

IT MAY BE JIM HILL

He Has Long Sought a Line to San Francisco.

MAY GET IT BY NEW TERMINAL

Road Projected Northeastward From San Francisco Bay May Connect With Hill Road at Butte or Near Cello Falls, Or.

It is an open secret that the Hill combination of railroads would like to be able to get into San Francisco over its own rails. This is desired for the reason that it would give the Northern Securities group of roads, and also for the power it would give to hold the Harriman lines level in all transcontinental competition. How to get into San Francisco is a problem that has been hard to solve.

It is now said that the recent purchase of terminal grounds at Oakland and the project for building a railroad northeastward through California in the interest of the Hill lines, rather than a move of the Goulds to get to the Coast. On this theory the railroad is not aiming for Salt Lake City, but to a connection with some one of the Hill lines to the northward. That connection may be made at Butte or at some point near Cello Falls.

Surveys have been in the field several times within the past three years running lines through the intermountain country of Idaho and Oregon, and railroad rumors without number have been based upon these activities. Last year the project of building from Humboldt Bay by way of Redding and Boise to Butte took definite form in Wall Street, and it was announced that the project of construction had progressed so far that there was little doubt as to its completion. Weiser was also mentioned as one of the points to be touched by the proposed railroad. It was then freely given out that the enterprise was designed in the interest of the Great Northern Railroad.

It is positively known that an engineer in the employ of Mr. Hill last year made a careful examination of the physical features and resources of Central Oregon, going up the Deschutes Valley to its head and taking a rapid glance at the Klamath and Lakeview regions. He made a long report to Mr. Hill personally before leaving Oregon. Following him a carload of men, said to be in the employ of the Great Northern, at any rate, traveling in a special car of the Great Northern Railroad, went into Shaniko by rail, and there took teams for the interior. These were said to be Great Northern surveyors. No definite report of their work has leaked out, though indefinite reports have come out from time to time. They went through to some other railroad to get home.

The Northern Pacific has made no secret of its activity on the north bank of the Columbia in the past year, and there is no doubt of its intention to build a railroad down the river. Franchise arrangements with the O. R. & N. would serve to postpone the building of a track down the north bank, but would hardly defeat that purpose. It is believed that the Northern Pacific has engaged for many weeks in the vicinity of the Paul Mohr portage, but the time consumed there and the energy displayed in the work are not accounted for by the innocent statement that the Paul Mohr lines are being rerun. There is good authority for the news that much of the time of these engineers has been devoted to taking soundings in the river and surveying for a bridge across the Columbia, a short distance above Cello Falls. A small island in the river there would serve as a convenient center pier for the structure.

The bridging of the Columbia at that point would probably mean considerable railroad construction on the south side of the Columbia by the Hill interests. It is believed to indicate a purpose to build through Central Oregon and reach San Francisco. At any rate, it would be a direct invasion of Harriman territory, and would almost inevitably lead to a merry railroad war—a war of building as well as of rate-making. This would develop Oregon.

While as yet no certain knowledge is available, railroad men and close observers of events think it altogether more probable that the serious move for a new railroad terminal on San Francisco Bay is in the interest of Hill, rather than that it is for the Goulds.

TICKET SCALPERS KNOCKED OUT. Cannot Traffic in World's Fair Fares at St. Louis.

ST. LOUIS, March 9.—In the Circuit Court today Judge Woodman ordered the temporary injunction granted last October against Bennett Wasserman et al. ticket scalpers, restraining them from buying or selling World's Fair excursion tickets. The injunction was granted at the instance of all the railroads entering St. Louis and was argued recently. One case, that of the Wabash, was decided today.

It was agreed by the attorneys representing the scalpers and the railroads that the other suits would abide by the result of the Wasserman case. While the suits were brought in the name of the railroads, the World's Fair management took an active part in the prosecution of them, as the railroads had insisted that without the protection of the courts against the scalpers they could not afford to make low rates.

The scalpers did not deny that they were dealing in the nontransferable tickets, but set up as a defense that the roads were in an unlawful pooling agreement and had no right to limit the sale of the tickets. Both of these contentions were decided in favor of the railroads, the court holding that the Western Passenger Association was a lawful association in nowise conflicting with any state or Federal statute, and that in consideration of a reduced rate the railroads have the power to make the tickets nontransferable. Every contention was ruled against the scalpers by the court.

INTERNATIONAL RAILWAYS. United States Takes Initiative by Appointing Commissioner.

WASHINGTON, March 9.—Secretary Hay having been authorized by the Pan-American Congress to appoint a special representative to the conference, the United States take the initiative in developing intercontinental railway plans, has announced Charles M. Pepper as such representative.

The intercontinental project was inaugurated by the first Pan-American conference in pursuance of the policy of closer co-operation between the United States and the Latin-American republics. At the conference held in Mexico one year ago resolutions were adopted and a permanent Pan-American Railway Commission, with headquarters in Washington, was appointed, composed of ex-Senator Henry O. Davis, of West Virginia, chairman; Andrew Carnegie, Ambassador of Argentina; Carlos M. de Caceres, of Peru; and Mr. Arriz, of Guatemala. Mr. Davis was a member of both the first and second conferences, and also of the special commission under which surveys for an intercontinental route were made, and Mr. Carnegie was a member of the first conference. The conference recommended that the United States take the initiative, and the congress authorized

ROW AMONG INSPECTORS

BERMINGHAM INVESTIGATES THE BRYANT-CHERRY AFFAIR.

Lack of Harmony Between Officials Leads to Charges and Counter-Charges.

Captain John Bermingham, Supervising Inspector of Steam Vessels, First District, is at Seattle investigating the differences between Captain William J. Bryant and C. C. Cherry, the local inspectors there. Sensational testimony has been given. Both officers, Cherry for incompetency, Bryant for general incompetency of the position he holds. The charges more specifically are embodied in a communication to United States Senator Foster, stating a summary of the business transportation cases from Seattle. The communication reads: "The undersigned respectfully request you to ask of Supervising Inspector-General Dumont the dismissal of C. C. Cherry, Inspector of Boilers in this district. We charge Mr. Cherry with insubordination, incompetency, favoritism and with prejudicing the interests of the ports included in this district by requiring wholly unnecessary and expensive repairs work to be done on vessels which he has inspected, for reasons known to himself."

Mr. Cherry's appointment to this position has been a most unfortunate one, as he has never served in the capacity of engineer on board any vessel, which law requires he should have done, and he has not had the experience necessary to fit him for the duties of his office. Please, urge Inspector-General Dumont to at least order Captain Bermingham to Puget Sound to investigate our grievance in this respect. It is most necessary that the prompt action be taken. Please ask that Cherry be relieved pending investigation."

The signals are: Boston Steamship Company, Alaska Steamship Company, Puget Sound Navigation Company, Pacific Clipper Line, Puget Sound Tugboat Company, Frank Waterhouse. This arrangement is supplemented by a communication from J. D. Farrell, late president of the Pacific Coast Company, and now assistant to President Hill, of the Great Northern, to the president of the Northern Steamship Company, in part as follows: "I desire to fully endorse the representation of my associates and to join in the request for the retirement of Captain Cherry, feeling confident that such action will be in the interest of general good."

Cherry's charges against Captain Bryant are embodied in a communication to Captain Bermingham as follows: "The affairs in our office have gotten to such a state that I am obliged to write you this letter. Captain Bryant has another of his spells. He was running this office to suit himself, and has made it so unpleasant to late 'tis hard to stand. He abused me in the office before several parties, threatening to strike me in the face and kick me out. He has ignored me and refused to go on board or inspect ship with me. He made this statement openly in the office. There is something wrong in the office long enough to do any business."

THEY MUST WORK TOGETHER. Bermingham Orders Inspectors to Act Pending Investigation.

SEATTLE, March 9.—Captain Bermingham concluded the Bryant-Cherry investigation today. His decision is that Captain Bryant and Mr. Cherry continue jointly to perform the service of Government inspectors of Marine Hulls and Boilers, at least until the Supervising Inspector-General at Washington shall have passed upon the charges against them. He has declined to serve with Cherry, but when Captain Bermingham informed him that his refusal would necessarily mean his suspension, he reconsidered and consented to the arrangement, promising that they would work harmoniously together.

BRITISH SHIPOWNER'S COMPLAINT. Says Portland Needs Better Bar Channel and Pilot and Tugboat Service.

According to Fairplay, the Liverpool shipping journal, at a recent meeting of the Clyde Shipowners' Association, J. D. Clerk, who came to this Coast two years ago to look after the interests of the ship, Pinmore, said: "I should like to say a word about a grievance shipowners and underwriters are suffering from—that is, the state of the bar at Portland, owing to the channel not being properly dredged and buoyed off, scarcity of tugboats and want of pilots to take the ships in. It is now quite a common occurrence for laden ships which arrive off the bar to lie for weeks inside the bar, not being able to get to sea because of insufficient water. Inward-bound ships suffer most through no pilots being outside to take them in. Then, there are not necessary tugs available for the trade of that port. Many ships have run down as near as practicable to the bar, but have failed to find either pilot or tug to take them in, and very often the bad weather sets in and the ships find themselves on a lee shore and have to resort to bringing themselves up with their anchors. In many cases ships are driven on shore and wrecked, and others become total losses. This grievance should be put before the right quarter with a view to getting redress."

Steamer Companies Incorporate. Incorporation articles of the Puget Sound Navigation Company were filed in the County Clerk's office yesterday by J. V. Burke, A. W. Payne and Ira Bronson; capital stock, \$500,000. The objects are to engage in the transportation of passengers and passengers in the waters of Oregon, Washington, Canada and Alaska, including the Pacific Ocean, rivers, bays, straits, sounds, etc.; to own, lease and operate steamships, etc.

Incorporation articles of the Port Orchard Route were filed yesterday by J. V. Burke, A. W. Payne and Ira Bronson; capital stock, \$500,000. The objects are to engage in the transportation of passengers and passengers in the waters of Oregon, Washington, British Columbia and Alaska.

Ira Bronson, J. V. Burke and A. W. Payne also filed articles of incorporation of the Alaska Steamship Company; capital stock, \$300,000.

Sealers Make Big Catches. Private catches to the Victoria Sealing Company report that the schooners Irene M. Smith and E. B. Marvin, sent from here to Cape Horn in October, have made big catches. The former has taken 200 skins and the latter 150 skins. Three schooners have previously reported with 500 skins for the three. The catch of 12 schooners in Behring Sea last season was \$500, whereas five schooners have taken 3700 of the Horn.

May Extend Its Service. SAN FRANCISCO, March 9.—The Examiner says that the Pacific Steam Navigation Company of San Francisco, probably will again extend its service to this city. The company is now negotiating with the Tehuantepec Railway for a freight traffic agreement by which the steamships may enter at the port of Salina Cruz and connect with the railway. It is likely that an agreement will be reached, and in that case the vessels of the Pacific Steam Navigation Company's line will run to this port.

Terrible Weather at Sea. ST. JOHNS, N. F., March 9.—The steamer Island, which arrived here yesterday afternoon from Liverpool, after a passage lasting 21 days, having encountered hurricane weather, Captain Cook had his arm broken, and Engineer Brayton had three fingers torn off one of his hands

during the storm. The steamer's engines were disabled, her deckhouses were torn away and she was otherwise badly damaged.

Trial Trip of the Heather. ASTORIA, March 9.—(Special.)—Word was received here today that the new lightship tender Heather, which is owned by the Northern Pacific Railway Company, will make a 12 hours run on Puget Sound, going as far as Port Angeles, and, if everything works well, the trip will be extended to Astoria. The run will be under the direct supervision of Commander Callkins, but he has requested Captain Gregory and Chief Engineer Rickards, of the Manzanita, to accompany him and assist in the inspection. They will leave for Seattle tomorrow evening.

Coast of Alene Navigation Resumed. MISSOULA, Mont., March 9.—The steamer Georgie Oakes, which is owned by the Northern Pacific Railway Company and plies on Lake Couer d'Alene, will resume its runs across the lake tomorrow. The steamer has been laid up on account of the recent storm, and will sail between Coeur d'Alene City, on the Northern Pacific, and Harrison, Idaho, on the O. R. & N.

Marine Notes. The Peru will move from the sand dock to the Eastern Lumber Company's mill today.

The barkentine Georgina has been chartered to carry lumber from Portland to Sydney at 25c.

The Bidston Hill has completed her flour cargo at Columbia No. 2, and will drop into the stream today.

The Foyedale will complete her lumber cargo at Victoria today, and will move down to anchorage.

The steamer Prentiss has cleared for San Pedro with 210,000 feet of lumber, 50,000 lath and 600 cedar poles, shipped by the Eastern Lumber Company.

The British ship Irby arrived up and berthed at Mersey dock. She has 600 tons of pigiron and 3,000 firebrick for Hallow, Guthrie & Co. The Irby will shift to Davidge's dock today.

The Cypronene, from Portland, wheat-laden for Queenstown, was spoken January 27 in 6 south, 31 west. The Fairport, also from Portland for Queenstown, was spoken February 12 in 5 north, 29 west.

Local United States Inspectors Edwards and Pallen, who left Saturday to inspect the steamer Spokane at Riparia, returned yesterday. They went as far as Walla Walla, but owing to the lateness of the train in arriving there they were forced to return.

The Oliver J. Olsen, which ran aground above Madison-street bridge Saturday, was pulled off by the Ocklaha and the Galena Cochrane and will leave down the river this morning. Captain Olsen had taken soundings up that way and thought there was plenty of water. He has come to the conclusion that his lead line was short.

The new drydock at Mars Island, says the San Francisco Commercial News, will be hurried to completion. Those who supervised the work of the construction of the drydock at Hunter's Point will be in charge of the work here, and within ten days a working force of 300 men will be put on. The cofferdam will be re-enclosed by the building of a secondary dam within the present dam, and every effort will be made by the contractors to have the work expedited.

Domestic and Foreign Ports. ASTORIA, March 9.—Arrived at 7 A. M. and left at 12 M.—British steamer Pak Line.

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Will Meet at Cincinnati. BOSTON, March 9.—The general officers of the Woman's Christian Temperance Union, to whom has been left the selection of the convention city, have met at Cincinnati, November 13.

Every woman should know that Carter's Little Liver Pills are a specific for sick headache. Only one pill a dose. A woman can't stand everything.

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