

# LOUD CALL FOR CARS

## Shortage Causes Heavy Loss to Shippers.

### HOW MAY RELIEF BE HAD?

Lumber and Shingle Men Ask Merchants to Make Rail Shipments to the Coast, Abandoning Water Routes.

It is not the present trouble, but the promise of the future, that is worrying the lumbermen of the Northwest. With a car shortage that began to make itself felt in June, lumbermen are estimated to have lost the sale of 10,000 cars of shingles and lumber last year through inability to secure enough cars to transport their products to the Eastern markets. This year the shortage has been felt since January 1. At the present time there is a demand for 2000 cars in the Northwest to handle shingles and lumber, but the millmen are in a position to tide themselves over this difficulty if anything was offered for the future.

The question of the shortage is now being discussed between the traffic managers of the different railroads, and Victor H. Beckman, secretary of the Pacific Coast Lumber Manufacturers' Association. Promises of relief has been given by the railroads, but the promise has not as yet developed anything substantial.

In the meantime the lumbermen have begun a movement that is expected to afford them some relief. They have appealed to the business men and shippers of all kinds to forsake water routes and order their supplies sent West by rail. It is estimated that Northwest lumber houses would use 10,000 cars a year if they shipped by an all-rail route, and the receipt of these cars would go a long way toward remedying the situation.

The movement has just been started in Portland, but at Seattle it has received the indorsement of the business men's clubs and merchants' associations. In addition Washington millmen are sending out circular letters to all the houses with whom they deal asking that rail shipments be requested.

"Seventy-five per cent of the trade in the Northwest can be traced to the lumber industry," declared Victor H. Beckman, secretary of the Pacific Coast Lumber Manufacturers' Association and Washington Red Cedar Shingle Manufacturers' Association, yesterday. Mr. Beckman is in Portland on a business trip, and, incidentally, aiding the movement started among the business houses.

"It can be seen, then, that it lies in the interest of the business men themselves to order their shipments by rail," Mr. Beckman continued. "If we could get those cars here it would save many of the smaller mills which otherwise, in a hard car shortage, would be forced to the wall."

"We have commenced the movement at this time because the cars carrying products to the local merchants will begin to arrive in from two to three months. It is at that time when the car shortage will be felt among the millmen most keenly. The grain season will have opened and the railroads will be rushing all their empties into the wheat fields. Then, unless new cars are coming from the East, the lumber industry will suffer great injury. We cannot expect the roads to haul empties from St. Paul, but they would be forced to send out the loaded cars. If the business men will help us, the additional cost to the merchants is insignificant in comparison with the trade they will lose if they cripple the lumber industry."

"The shortage in equipment this year is remarkable. Why, the Northern Pacific has only added 1000 new cars, while the Washington lumber trade alone increased 17,000 cars last year, and fully 18,000 cars more could have been shipped if we could have received the cars. Do you know that the total shingle and lumber shipments from Washington alone amounted to 6,300 cars last year? One thousand new cars is but a drop in the bucket."

"I am afraid we are going to experience this trouble continually until the railroads double-track their systems. The business they are doing now is practically up to the capacity of a single track, and they cannot help very much even if they do order new cars."

"Oregon mills are suffering in about the same proportion as those in Washington, and every move that helps the lumber industry interests the entire Northwest."

### DENVER GATEWAY IS OPEN.

Several Railroads Are Now on Equal Terms with Union Pacific.

The Union Pacific has declared the Denver gateway open to all railroads. This announcement has just been received at the local offices of the interested lines in Portland, and is regarded by railroad men as one of the most significant moves that have been made in recent months.

The announcement means that the Burlington, Missouri Pacific, Rock Island and Santa Fe will be no longer compelled to deliver their passengers to the Union Pacific at Omaha. The Union Pacific has insisted heretofore upon the right to the long haul on all Union Pacific business east to points west of Denver. Last year a partial concession was made by which passengers on the Union Pacific were allowed to take the Rio Grande west of Denver. The last concession throws the gateway open to all lines.

### President Mohler About to Return.

President A. L. Mohler, of the O. R. & N., is en route to Portland and is expected to arrive in the city some time Saturday. Railroad men have been deeply interested in the arrival of Mr. Mohler, for it is believed his coming will facilitate matters connected with the extension of the Columbia Southern to Portland. The details for this extension were left in the hands of Mr. Mohler after the New York conference between E. H. Harriman, Mr. Mohler and T. R. Wilcox, of Portland. It is expected that shortly after Mr. Mohler's return there will be a definite announcement as to whether the O. R. & N. will back the Columbia Southern in its extension or will build a line of its own into the rich East Side district.

### On Their Way Up the Columbia.

B. S. Grosscup, general western counsel for the Northern Pacific, and H. B. Lehmann, of Tacoma, an intimate friend of Mr. Grosscup, are at the Hotel Portland. The two are to leave today for a pleasure trip up the Columbia, an excursion they have been planning for several weeks. It is likely they will go as far as Cascade, on the Washington side of the river, and will then make a trip into the interior. On the excursion it is planned to live as much out of doors as possible. Despite the fact that the Northern Pacific is generally understood to have interests near the proposed site of Mr. Grosscup's outing, it is positively denied that any business ventures are connected with the trip.

### Passenger Agent Fee Is Back.

General Passenger Agent Charles S. Fee, of the Northern Pacific, has returned to Portland and will spend a day or two in this city. He only went as far as the Sound when the other general passenger agents left Portland for their homes, and has made one other trip to this city since that time. Mr. Fee is taking advantage of the opportunity to check up his road's business which the call to the Coast gave him.



W. D. McMillan.



F. A. Blackmore.



F. W. Hunt.



S. A. Shields.



N. H. Smith.



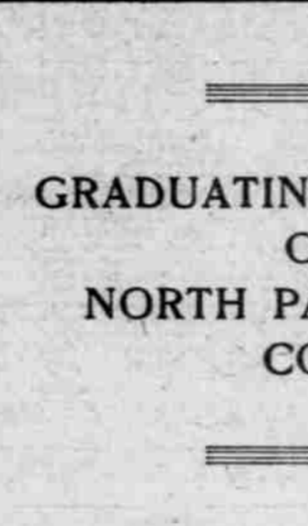
W. D. S. Calderwood.



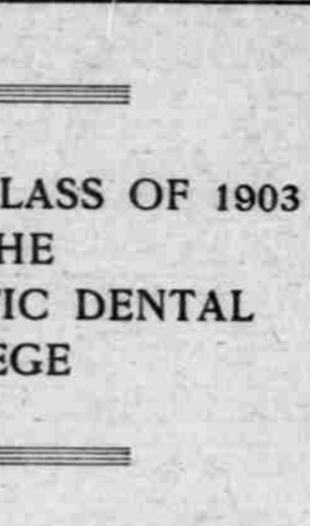
A. W. Burns.



C. F. Wood.



W. D. Derby.



J. J. O'Connor.



F. A. Kirshman.



C. E. Moorland.



F. W. Hergert.



J. Lynch.



W. D. Derby.



J. J. O'Connor.



H. V. Luitken.



M. K. Atkinson.



J. F. Alexander.



J. M. Yates.



W. F. Fraser.



W. Tillman.



L. A. Morris.



N. H. Stewart.

Photos by C. Aene, Jr., Fifth and Alder streets, successor to Aene & Nordstrom.

## GRADUATING CLASS OF 1903 OF THE NORTH PACIFIC DENTAL COLLEGE

### DENTISTS WIN DEGREES

TWENTY-THREE GRADUATED FROM NORTH PACIFIC COLLEGE.

Judge Caples Addresses Class, Dr. H. C. Miller Confers Diplomas, Dr. John Welch Delivers Charge.

One of the largest classes in the history of the institution received diplomas and degrees of D. M. D. (Doctor of Dental Medicine) at the annual commencement exercises of the North Pacific Dental College, held at the First Baptist Church last evening. It numbered 23, two of its members being young women.

A large audience was present, and many people were turned away for lack of room. The interior of the church was handsomely decorated for the occasion. The annual address was delivered by Judge John F. Caples, who reviewed the history of dental surgery, and recounted the manifold blessings it has conferred upon mankind. The address was interesting and scholarly, and was intensely listened to. Dr. Herbert C. Miller, dean of the college, conferred the class degrees by a few brief but impressive remarks, and Dr. John Welch delivered the charge to the class in a feeling address, which contained much good advice and encouragement.

Frank Winfield Hergert, valedictorian, spoke for the class and acquitted himself creditably. The musical selections were of a high order, and the entire programme was admirably carried out. Mrs. Rose Block Bauer was unable to sing on account of illness, and Mrs. A. L. Sheldon filled her numbers delightfully. Miss Leonora Fisher played on the organ two charming numbers, Hammer's "Triumphal March" and LeFebure's "Festal Overture." Lauren Pease sang a tenor solo, "Night Time," and Mrs. Walter Reed a contralto solo, "Shadows," both of which were heartily applauded. LaCombe's duet, "Merry, Merry Are We," sung by Mrs. Sheldon and Mrs. Reed, was one of the most enjoyable numbers of the evening.

The graduating class is made up of young men and women from all parts of the Northwest, who have made an enviable record for hard work while in the college. The members and their class officers are as follows:

Class officers—Joseph F. Alexander, president; Fred A. Blackmore, vice-president; Frederick W. Hunt, secretary; Mabel K. Atkinson, treasurer; Joseph Francis Alexander, Jeanie E. Jackson Lynch, Mabel Kester Atkinson, William Duncan McMullan, Fred Arthur Blackmore, Charles Ernest Moorland, Alfred

### TO FIGHT BEEF TRUST.

Livestock Men Subscribe \$25,000,000 to Build Packing-Houses.

DENVER, Colo., April 29.—The Times today says: Twenty-five millions dollars has been subscribed for stock to a co-operative company by members of the National Livestock Association to fight the beef trust in the event the latter successfully carries through the merger of the Chicago packing-houses and allied interests. President John W. Springer, of the National Livestock Association, said today that if the exigencies of the conditions require the association could enter upon the building of a chain of packing-houses throughout the principal points in the West and East.

"The trust people know that we mean business, and we have the money with which to compete with them," concluded President Springer.

### Buffalo Exchange Gets Decision.

BUFFALO, N. Y., April 29.—Judge Hazel, in the United States District Court, today, handed down his decision in the suit brought by the Chicago Board of Trade against the Consolidated Stock Exchange of Buffalo and others. The decision is in favor of the defendants. A motion by the plaintiff for a temporary injunction is denied. The plaintiff wanted a temporary injunction restraining the defendants from using "continuous" market quotations in this city as published by the exchange in Chicago.

### No Penalty Against Poolrooms.

NEW YORK, April 29.—Judge Warren Foster, of the Court of Sessions, commenting on the decision of the Court of Appeals, sustaining his decision in favor of the defendant in the poolroom case, said today there was no definite law on which to convict keepers of poolrooms, and therefore it was impossible to impose any penalty. It is said that as a result of the decisions the poolrooms which it had been claimed were closed, were preparing to reopen.

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### TO AROUSE PARTY SPIRIT

HERMANN MEN ENDEAVOR TO HOLD REPUBLICANS IN LINE.

Will Welcome Spirited Campaign of Democrats—Visiting Politician Predicts His Election.

Hermann people are concerned about how the Republican opponents of their candidate will vote. The sore places resulting from Hermann's nomination have been exteriorly smoothed over, but have they healed?

If a large body of Republicans should secretly vote for Reames, Hermann might be in a very dangerous situation. He and his workers will endeavor to arouse to the highest possible pitch the party spirit of the district. They will welcome any efforts of the Democrats which will result in defining party lines. Democrats will not conduct their campaign in a way that will drive recalcitrant Republicans back to the party standard.

Many Republicans believe that Hermann, in declining Reames' challenges to debate, lost a profitable opportunity to hold Republican votes. If the two candidates had campaigned the district together, speaking from their respective party platforms, the argument between the parties would have been made sharper at the polls. Besides, Reames would have been bound by common courtesy to forbear from assailing Hermann in a personal way. He would therefore have been inhibited from attacking Hermann on the latter's record as Commissioner of the General Land Office. Inasmuch as Democrats will conduct their campaign chiefly on Hermann's record as Land Commissioner, the challenges which have been declined are regarded as roundabouting to the advantage of Hermann.

Although the opponents of Hermann have accepted him as their candidate, some of them may not work very hard for his election. From Marion County come rumors that Gatch and Davy and their followers will put on a pretense of working for Hermann, and that they will passively oppose him by inactively supporting him. Other Republicans will go so far as clandestinely to "knife" Hermann when they cast their ballots. Discomfited Republicans in other counties, notably Linn, Yamhill and Jackson, are reported to be disposed the same way. But they are not advertising their senti-

ments; in fact, when they see them in print they are prone to denounce the reports as unfounded.

J. N. Hart, of Polk County, was in the city yesterday. "Hermann will be elected," he said, "by a large plurality. The Democrats can't beat him. What will be his plurality? That's hard to say. It depends on the number of Republicans that get out to the polls. But I don't see that the Democrats are more active than the Republicans. I saw a letter, however, up in Polk County the other day, written by Reames. It contained the native son plea. But I don't believe that such methods of vote-getting will accomplish very much. It's too much like peanut politics."

"I think the Democrats will work quietly. They don't wish to array the Republicans against them. They do not desire to make the campaign Democrats against Republicans, but Reames against Hermann. See their game?"

Dr. W. Tyler Smith, of Sheridan, Yamhill County, came to town yesterday. Like all good Republicans, he thinks Hermann will be elected. "By what plurality?" responded the doctor. "Let me think. Really, that's a hard question to answer." Then he thought again and responded: "Hermann's plurality will be something like 250 or 300. Some Republicans will vote for Reames, but not many. Yes, I remember the Yamhill delegation to the convention was instructed against Hermann, but good Republicans in Yamhill will not oppose him now that he is their candidate."

### PERSONAL MENTION.

H. G. Glenn, merchant, of The Dalles, Or., is at the St. Charles.

"Schoolboy" Moore, a well-known Olympia, Wash., horseman, is in Portland.

R. W. Montgomery, mining operator of Cripple Creek, Colo., is a guest at the St. Charles.

Frank Waterhouse and wife, of Seattle, were in Portland yesterday. Mr. Waterhouse is the Seattle representative of the Boston Steamship Company.

Mrs. E. D. McKee and Miss Belle McKee started East on Tuesday for a two months' trip. They will visit New York, Washington and Richmond, Va.

J. H. Price, ex-Secretary of State for United States, is at the Imperial. Mr. Price has returned from Southern Oregon, whether he had gone to look into the merits of a proposed timber deal, in which Washington people are interested.

Portland, having made frequent trips here.

NEW YORK, April 29.—(Special)—The following Northwestern people registered at New York hotels: From Seattle—E. W. Waters, at the Bartholdi; E. C. Hawkins and wife, at the Holland. From Oregon City—Dr. E. A. Summers, at the Imperial. From Spokane—Miss M. Bunkers, at the Ashland.

### Weidenfeld Must Stay Out.

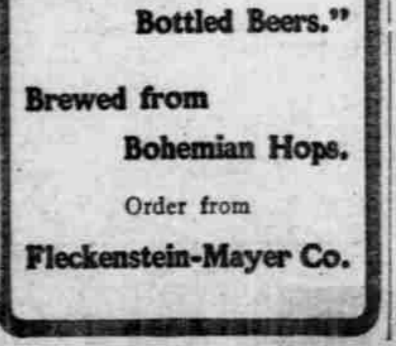
NEW YORK, April 29.—The application of Camille Weidenfeld for a peremptory writ of mandamus to compel the Board of Governors of the New York Stock Exchange to restore him to membership was denied today in the Supreme Court. Weidenfeld was suspended for his connection with the Peter Power case.

Have you friends coming from the East? If so, send their names to the Denver & Rio Grande office, 113 Third street, Portland, Or.

Have you tried them? Opia & cigars? Hand-made, Havana filler.



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