

ROAD AIMS AT BEND

Columbia Southern to Make 100-Mile Extension.

WITH OR WITHOUT O. R. & N. HELP

President Lytle Says His Company Will Build, and Will Not Sell Out—Central Oregon Certain of One Line.

The Columbia Southern will be extended 100 miles south of its present terminus at Shastika to reach Bend. The extension will be made within a comparatively short time, and when completed it will open up the Central Oregon country and make the district tributary to Portland and the Oregon coast.

While it is expected the Columbia Southern and Oregon Railroad & Navigation will be operated in harmony with the Central Oregon will be completed after an understanding between the officials of the two lines, the Columbia Southern is to go to Bend under all circumstances.

This much the officials of both the O. R. & N. and the Columbia Southern will concede—that the O. R. & N. intends that there shall be a line built into Central Oregon to hold the road to the district for Portland and that the Columbia Southern intends to add another 100 miles to its mileage. There may be a connection between the two announcements and it may be the two lines will be found fighting for the trade.

President E. E. Lytle of the Columbia Southern returned from New York yesterday. He was willing to make the statement that his road intended to build into Central Oregon and that his company did not intend to sell to the O. R. & N. But the details of his plans were something Mr. Lytle would not discuss. Nor have the O. R. & N. officials as yet given out any authoritative announcement of their plans.

New York advice have indicated that the representatives of the Columbia Southern and O. R. & N. were working out a plan whereby the O. R. & N. would guarantee the Columbia Southern a smaller line and permit the extension to be built. At the same time the Columbia Southern was negotiating with, or at least had an understanding with, other capitalists. The O. R. & N. too, had the alternative of building its own line under consideration.

It is apparent that negotiations between the two roads are still pending, and the mission of T. B. Wilcox to New York seems to have brought the two interests closer together. That there is a strong probability of the O. R. & N. continuing to hold the Columbia Southern bonds and to aid the road in its further extensions is most probable.

From the south the possibility of another line's extending to connect with the Columbia Southern and make the Central Oregon country tributary to one of the possibilities that enters into the present negotiations. The Columbia Southern proposition, a railroad that would tap the Central Oregon country would be a good one. Even should the O. R. & N. extend its building up the Deschutes, it is claimed the Columbia Southern would still be a money-maker for its owners.

Since the O. R. & N. owns the original bonds issued by the Columbia Southern, it is not reasonable to assume that the larger line would take any action that might depreciate the value of its holdings as long as there was any chance of protecting the investment. At the same time the Columbia Southern is barred, without the O. R. & N. consent, from making any bond issue applicable to the entire system. The new bonds, however, might constitute a second mortgage against the line as far as Shastika. The interest on the two lines are to this extent identical, and it is logical to assume that the negotiations for an extension of the Columbia Southern are pretty certain to be successful while the dealings are confined to the O. R. & N. officials.

The Columbia Southern is an O. R. & N. feeder, and this is a factor that inclines the O. R. & N. to act with the smaller line in projecting the road into the southern part of the State. No matter how much the Columbia Southern profits by its extension, the O. R. & N. is certain to secure a share of the returns.

The negotiations between representatives of the two lines have been aided by T. B. Wilcox, the representative of Portland commercial bodies, who has just returned from New York. There is no doubt but that Mr. Wilcox succeeded in bringing Mr. Lytle and Mr. Harriman closer together and in paving the way for an amicable settlement of the railroad difficulties. While there has been no definite announcement that Mr. Wilcox is likely to do so, it is believed in railroad circles that he will continue to act with the officials of the two lines. If this is true, the belief that the Columbia Southern will make the extension into Central Oregon is still further strengthened.

Negotiations are understood to be progressing favorably, and an early start is expected in the road is likely to be built almost immediately. But in any event it is already assumed that Central Oregon is to have at least one railroad. This the Columbia Southern will build.

FILLS ALMOST COMPLETED.

Southern Pacific Soon to Lay Rails on the East Side.

The Southern Pacific has practically completed the work of filling in the land about the tracks in East Portland. It is estimated by the company officials that the ground will be ready for laying rails by the end of the present week and the double track system will be completed not more than five weeks later.

The fill has called for the use of 30,000 cubic yards of dirt, and when completed will have required six weeks' work. From East Pine to East Yamhill the work has been carried on. The double tracks are to be used largely for passing tracks and switching purposes. Their use will greatly facilitate the operation of trains.

All along the Southern Pacific line in Oregon improvement work has been rushed during the past few months. Recent good weather has made it much easier for the construction crews, and when Superintendent Field returned yesterday after an inspection trip extending as far south as Dunsmuir he declared the system was in better condition than ever before.

"The town of Dunsmuir is recovering from the effect of the disastrous fire which occurred there recently," said Mr. Field yesterday. "The fire destroyed most of the best buildings in the town, but the people are going ahead courageously to rebuild. Fine brick buildings are now going up in place of the wooden structures which were destroyed, and the temporary buildings which have been in use since the fire are giving way to more substantial buildings."

BOSTON TO NEW YORK.
Mysterious Movements Towards Building Electric Road.

WHITE PLAINS, N. Y., April 20.—Although much mystery surrounds the secret survey which engineers and surveyors have been making in the northern part of Westchester, Putnam and Dutchess counties, and in Hudson and Chatham, Albany and other counties, it is said, there is a plan on foot to build

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The docket and the importance of many of the subjects under consideration indicate that the general passenger agents will spend nearly, if not all, the remainder of the week at their work. The meeting will not be interrupted by many entertainment features, but the agents in Portland will be made one of the passenger men have a number of friends in the city, and local railroad men are exerting themselves to anticipate the wishes of the members. Yesterday, Halnes, secretary of the general passenger agents arrived in Portland, they were met by friends and that portion of the day that was left to them was spent profitably.

It is probable a trip will be taken on the Columbia as far as Cascade Locks either tomorrow or some time later during the week. It is planned by local traffic men to give the party a special opportunity to see the Columbia River scenery from the deck of a fast and commodious passenger steamer. The boat will leave Portland about 10 A. M., and as far as the Columbia as Cascade Locks, where a special train will probably be waiting to bring the excursionists back to Portland.

The trip up the Columbia planned by local excursionists is regarded as one of the most beautiful scenic excursions that can be had anywhere in the United States. The Columbia River scenery is regarded as one of the most beautiful in the world, and the country through which the excursionists would be taken is one in which all of them are interested.

The report of the treasurer showed a deficit, owing to unusual expenses in the way of renovating and refurbishing. Following is the president's report:

The condition of the babies in the Home for the year is 22. The average expense of caring for the babies is \$11 per month. Two hundred and fifty dollars per month are expended for the babies with the most careful and practical economy. Each child within our Home is absolutely helpless and requires constant care and attention. The babies are nursed by two or three nurses, a cook and a laundryman. The last-named has also the care of the cows and garden which form an important item in the food supply.

No officer of the Home, receives, wishes to receive or should receive, one dollar for time or services rendered, and very much of both are required.

The strictest economy, consistent with the well-being of the inmates, must be maintained in the expenditure of money. Recently the ordinary wear and tear of a house, recently it has been found necessary to renovate the building, to remove the wooden beds and substitute iron ones at an expense of \$450.

Of sickness we have had little, comparatively speaking, due largely to the mortality care and nursing of our nurses. Mrs. Slack-hall. We owe much to the skill and untiring attention of Mrs. Bell, Story and Labbe, and we take the number of cases reported to them, our appreciation of their services, gratefully and always cheerfully rendered.

Donations to the Home have been generous, particularly at the Thanksgiving season. Several children have been placed for adoption. Some of them in homes much above the average and all of them where we are confident they are not only comfortable but are the recipients of affection and kindly influence. Is not this of itself a grand result of a year's effort?

It is regrettable that has existed in the minds of some to the effect that an institution, such as we represent, fosters evil rather than prevents it, is gradually dying out. The majority of those in the Home are of respectable but poor parentage; children of widowed mothers dependent upon themselves for support, or of fathers, desolate and helpless when left with motherless babies. Others wholly orphans and often friendless.

There are some of illegitimate birth, but where there is more sense of sympathy and kindness toward the poor than toward the rich, we owe much to the skill and untiring attention of Mrs. Bell, Story and Labbe, and we take the number of cases reported to them, our appreciation of their services, gratefully and always cheerfully rendered.

Not all illegitimate children are from degraded parents. In our work we meet many heartbroken mothers whose one and only hope is to have their children adopted. Some have brought sorrow almost unbearable to be carried through a life of regret and remorse.

Sometimes circumstances are such that the child must be given up, but often we find an opportunity to adopt a child, and it is cared for at the expense of the hard-working mother, left alone in her misery and grief. Great is the pity that the one who should be the recipient of affection and kindly influence, is not this of itself a grand result of a year's effort?

In the management of the Home two principles are paramount, that no worthy child be refused assistance, neither shall he or she be permitted to lose the feeling of natural responsibility and self-respect, by the gratification of all his or her needs. In circumstances make it absolutely impossible some remuneration, even though it be not more than \$1 per month, is exacted. And it is occasionally happens when both parents are living and able-bodied, full price for board is required. It should be stated, however, that these cases are rare, and would be admitted to the exclusion of the more needy.

Besides the current expenses and the above mentioned, the Home has a pressing and urgent need of a hospital. Once again we call the attention of the public to the necessities of the Baby Home, an institution unique in its kind, and one which is dependent upon the goodwill of our citizens. It has no state aid, no endowment fund. It is distinctly a private charity. With full appreciation of the generosity with which our people have been met in the past, we call attention to the needs of the present, believing they will be met with a liberal response.

Personally, I wish to thank the members of the board whose burdens have been heavier on account of my inability, through sickness, to attend to my accustomed duties and to express my appreciation of the ability and co-operation of each member of the board.

Repairing Streets.
The elevated roadway on Hawthorne avenue, between East First and East Third streets, is to be repaired. The south half of the roadway will be replanked and the best part of the plank will be used to fill the gaps between the planks. For some time this part of the work has been in a very bad condition.

Contractor O'Neill is getting along fairly well with the replanking of Union avenue between East Oak and East Morrison streets. He has finished the block between East Oak and East Stark, and nearly completed the intersection at East Stark. The work is slow, for the reason the old plank must first be removed and many of the timbers of the substructure have to be replaced.

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FIND VERY LITTLE MONEY

BURGLARS OPERATE ON EAST SIDE TO POOR ADVANTAGE.

Two Burglaries Early Yesterday Morning Net Small Profit for the Thieves.

Two burglaries occurred on Union avenue some time during Sunday night. The East Side saloon, at 49 Union avenue, and also the Iowa lodging house, corner Union avenue and East Stark street, were the places entered. At the saloon the burglar must have entered the front door by means of a skeleton key. It was found open yesterday morning when F. M. Luttmeier went there to open up, although there was no evidence that force had been used to open the door. The card machine was taken away, and about \$10 in cash was picked up in the saloon, which had been left over from the previous day. The proprietor said that the burglar had simply somehow unlocked the front door, probably with a skeleton key. The back door was also found open. Mr. Luttmeier thinks that some one who was familiar with the premises must have committed the robbery.

At the Iowa House a small robbery was committed. L. F. Davis, the proprietor, said that yesterday morning the restaurant on East Stark was entered at about 1 o'clock. The cook had laid down in the back office of the room for the night, leaving a lamp burning. A burglar slipped into the room and went through the cook's pockets, taking \$15. All he found. He then slipped into the office along the restaurant where he made a noise and awoke Mr. Davis, who was sleeping in another room. Mr. Davis called out, "Who's there?" There was no reply, but before Mr. Davis could get out into the office the burglar had made his escape into the street and was seen no more. Mr. Davis thinks the burglar was trying to make his way into the upper portion of the building.

ROCKCRUSHER AT WORK.

Base Line Road is Repaired Against Wishes of the People.

GRISHAM, Or., April 20.—(Special.)—The county's big rockcrusher was put to work at Rockwood on Saturday last and is turning out crushed rock for the Base Line road at the rate of 30 tons a day. The rock is crushed and is being used as fast as it is needed, and are laying a center track on the Base Line road 14 feet in width and 10 inches deep. One mile of this covering will be put down eastward from Rockwood, and the first experiment, after that the intention is to continue westward to Mount Tabor.

There is considerable opposition to the rockcrusher on the Base Line road, and it is understood that the county does not respect the wishes of the people. Two years ago the people objected to crushed rock on the Base Line road and won a victory. The people along the Sandy road want that kind of top dressing for their thoroughfares, as it is better for that road than gravel. Along the Base Line road it is asserted that gravel is the best and the people want gravel, but no one can find it. The county Commissioners disapproved the wishes of the people on both roads, especially as there would be no difference in the cost.

CUT OUT STATION A.

Postmaster F. A. Bancroft Says That It Will Benefit East-Side Service.

Unless there be some change in the present plan, Station A, located in the Logan block, on Union avenue, near East Washington street, will be abolished and replaced with four substations at East Morrison street and Grand avenue, East Burnside street and Grand avenue, Holiday and Union avenues and Grand and Hawthorne avenues. Carriers on East Portland will leave the West Side postoffice direct for their districts. This change will be brought about on the first of July.

Postmaster F. A. Bancroft says that this proposed change will greatly benefit and improve the mail service on the East Side. People, he says, will receive their mail at least an hour earlier than heretofore, as carriers will go direct to their districts from the main office. Stamps and money orders will be sold and cashed, packages delivered and there will be no withdrawal of any of the privileges of the present station, only it will bring these substations closer to the business centers. Notwithstanding this showing of advantages to be gained by cutting out Station A, there is considerable opposition among business men, who seem to be under the impression that they will be put to expense by having to go to the main office for large packages. Whether a protest will be made against the discontinuing of Station A remains to be seen.

East Side Notes.

Mrs. McMillen, wife of Captain J. H. McMillen, is staying at Willard Springs, in hope that the altitude and water will benefit her health, which is much impaired. Captain McMillen came home last week.

Dr. Bibbee, one of the prominent ministers and editors of the Universalist denomination, preached in the First Church, East Couch and East Eighth streets, last night. He is making a tour of the West Coast. Mrs. Margan Dorfman died at her home at Mount Tabor yesterday. She was 74 years old. A family survives her. The funeral will be held this afternoon, and the interment will be in Brainerd's Cemetery.

The funeral of Mrs. Irene Sewell, wife of J. C. Sewell, was held Sunday and the interment took place in Oak Grove Cemetery on the Columbia slough road. Mrs. Sewell was 23 years of age and the daughter of John Powell, a well-known pioneer.

Bankman Wins His Case.

WASHINGTON, April 20.—The United States Supreme Court today refused to reverse the decision of the United States Circuit Court of Appeals for the fifth circuit in the case of the Texas & Pacific Railway Company versus Abo Belknap. Belknap was a brakeman and, being knocked off the top of a freight car by a bump in coupling, caught his trousers on a nail and was badly hurt. He was awarded damages amounting to \$10,000. Justice Holmes, in delivering the opinion of the court, said that a certain amount of bumping was to be expected in coupling cars, but that this court had not prepared to say that the trial court had not given attention to the question of negligence.

Have You Friends Coming from the East?

If so, send their names to the Denver & Rio Grande office, 124 Third street, Portland, Or.

THE SHERWIN-WILLIAMS FLOOR FINISHES

are good floor finishes. They're made to wear and to stand the racket to which a floor is subjected. They cover right, spread right, dry right, wear right, right, always. They're most economical, too.

THE S-W. INSIDE FLOOR PAINT FOR INSIDE USE ONLY
THE S-W. PORCH FLOOR PAINT FOR STAINING PORCHES
THE S-W. FLOORING FOR PORCH FLOORING
MAH-NOT A DURABLE FLOOR VARNISH
THE S-W. FLOOR WAX FOR POLISHING FLOORS
THE S-W. GRACK & SEAM FILLER FOR FILLING SEAMS AND UNBRIGHTENED CRACKS

You choose the style of finish—we give you the best goods for the purpose. Color cards and full information can be had at our store.

RASMUSSEN & CO.
180 FIRST STREET
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East Side Notes.

Mrs. McMillen, wife of Captain J. H. McMillen, is staying at Willard Springs, in hope that the altitude and water will benefit her health, which is much impaired. Captain McMillen came home last week.

Dr. Bibbee, one of the prominent ministers and editors of the Universalist denomination, preached in the First Church, East Couch and East Eighth streets, last night. He is making a tour of the West Coast. Mrs. Margan Dorfman died at her home at Mount Tabor yesterday. She was 74 years old. A family survives her. The funeral will be held this afternoon, and the interment will be in Brainerd's Cemetery.

The funeral of Mrs. Irene Sewell, wife of J. C. Sewell, was held Sunday and the interment took place in Oak Grove Cemetery on the Columbia slough road. Mrs. Sewell was 23 years of age and the daughter of John Powell, a well-known pioneer.

Bankman Wins His Case.

WASHINGTON, April 20.—The United States Supreme Court today refused to reverse the decision of the United States Circuit Court of Appeals for the fifth circuit in the case of the Texas & Pacific Railway Company versus Abo Belknap. Belknap was a brakeman and, being knocked off the top of a freight car by a bump in coupling, caught his trousers on a nail and was badly hurt. He was awarded damages amounting to \$10,000. Justice Holmes, in delivering the opinion of the court, said that a certain amount of bumping was to be expected in coupling cars, but that this court had not prepared to say that the trial court had not given attention to the question of negligence.

Have You Friends Coming