

RUN CARS IN 1904

Hillsboro Electric Line Will Then Be Completed.

WORK TO BEGIN IN 60 DAYS

Railway Will Be Twenty-Six Miles in Length and Will Develop Suburban Settlements—Other Interurban Lines Will Follow.

Work is expected to commence on the Hillsboro electric road within 60 days, and it is predicted that the line will be running over the system, in and out of Portland, some time in 1904. The line to be built at once will be 25 miles in length and will reach as far as Cedar Mills, for instance, on the line of the new road will be small settlements, which are expected to grow more rapidly as communication with Portland is made easier.

The line will only handle a passenger business and such express and baggage traffic as naturally falls to an interurban line. The prompt delivery of perishable goods to Portland markets is a feature of the business that the promoters of the system expect to develop, but heavy freight traffic will not be sought.

Backers of the line, who are heavily interested in interurban lines in Indiana and Illinois, but who have no connection with Northwest electric systems at the present time, J. M. Long, the attorney who has represented the company in its negotiations for a franchise, explained the plans yesterday, saying:

"The engineers representing the bond-buyers should be within a short time to go over the route. Our own engineers have definitely decided upon the location of the line, and we are ready to proceed as soon as the bond-buyers' engineer is satisfied."

"There are a few points along the right of way where we have not yet secured possession of the property, but we will be necessary to run condemnation suits. These cases are being handled, and for the most part the right of way is owned by the company."

"The ordinance under the charter, will not go into effect until 15 days after its signature by the Mayor. Then we have 90 days in which to begin work. But I believe we shall be able to commence grading within 30 days, and the work will be rushed to a completion as rapidly as possible."

"The delays that have occurred have made it difficult to get our steel. The manufacturing plants which make it practice to supply such orders are scarce, and I do not know when we will be able to get ours filled. It is reasonably certain, however, that our steel will be in hand some time in 1904 for the entire distance."

Other Lines Projected.

"This line to Hillsboro is but a beginning. Ultimately it is the intention of our company to cover the entire Valley with a system of interurban lines. The capitalists who are putting their money into this venture are men who are interested solely in the future of the valley, the vast holdings in Eastern states and know that the business is profitable. They have had representatives over the ground and know that an interurban system tapping the country today will pay for itself in a few years as well as develop that part of Oregon."

The projection of the Hillsboro road has created considerable talk among railroad men allied with the steam lines. It has proved the experience of steam roads in the East that whenever the interurban electric systems begin competing for passenger business the steam lines are driven away from the traffic. They cannot give either the service or the rates offered by the electric roads. At the same time it has not been shown that the steam roads have lost any money by the competition of the electric systems.

There are only two parallel cases in the Northwest. The lines of the Oregon and Washington Railway Company, competing with the Southern Pacific, and the Seattle-Tacoma interurban system, competing with the Northern Pacific and the steamboat lines, have seriously affected the passenger traffic of the steam lines and the boats. Neither the Northern Pacific nor the Southern Pacific have endeavored to compete with the electric interurban systems, but have allowed them to take over the passenger traffic.

Steam Lines Can't Compete.

This is a logical situation. The steam lines cannot afford to compete with the electric lines in competition with the electric lines and to give the same fast and frequent service that is offered by their competitors. The effect of cheap rates would spread elsewhere and in the long run cause the steam lines to lose considerable money.

An interesting development that has occurred in the north as a result of the operation of the Tacoma interurban line is reflected in part at Portland, where the electric systems compete with the Southern Pacific. Neither line has lost any money by the building of an electric road.

When the Tacoma-Seattle electric road began operations the Northern Pacific was given its choice between two alternatives: either abandon the local traffic and enter into a passenger rate war with the electric line. The latter alternative seemed to be a feasible proposition to the local representatives of the road at Seattle and Tacoma, who are of the opinion that they could hold their own against the interurban lines.

The question, however, was passed up to high passenger officials of the Northern Pacific, who declared in favor of deserting the local traffic and entering a straight 5-cent-per-mile rate for the business. This view was adopted by President Melien.

The result of this policy has been that every passenger traveling from Tacoma south of Tacoma to Seattle or points farther north has paid \$1.50 instead of 85 cents for the Tacoma-Seattle trip, and the same experience has fallen to those who paid for the travel from Seattle to Tacoma and southern points. Other lines hauling passengers to and from Eastern points have paid the increased local charge, and as a result the Northern Pacific has actually made money through the loss of its interurban travel. At the same time the electric line has prospered.

Travel Is Stimulated.

To a less extent the Southern Pacific's experience has not been detrimental. The electric lines have encouraged travel, and the steam line, charging a higher rate, has had a share of the traffic. But at the same time the overcrowded condition of trains in and out of Portland on the Southern line has not allowed the company to handle any more business than it is doing at present.

The construction of the Hillsboro road may not affect the company's passenger receipts, since the passenger travel in that direction is not unusually heavy. However, railroad men figure that the company will share an increased traffic and will have a much heavier freight business all its life.

MERGED BY VANDERBILT.

Southern and the Michigan Central Are Now Under One Control.

NEW YORK, June 4.—According to the Herald a complete merger of the Canada Southern Railroad with the Michigan Central was effected yesterday at the special

stockholders meeting held in St. Thomas, Ont. It is said to have been effected by a lease of the Southern to the Central for 99 years. There was some opposition on the part of the minority stockholders, but the Vanderbilt interests were able to control about two-thirds of the stock.

Under the new lease the Michigan Central is said to guarantee 2 1/2 per cent. on the Canada Southern stock until 1930, and 3 per cent. after that date. Directors of the Canada Southern will be vested with power to issue bonds to retire first and second mortgage bonds maturing in 1908 and 1912.

Rock Island Control Is Confirmed.

CHICAGO, June 4.—Through their purchase of a control in the "Trico" system, the Rock Island interests have been placed in full control of the Eastern Illinois. This fact, heretofore generally conceded, was confirmed at the annual meeting of the Eastern Illinois held here today.

Directors whose term of office expired were: Albert Keep, Chauncey M. Depew, Samuel F. Barber, James Fargo, Henry C. Finch and David P. Kimball. They were all re-elected for a term of three years, and Frank Work was elected to fill the unexpired term of N. K. Fairbanks, deceased.

Work of Freight Men.

MILWAUKEE, June 4.—The second day's session of the Transcontinental Freight Bureau was devoted to the consideration of schedules and discussing the various claims made by the shippers for a change in the classification of their commodities.

FALLS UNDER STREET-CAR

Mansel E. Heacock Narrowly Escapes Death.

Mansel E. Heacock, who lives at 338 East Eighth street south, proprietor of the iron works on Belmont and East Sixth streets, had a remarkable escape from being killed under the wheels of a Brooklyn car last evening at the intersection of East Eighth and East Eleventh streets. There is a deep cut on the side of East Eleventh street through which the Brooklyn car passed, and the car going west can always be seen before it reaches the cut, and anyone passing north on East Eighth can see it approaching.

Mr. Heacock jumped on his bicycle at his home, two blocks south from the crossing, and coasted straight down the incline along the sidewalk, without observing that a car was approaching from the west. Just as the car reached East Eighth street Mr. Heacock struck the front end and fell underneath, but his bicycle, in some way, was thrown to the side. The motorist saw him fall under the front end, and brought the car to a stop with wonderful quickness within 20 feet.

Every one expected to see the lifeless body of Mr. Heacock pulled out from under the front end. All the men in the car jumped off, and much to their surprise he was taken out alive and only sustained some severe bruises. On the back of his head there was a severe cut. He was somewhat dazed, but was able to walk back to his home, where he soon called a doctor and was taken to the hospital.

Mr. Miller, who said that the market company had no idea of renting to what he called market stalls. It was decided by all that anything used in ordinary house-keeping might, under a liberal construction, be called market products.

All the subjects which were discussed will be placed before the next meeting of the Council. The meeting was called for the purpose of quietly discussing the proposal. It was generally admitted that the details of the project had not been looked into very thoroughly.

Fiegl wanted an amendment added to the contract providing the market company should build and maintain artificial islands around the entire block. Mr. Miller said that he was willing to do this, but that heavier material was to be laid at the north and south side of the block to withstand the heavy truck traffic.

VACATION FOR FIREMEN.

Chief Campbell Will Arrange Time for Ex-Teammen Can Fill Places.

Under the new charter regular firemen are allowed two weeks vacation, with pay, and extra men one week, with the same provision. How the vacations are to be managed this year was up before the fire committee of the Executive Board yesterday afternoon. All agreed that as the charter expressly specified the vacations, they must be granted, though the pay allowance is an entirely new wrinkle in the history of the department.

The men must make early application to the Chief for their vacations, as the times must all be arranged so that extra men can take the places of those on leave. At the next meeting of the Executive Board, Chief Campbell will be given authority to issue vacation permits, and neither that body nor its fire committee will be bothered with individual cases.

"This vacation with pay business will cost the department a good sum, as men must be hired to take their places," said Chief Campbell. The Mayor and the members of the committee admitted this to be true, but like the Chief, they believed that the firemen are entitled to all the vacation they can get.

E. H. Moorehouse, asked that he be permitted to finish the wooden lintel upon the building which he is altering at Seventh and Alder streets. A recent ordinance provides that these must be of metal, and the work was well along before the engineer of the department discovered that the lintels in question were of inflammable material. The fire committee didn't want to set any precedent, and passed up Mr. Moorehouse to the next meeting of the Executive Board.

Chief Campbell submitted his report for the month of May. The department reported to 28,345 calls during the time, the fire which caused the greatest damage being that which destroyed the Western Lumber Company mill, the Martin mill and the stock yards.

May Williams told the committee a little story.

"Some eight years ago I leased a lot of mine on Portland Heights to the volunteer company, which agreed to pay me \$1 a month rent. That was right, and I haven't seen a dollar yet," said the Mayor.

"Guess you're a failure as a rent collector."

"The mortgage was devoted to business and the following officers were elected: S. A. Miller, Milton, president; J. B. Finkington, Portland, vice-president for Oregon; J. A. Stewart, vice-president for Washington; C. P. Hartley, Caldwell, Idaho, vice-president for Idaho; and P. A. Dix, Salt Lake, vice-president for Utah.

McDonald, of the Oregon Nursery Company, was made a delegate to the National Association of Nurserymen at their meeting to be held at Detroit, Mich., June 11, for the purpose of extending an invitation to that body to hold their meeting in 1906 at Portland during the Lewis and Clark Exposition.

Two Divorces in Oregon City Court.

OREGON CITY, Ore., June 4.—(Special.)—Judge McBride today granted two divorces, as follows: Carrie Partridge from A. H. Partridge, and Annie Gies from Robert Gies. Mr. Gies was placed in custody of the four minor children and is allowed \$20 per month alimony.

CURES STOMACH TROUBLES.

Heard's Food, the Phosphate.

Produces healthy activity of weak and disordered stomachs; perfects digestion and improves assimilation. A stomach tonic.

TO FIX ITS OWN RATES

OTHERWISE MARKET COMPANY WILL NOT ACCEPT FRANCHISE.

Councilman Fiegl Maintains That Council Should Decide Rent to Be Paid by Tenants.

Unless the Council will allow it the right to make the rates for its tenants, the Union Market Company will not accept the franchise from the city giving it the old Pavilion for a term of years.

The joint committee of the Council and the Executive Board met in joint session yesterday afternoon. C. W. Miller, the lawyer-agent of the market company, and Councilman Fiegl had a short discussion over who should control the rates of the concern. The Councilman thought that he would not accept the franchise, so that the body of which he is a member should decide what were just and equitable rates for the tenants of the stalls. The agent and partner of the company did not agree with him.

"From the very first we have decided that we must be the judge of the rates for the stalls," said he, "otherwise we will not accept the franchise."

This threat did not worry Mr. Fiegl, apparently. "Well, I am free to say that I am here for the interests of the city, and not for the Union Market Company," said the Councilman.

W. L. Boies, one of the representatives of the Executive Board, rather sided with Mr. Miller in thinking that the market company should have practical control of the stalls, and the rates thereof. Councilman Cardwell was not so particular about the rates, but he wanted the matter settled as soon as possible.

"Let's get this thing settled," said he. "Every day people ask me when we are going to get the market, and I can tell them nothing about it. It seems to me that this has been up for the past two months."

The other members assured him that such a great matter required time, but Cardwell still urged them to get the market project settled with all speed. A. K. Bentley, of the Council, and General C. P. Beebe, of the Executive Board, were not present. George H. Howell, of the Board, arrived before the meeting closed.

What constituted a market and what might properly be sold therein was another subject of discussion. Fiegl declared that limits should be set as to what could be sold in the market, so that the ordinance which conveyed the ground to the city as a market might be complied with.

"There are plenty of people who will come to us after the market is started and complain that such and such things are being sold there which do not include market products. Grocers and small dealers whose business may be hurt a little will be the ones to do this. They will say that as city officials we must stop the selling of certain articles when we know very well that they are complaining just for spite work."

"No, we don't want a blacksmith shop or a manufacturing establishment in the market," said Fiegl.

Mr. Miller assured him that the market company had no idea of renting to what he called market stalls. It was decided by all that anything used in ordinary house-keeping might, under a liberal construction, be called market products.

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CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson.

Chubb, Peabody & Co.

With the bold opening

Chubb, Peabody & Co.

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PERSONAL MENTION

Seymour H. Bell, a mining man of Sumpter, is a guest of the Portland, Ore., Hotel. M. J. Sorenson, a merchant and mine owner of Sumpter, is at the Imperial.

W. Tarbell, a merchant of Singapore, Straits Settlements, is at the Portland. H. W. Rountree, of Portland, registered yesterday at the Grand Hotel in New York City.

John Minto, a well-known pioneer of this State, is registered at the Perkins from Salem. Blaise T. Scott, of the Washington Life Insurance Company, who has been making an extended trip in the East, will return today.

J. A. Borie, a merchant of Pendleton, is at the Imperial. Mr. Borie has come to Portland to meet his wife, who is returning from a visit to relatives in California.

L. Lamb and C. C. Center, of Clinton, Iowa; F. P. Hixon, of La Crosse, and E. J. Carpenter, of Minneapolis, are guests of the Jewish Tribune, left yesterday morning for an extended trip through the Sound country. Among other points Dr. Moessmann will visit Seattle, Tacoma, Victoria and Vancouver, B. C., combining business with pleasure, and returning to Portland after a period of two or three weeks.

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ELLERS PIANO HOME WILL BEACH. Ellers Piano Home Will Beach the Usual Rate.

In spite of increased freight rates Ellers Piano Home will supply pianos to regular patrons for the season at the old rates of \$5 for the season, including freight. All pianos must be returned from the north beaches on last trip of steamer.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 4.—Maximum temperature, 72 deg.; minimum, 48 deg.; 24 deg. river reading; 11 A. M., 16 feet change in 24 hours; rise 1.5 feet; total precipitation, 5 P. M. to 5 P. M., trace; total precipitation since September 1, 1902, 28.81 inches; normal precipitation, 44.08 inches; deficiency, 5.22 inches; total sunshine June 3, 1903, 8 hours 28 minutes; possible sunshine, 15 hours 30 minutes; barometer, reduced to sea-level, at 2 P. M., 30.28.

PACIFIC COAST WEATHER.

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WEATHER FORECASTS.

Forecast made at Portland for 24 hours ending at midnight Friday, June 5: Portland and vicinity—Fair and warmer. Northern winds. Oregon and Washington—Fair and warmer. Northern winds.

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WEATHER CONDITIONS.

No rain of consequence has fallen in the Pacific Coast States during the last 24 hours. Mild temperatures prevail in all sections. The indications are for fair and warmer weather in this district Friday.

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