

SEEK CAUSE OF BREAKING OF 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.

Workmen from the broken rail that caused the derailment 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 crystallization of steel, it is said, can be determined only by a very careful examination, and the chemists of the Harriman system at Omaha who determine these matters will be asked in regard to the condition of the rail.

WITNESSES OF THE ACCIDENT, DECIDED THAT THE CASE WAS NOT ONE CALLING FOR INVESTIGATION.

PROSPERITY IN NEVADA

James W. Abbott Says Mining Industry Is Rapidly Reviving.

James W. Abbott, a mining engineer of Pioche, 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-Tiuh, owned by Thomas W. Lawson and the Ohio-Kentucky, owned by Samuel Newhouse, the Salt Lake City multi-millionaire.

COST ROAD PRETTY PENNY

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

SEATTLE, Wash., Feb. 13.—(Special.)—Despite strenuous objection by Councilman 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 the Mayor.

DEFEAT FOR VAUGHN

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 fiery oratory, and though backed by about 100 protesting residents on Dekum avenue, Councilman Vaughn yesterday failed in his effort to hold up the payment to the contractors for the improvement of that thoroughfare. Mr. Vaughn 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 gravel from Dekum avenue and used it on Goring street. City Engineer Taylor, his deputies, and Councilmen Concanon, Driscoll, Willis 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 of the work. The ordinance carrying levying the assessment was therefore passed.

MONEY NOT VOTED

Council Refuses to appropriate for Unemployed.

THINKS CHARTER A BAR

Mayor Lane Casts His Ballot for Measure on Tie, but it Falls 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 pass it.

DIVORCED WIFE TO WED HIS BEST FRIEND

Friend Does Not Know of Former Relationship, and Prominent Portlandian, Mean Things, Will Not Tell Him.

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 PROMINENT CITIZEN.

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 fiancée 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 bride was to marry.

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 Vote Power.

After more than a year of wrangling, the City Council yesterday passed a vehicle ordinance which places a tax on every automobile in Portland, not used for pleasure only. The measure that was enacted was framed by Councilman Menefee, and was in reality a substitute for the one recommended for passage by the general license committee, of which Councilman Kellaher, a grocer, is chairman. It passed by a vote of 9 to 4.

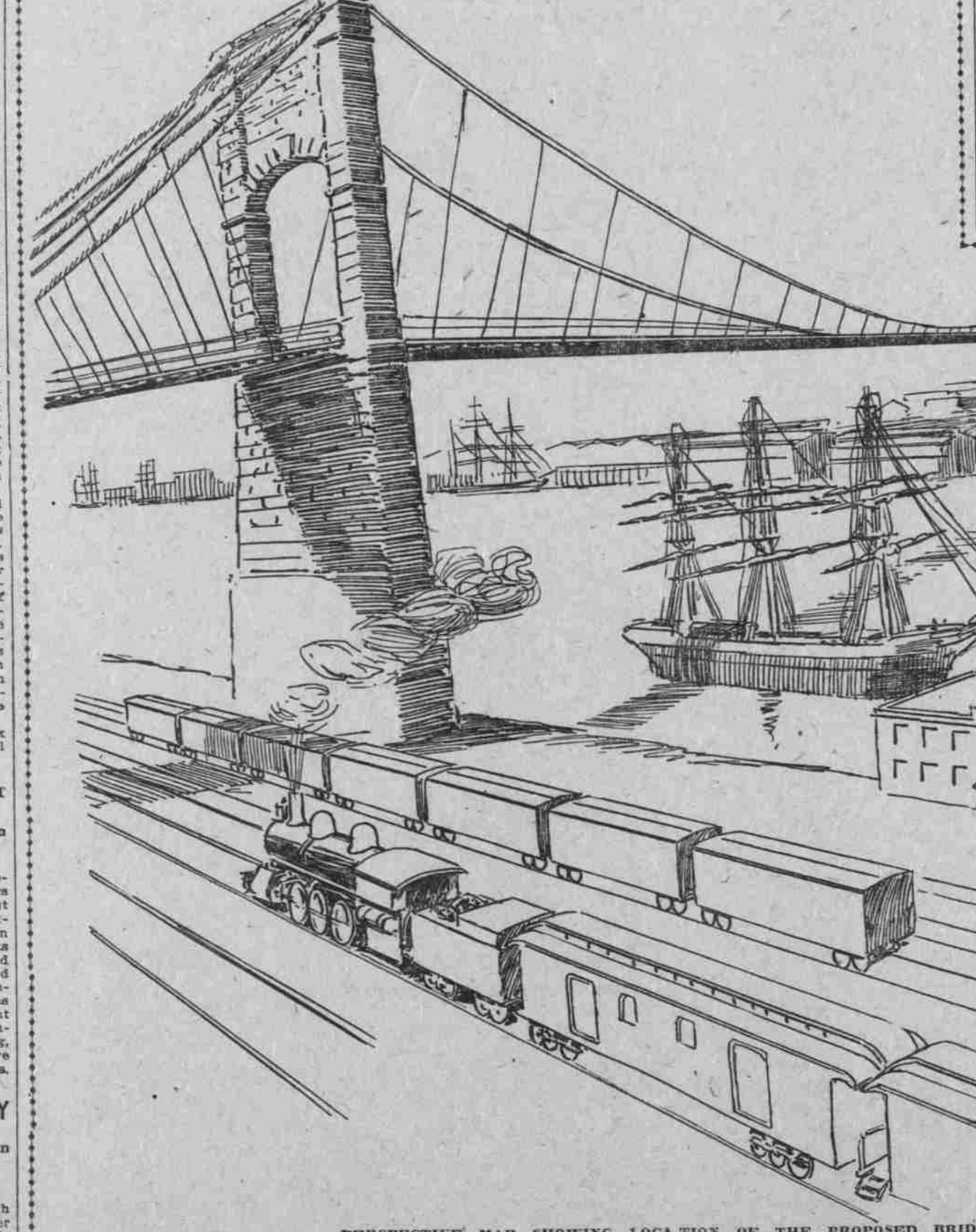
PAY TOO MUCH FOR HORSES

Council Asked to Place Limit on Fire Department.

Big Firms Oppose It.

However, the largest mercantile establishments 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 delivery of goods to patrons. 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 in of no account to the city treasury.

SUSPENSION BRIDGE IS DEMANDED BY EAST SIDE CITIZENS



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 120 feet high, which would be necessary to give an approach of 2500 feet from the West Side on a 2 per cent grade, would not cost over \$1,500,000.

VAUGHN LOSES HIS TEMPER

Minority Leader Accuses Councilman Cellars of Falsehood.

Councilman Cellars yesterday afternoon faced Councilman Vaughn in

SALEM, OR., Feb. 13.—(Special.)—George Wait, a well-known resident of Salem, dropped dead of heart failure in this city today. He was 42 years old and leaves a wife, four sons and three daughters. His sons, Otis, George and Oliver, live at Independence. Frank lives in Seattle. His daughters are Mrs. Ellen Southwick, of Polk County, and Mary and Gene Walt, who reside at the family home.

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RECI-TAL TONIGHT.

Miss Ethel Lytle, Soloist.

The twelfth of this season's recitals will be given by Ethel Lytle, Soloist, in their recital hall, corner of Park and Washington streets, at 8:30 this evening. Miss Ethel Lytle's beautiful soprano voice will be heard in a group of charming songs. The piano numbers and accompaniments will be played with a most interesting programme has been prepared. These recitals are given every Friday night, and are cordially invited. Admission by ticket only, which may be secured, entirely complimentary, by calling at Eilers Piano House before 8 o'clock this evening.

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 pliedriver crew, who was killed at St. John Wednesday night, was issued by Coroner Finley yesterday forenoon and later revoked. The order was made at the instance of a dozen members of the Structural Ironworkers' Union, who presented facts tending to show that Lee's death could have been prevented had the steamers Iraida and Henderson heeded signals to slow down in passing the pliedriver. Later, however, the union representatives called to say that they had been mistaken and that no inquest would be needed.

INVESTIGATION IS A SECRET

Railroad Commissioners Question Officials in a Private Car.

FOREST GROVE, Or., Feb. 13.—(Special.)—State Railroad Commissioners Campbell, West and Atchison came out last night for the purpose of investigating the wreck of the previous night on the Southern Pacific. Superintendent Fields and Buckley met them here and several employees of the road were called before them to testify in regard to condition of track. The investigation was held in the private car of Superintendent Fields and was strictly private. The investigation was concluded this morning, but the Commissioners declined to give out anything in regard to their findings.

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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 leap year, and give the formula for determining a leap year from a common year?

Metzger fits glasses for \$1.00.