire. "The idea is erroneous that the cost of living in the Nevada camps is excessive. Prices in Pioche are little higher than they are in Portland. Everything con-sidered, they are very reasonable.

"The commercial bodies of Portland should give wider publicity to the resources of this state. There is no reason why Oregon should not attract some of the great wealth which is being taken out of Nevada. It offers greater inducements to the investor than any other Pacific Coast state."

COST ROAD PRETTY PENNY

Seattle's Demands Upon Mr. Harriman Close to \$4,000,000.

SEATTLE, Wash., Feb. 13 .- (Special.) -Despite strenuous objection by Council-man William Murphy, the franchise granting the Union Pacific entrance into Seattle and also terminal facilities passed the Council tonight for a second reading. The session was a special one called by

On March 3, election day, the voters will have an opportunity to bring into effect the initiative and referendum and the submission of all public franchises to a vote of the people. It has been feared all along that the Union Pacific franchises would be delayed until after election, but touight's action guarantees that it will be given the third reading and will pass before the feared provision will be effective.

The agreement between the Harriman line and the city provides that the road will build several overhead bridges and will also build a station to cost not less than \$250,000. The entire expenses of the road reaching the city will cost in the neighborhood of \$4,000,000, including the

Dekum Avenue Improvement Will Be Paid For.

PROTEST FILED TOO LATE

Councilman Backed by 100 Constituents Resorts to Fervid Oratory in Vain-Even Mayor Sides With the Majority.

Though using all his flery oratory, and hough backed by about 100 protesting esidents on Dekum avenue, Councilman Vangin yesterday failed in his effort to hold up the payment to the contractors for the improvement of that thorough-fare. Mr. Vaugin and those who were present to corroborate him, declared that the street was left in worse condition than before the work was done, and also asserted that Harry Howard, one of the contractors, stole grayel from Dekum venue and used it on Going street. City avenue and used it on Going street. City Engineer Taylor, his deputies, and Couficitimen Concannon. Driscoll. Wills and others, were equally as positive that the job was well done, and charged that Mr. Vaughn and the others simply wished to delay payment on the work. The ordinance carrying levying the assessment was therefore passed.

In the first place, a question arose as

ment was therefore passed.

In the first place, a question arose as to the jurisdiction of the Council, and Assistant District Attorney Grant held that only such persons as might wish to come in and be heard on alleged unfair apportionments could at this time be competently heard by the Council; that the matter of the character of the work was the business of the Executive Board. Councilman Vaughn, who is a lawyer, held that the Council could refuse to pass the assessment ordinance and force the contractors to come into court and me for their money. Then, he explained, he and others interested in the matter would show gross fraud and absolute failure to ahide by the provisions of the contract. He contended that Harry Howard, who had four blocks of the work. should not be paid until the improvement job was made good. City Engineer Taylor, who has direct

harge of all imprevement work, took the floor and declared that, after careful investigation, he had found that the contract had been performed in good style and that the street is a very good one for a graded thoroughfare, there being no pavement. He had been unable to learn anything to the contrary, he de-clared, and he had accepted the work for the city. The Executive Board passed on it in routine fashion, and it seemed that there was nothing to do but order pay-

ment.

During the debate, Councilman Bennett stated his intention to support the City Engineer, but added, "I will say right here that, if there is any way whereby this man, Harry Howard, can be ruled out hereafter, I want to see it done. We have had enough of him in the Eighth ment

Ward, and from what I have heard on every hand, he is not deserving of any more improvement work in this city."

Mayor Lane, after all the others had spoken, said he wished to say that two points were made clear to him by this discussion, namely, that Harry Howard's men went below the grade and removed gravel, which never should have been done, and that they should have been forced to put it hack and tamp it down; also, that the residents of the avenue should have appeared before the Executive Board with their complaints, so that action could have been taken, forcing action could have been taken, the contractors to live up to the terms of their contract. As this was not done, he said, he thought the city is in no wise at fault.

Divorced Wife to Wed His Best Friend

Friend Does Not Know of Former Relationship, and Prominent Port-lander, Mean Thing, Will Not Tell

A PROMINENT Portland man who has a sister and a friend was told by the sister of the friend's approaching marriage to a very dear woman, who was described as a perfect paragon, to the

A little later said friend wrote the Portlander, from California, telling him of his approaching happiness and bidding him to the wedding. He raved in his letter, as such men will, about the many splendid qualities of his fiancee and urged the Portland man to attend the wedding by all means, for he would be amply rewarded by meeting such a perfect peach as the prospective benedict was to

The prominent Portland man wrote to his sister, showing some interest in the approaching marriage of her friend. whom he gave no sign ever of having

To his sister's friend he wrote a warm letter of congratulation, at the same time "Am I going?" he said, "well I should say so. Although neither my sister nor the love-blinded victim of a lover knows it, that woman was my first wife and this is her third venture in the matrinonial lottery, A see where I am going or enjoy this wedding a whole lot more than I did the one when I was the that led the bride slowly up the aisle toward the preacher." Isn't he the mean old thing?

Blodgett Not Superstitions.

George Blodgett, charged with killing Alice Minthorn, a variety actress, in the Hgtel Van Noy, March 23, 1996, will be tried a second time for his crime April 13. Blodgett made the request that this date be chosen, and as District Attorney Manning and Indea Calend found it are Manning and Judge Cleland found it con-venient for them the trial will be begun then. At his first trial Blodgett was then. At his first trial Blodgett was convicted and sentenced to be hanged. The Supreme Court reversed the judgment.

Maggie Brooks Asks Divorce.

Maggie Brooks has brought suit in the State Circuit Court to secure a divorce from William Brooks, whom she married in Sah Francisco, April 22, 1905. She charges him with infidelity. They have no children.

Council Refuses to Apprepriate for Unemployed.

THINKS CHARTER A BAR

Mayor Lane Casts His Ballot for Measure on Tie, but It Fails of the Necessary Two-Thirds Majority.

The City Council last night did not pass the proposed ordinance appropriating \$10,000 for the relief of the unemployed of Portland, as the majority of the members feared it could not be done in conformity with the charter. There was a tie, 6 to 6, and Mayor Lane voted in favor of the measure, but it was necessary to have a two-thirds majority to

while City Attorney Kavanaugh had held that the Council could declare an emergency and legally appropriate one money, some of the members could not understand how the civil service provi-sions of the charter could be overcome. These provide for the employment of ellgibles, who must be certified for the various departments by the Civil Service Commission, and no one can be em-ployed when there are eligibles on the

Mayor Lane said there are about 100 ligibles, who would first have to be emenginess, who would have to be em-ployed, as he saw it. He declined to accept the responsibility of appointing a committee to expend the appropriation should it have been voted, and in view of all the circumstances, the motion to pass the relief measure was lost.

Thomas N. Strong, president of the City Board of Charities, spoke, saying there is no need of such an appropriation and declaring it would be unwise to vote the sum proposed, as it would draw hundreds of unemployed to Portland and would make matters worse. Councilman Baker, however, as well as some other members, spoke in favor of the measure, asserting that money would go only the responsible, deserving men of Po It was 11 P. M. when the ballot land.

was taken. That the proposed ordinance to prohibit women from entering saloons is to be at-tacked and perhaps defeated, became apparent last night, when Councilman Cottel, chairman of the liquor-license committee, moved to have the measure referred to the committee for further consideration. He said he had been informed that certain siloons, with restaurant accommodations, would be virtually ruined by its provisions. Councilman Baker, who has been away for several weeks, knew nothing of the terms of the measure, and also wished it referred, which was done. It is said great pressure is being brought to bear upon all members of the Council to defeat the ordinance or to among it. formed that certain saloons, with restau

Council meeting and flatly charged that Mr. Vaughn had fought to secure revocation of the saloon license of J J. Conboy solely because the Council would not grant a transfer to C. F. Landerholm, desired by Mr. Vaughn The latter turned, facing Mr. Cellars, and fairly hissed, "What you said is an absolute fairehood." When the vote was taken, Cellars voted with Vaughn in order that he might not be considered a champion of Conboy's cause, but he vote continued the license and adopted the report of the committee dismissing the charges against Conboy. The fight was one of the most bitter ever witnessed in the assembly, Mr. Vaughn standing alone against his

4 colleagues.
Conboy was charged by E. F. Noland with contributing to the delinquency of the latter's daughter, aged 15 years Conboy conducts a saloon at Twenty first and Sherlock streets. He was cited to appear before the liquor license committee of the Council and Mr. Vaughn took a very active part in the prosecution. Vaughn was accused by Councilman Driscoll at the time of working in the interests of a certain brewery and being actuated by spite because of the refusal of the Lauderotm ticense, all of which Mr. Vaughn

denied. 'As I understand this matter," said Councilman Cellars, "Mr. Vaughn fought to secure the revocation of Conboy's license because he could not go the Lauderholm transfer through. He fought for that transfer until he saw it was not popular in the Council or with the public, and then he turned a omplete somersault and has since waged a war on Conboy. What you say is an absolute false-

understand shricked Mr. Vaughn, glaring at Mr. Cellars. "What I said was true," replied

"I brand it as an absolute false-hood," retorted Mr. Vaughn Mr. Vaughn then continued. The Council adopted the report of

the liquor license committee on all sathe liquor license committee on all sa-loon cases, excepting the charges against T. Johnson, of the West Coast Oysier Parlors, Seventh and Alder streets, which was recommended for revocation. It was ordered referred back and will therefore be up again before the committee.

PAY TOO MUCH FOR HORSES

Council Asked to Place Limit on Fire Department.

At the session of the City Council last right, Councilman Driscoll declared that the prices paid by the Fire Department officials for horses is exorbitant. The prevailing prices, he said, are such that not more than \$275 should be given for a single animal, whereas the horses have cost the municipality \$250 mach. Councilman Cellars suggested that the sum of \$350 be appropriated for one horse now needed. This carried and the Council needed. This carried, and the Council wishes to see whether the horse will be purchased for less than that amount. The Council appropriated \$6750 for the purchase of two lots at Sixteenth and Montgomery streets and \$5000 for the purof two lots at Twenty-fourth and Glisan streets, both sites to be used for new engine-houses.

Matron's Salary Is Raised.

The City Council last night granted the petition of Mrs. Simmons, matron at the City Jail, for an increase in pay from \$80 to \$100 a month. This is a big victory for her, as she had previously sent in many petitions, all of which were de-fented by Councilman Vaughn, who has bitterly opposed granting her the desired increase. Mr. Vaughn was absent from the meeting last night, and Councilman Belding seized the opportunity to secure passage of the ordinance. There was no

PASSES ORDINANCE TAXING VEHICLES

Menefee's Stringent Measure Barely Scrapes Through City Council.

MAKES FEW EXEMPTIONS

Only Rigs Used Exclusively for Pleasure Escape License Under New Law-Mayor Likely to Use Veto Power.

After more than a year of wrangling, the City Council yesterday passed a vehiis ordinance which places a tax on every whoeled vehicle in Portland, not used for pleasure only. The measure that was enacted was framed by Councilman Menefec, and was in reality a sub-stitute for the one recommended for pas-sage by the general Mense committee, of which Councilman Kellaher, a grocer, b chairman. It passed by a vote of 8 to 6. If Mayor Lane should voto it it would have a difficult time getting through over the veto, as it would require 10 votes to accomplish this.

A vehicle ordinance pleasing every one seemed to be an impossibility, and that the present one does not fill the bill by the present one does not in this on by a large margin, is shown by the closs vote in the Council. The draymen were the first to ask for a reduction in taxation. They were paying \$30 a year for trucks drawn by two horses, and wished a reduction to \$5 a year. The ordinance voted yesterday fixes the rate for them at \$10 a year for two-horse rigs, and half that sum for single-horse rigs; for truck drawn by three borses, the rate is Therefore, the draymen are \$8 a year. fairly well satisfied.

Big Firms Oppose It.

However, the largest mercantile estab-Itshments in the city, such as the Meier & Frank Company, the firm of Olds, Wortman & King, Lipman, Wolfe & Co., and numerous others, are opposed to the taxing of rigs engaged in the free deliv-ery of goods to putrons. They base their opposition on the principle that the free delivery is of great benefit to the citizens in general and to the city as a whole, and is of no pecuniary benefit to the firms. Hundreds of free delivery wagons, under this ordinance, if it is not defeated by veto, will feel the increased burden of taxation forced upon free-delivery concerns.

Supporters of the present ordinance, defending their action, declared in Council that there is no such thing as "free delivery": that every firm or corporation that delivers its goods to the consumer, gratis, figures just so much additional on all products to maintain the delivery existent and that the national in reality system, and that the patrons in reality pay the bills. Councilman Wills, who deals in brick and has several wagons, voted for the ordinance, although, he said it would cost him about \$55 a year. He favored it, he said, as the fund went

to repair the streets and to thus beau-tify the city. Councilman Cellars said he believed that every one who helped to wear out the streets should likewise help to keep them in repair, and favored the ordi-nance. Councilman Kellaher, a grocer, was strongly opposed to the ordinance, but Mr. Concannon, also a grocer, voted for it, saying that in 16 years of business, profits derived from the store had enabled him to purchase much valuable

property, and he felt he could well afford to pay the additional tax. Vaughn Baits Driscoll.

Councilman Vaughn, who comes as near Councilman Vaughn, who comes as near standing alone on every issue as is possible, again attempted to make his political enemy, Councilman Driscoll, some trouble. Mr. Vaughn moved to amend the ordinance to fix the old rates for draymen. Mr. Driscoll, said Vaughn, being a member of the Draymen's Association, is charging exorbitant rates and could afford to pay the \$20-a-year rate on trucks. Mr. Driscoll admitted being a trucks. Mr. Driscoil admitted being a member of the association, but denied that he could well afford to pay a tax so

high on his trucks.

During the parky, Councilmen Driscoil and Vaughn became engaged in a hot debate, forgetting all parliamentary rules. At the previous session of the Council, Mr. Driscoil served public notice on Mr. Vaughn that he would stop Mr. Vaughn's sluvring remarks, if the latter kept on strucking him. After the amendment offered by Vaughn was voted down,

ment offered by Vaughn was voted down, Mr. Vaughn addressed Mr. Driscoil:

"Well, Mr. Driscoil, your rates are cut in haif, what are you kicking about?"

"I'd like to come over there and kick your head," hotly replied Mr. Driscoil, his eyes flashing, but he kept his seat, while Mr. Vaughn shook with laughter. Mr. Vaughn is a very large man, while his opponent is considerably smaller in stature. stature.

Terms of Ordinance.

By the terms of the ordinance, ordinary rigs drawn by two horses are taxed \$5 a year; rigs drawn by one horse, \$2.50 a year; wagons drawn by two horses and used for hauling dirt, brick or such material, \$5 a year; one-horse rigs, \$2.50; hacks, \$10 a year with two horses; with one horse, \$2.50; automobiles, \$10 a year. At the last moment, Councilman Kellaher attempted to amend by inserting the words, "for hire," but the motion was defeated. As the ordinance stands, it is doubtful if it will ever become a law, it being unsatisfactory to so many large being unsatisfactory to so many lurge firms. It is believed that, should Mayor Lane veto it, his veto would be sustained, in view of the sentiment that is known to prevail against some of its provisions, chiefly the taxing of free-delivery rigs.

RECITAL TONIGHT.

Miss Ethel Lytle, Soloist.

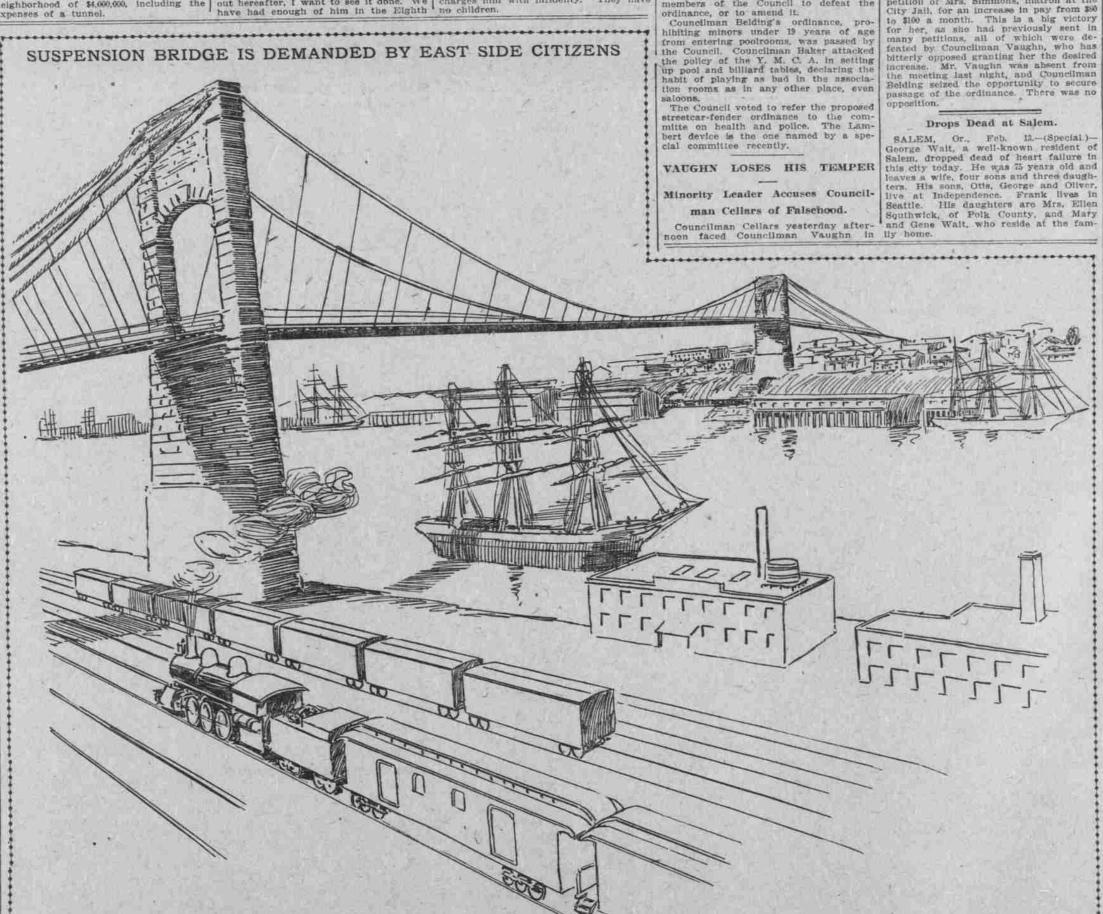
The twelfth of this senson's recitals will be given by Eliers Piano House, in their recital hall, corner of Park and Washington streets, at 8:50 this evening. Miss Ethel Lytle's beautiful soprano Miss Ethel Lytle's beautiful soprano voice will be heard in a group of charming songs. The plano numbers and accompaniments will be played with a new Themodist-Metrostyle Planola. A most interesting programme has been prepared. These recitals are given every Friday night, and all are cordially invited. Admission by ticket only, which were mission by ticket only, which may be secured, entirely complimentary, by calling at Eliers Plane House before 6 o'clock

Leap Year.

PORTLAND, Or. Feb 14.—(To the Editor.)—Will you please state in the columns of your paper whether or not 1904 was a loap year, and give the formula for determining a leap year from a common year? M. L. K.

Any year divisible by four without a re-mainder is a leap year, therefore, 1904 was a leap year. There is one exception; the centenary year. For further information see any good dictionary. Free libraries have that valuable book.

Metzger fits glasses for \$1.00. .



PERSPECTIVE MAP SHOWING LOCATION OF THE PROPOSED BRIDGE AND THE PRESENT STRUCTURES.

At Wednesday's meeting of the City Council an ordinance was passed appropriating \$1000 to defray the expense of investigating and reporting on the cost of a suspension bridge across the Willamette River, in response to the demands of the East Side. For several months the various push clubs on the East Side have been insisting on the construction of another bridge across the Willamcite to relieve the congestion of traffic on the other bridges and provide additional means of transit across the which the increased population and growing busi-

ness interests require.

Advocates of an additional bridge have decided on a suspension bridge contending that the cost of such a structure would not exceed that of either a draw or a cantilever bridge because of the height of the river bank on the East Side and the depth of the river where the structure is proposed. Another argument in favor of a suspension bridge, point out its friends, is a saving of operating expenses. It is represented by the East Side people that a suspension bridge 130 feet high, which would necessary to give an approach of 2600 feet from the West Side on a 5 per cent grade, would not cost over \$1,500,000. The accompanying out shows such a bridge as is being urged by the East Side.

The East Side approach to the proposed bridge would be on Hancock street, with approaches extending to Lower Albina on the north, and southerly probably as far as Me-Millin street. Crossing the river, the bridge would extend over the North Pacific Terminal grounds, landing probably at Fifteenth street. One approach would extend to Overton street, while another would follow street projected, terminating in the vicinity of Gilson