

STRUGGLE FOR GREAT TRAFFIC

Meaning of St. Paul Railroad's Extension to the Pacific Coast.

LAST TO CROSS MISSOURI

Burlington's Sale to Hill Forced Competitor to Come West—Trains to Be Running to Coast Within Three Years.

CHICAGO, Nov. 29.—(Special.)—The determination of the St. Paul road to build to the Pacific Coast emphasizes the fact that there is now in progress in the West the greatest railroad struggle in history. The struggle is not necessarily a bitter war among contending interests, which are the most powerful in the country, but the slightest change in conditions may make it such.

Plenty of Traffic for All.

At present the St. Paul's move has apparently aroused the opposition of none. Even James J. Hill has stated publicly that the St. Paul will be welcomed on the Western coast. But Mr. Hill never looked with favor upon any encroachment on his territory, and the general impression is that he will not scatter roses in the pathway of the St. Paul's new transcontinental extension. St. Paul officials, however, insist that their project need not disturb the present railroad situation nor the present amity which seems to exist among most interests. They assert that within the three years that it will take them to complete their line from Evans to Seattle, sufficient traffic will have been developed to make it unnecessary for them to try to secure any of the traffic now enjoyed by existing lines. Mr. Hill may be said to be directly responsible for the St. Paul's transcontinental move. His purchase of the Burlington road practically made that line a transcontinental one over two routes, by the way of St. Paul and by the way of Billings. The Hill purchase also changed the basis of interchange of traffic at the Twin Cities, and the St. Paul, together with other roads, suffered a big loss of traffic. The Hill purchase of the Burlington road practically made that line a transcontinental one over two routes, by the way of St. Paul and by the way of Billings. The Hill purchase also changed the basis of interchange of traffic at the Twin Cities, and the St. Paul, together with other roads, suffered a big loss of traffic. The Hill purchase of the Burlington road practically made that line a transcontinental one over two routes, by the way of St. Paul and by the way of Billings. The Hill purchase also changed the basis of interchange of traffic at the Twin Cities, and the St. Paul, together with other roads, suffered a big loss of traffic.

Crossed Missouri in July.

Not until last July did the St. Paul venture even to cross its former deadline, the Missouri. On July 4 it authorized an extension west from Chamberlain and, having taken this plunge, decided to go to the Coast. In doing so, it was the same firm belief as Mr. Hill that future trade with the Orient will surpass all expectations. It seems to be pretty well decided that the Coast extension will be from Evans, S. D., instead of from Chamberlain. If from the latter point, the route would be through Milwaukee and would leave St. Paul and Minneapolis in the hands of the Northern Pacific. Either route would be about 250 miles from Chicago, more than 100 miles shorter than the Hill line. The western end of the road is to be built by the Pacific Railway Company, which will, it is said, be capitalized for \$5,000,000. In return for this stock, the St. Paul will give the company an issue of first mortgage bonds for the new company aggregating \$5,000,000. The first issue will probably be more than \$2,500,000 and the rest will be issued from time to time as needed. It is estimated that the entire cost of the extension will not exceed \$6,000,000, including terminal facilities and a partial equipment of the property.

Trains to Coast in Three Years.

It is expected to have trains running over the road clear to the Coast within three years. Construction will be prosecuted from Seattle westward, from Evans westward and in the mountain divisions concurrently. The extension will have to cross four mountain ranges, the Cascade, the Bitter Root and Roseman ranges and the main range of the Rockies. The highest altitude that will be attained will be at the summit of the Bitter Root range and will not exceed 5000 feet. In order to keep its altitude down to this figure, a great deal of tunnel construction will become necessary. There are three main tunnels, one about 600 feet long, another about one mile long and the third two miles long. The last named will pierce the Cascade range near its summit. The latter range is to be crossed by the Stampede Pass in Central Washington, almost due east from Seattle. From Seattle to Wallula, Wash., the new road will parallel the Northern Pacific all the way. The route after it crosses the Columbia River will be almost due east to Butte, and then on east and a little south to Evans.

No Desert to Cross.

Unlike any of the transcontinental lines, the St. Paul will not have any desert proposition and every foot of the road will be, or will become, productive of tonnage. From a traffic standpoint, therefore, there is no more flattering proposition than that presented by this extension. But it is the only important point where terms have not been acquired and it is not expected that any difficulty will be experienced in gaining entry into the richest mineral storehouse in the world.

ENGINEERS IN BITTER ROOT

St. Paul Parties Working to a Junction Through Lolo Pass.

LEWISTON, Idaho, Nov. 29.—(Special.)—Detailed advice has been received here giving details of the engineering parties in the employ of the Chicago, Milwaukee & St. Paul, now working in the Bitter Root range, in the vicinity of Lolo Pass, by way of the Lookout branch of the Clearwater River to Kootenai, thence down the Clearwater to Lewiston. In the party of engineers now working in Lolo Pass are 11 men in charge of Engineers Hammond and Talbot. Engineer Baker and a crew of surveyors in the employ of the St. Paul are working this way.

PIANOS FOR HALF PRICE AT OUR "EXCHANGED" SALE

Perhaps you don't clearly understand the significance of this "Exchanged Piano" sale. We have received about 50 Pianos in trade during the last few months. Thirty of the number were good standard Pianos and were all right except for being scratched or badly out of tune. We have put them through our shop and they are now practically as good as new. Here is a list of part of them:

Hinze	Regular price \$300.00	Price for this sale \$137
Haines	Regular price \$325.00	Price for this sale \$165
Fischer	Regular price \$500.00	Price for this sale \$275
Smith & Barnes	Reg. price \$400.00	Price for this sale \$272
Kingsbury	Regular price \$375.00	Price for this sale \$218
Six Kimball Pianos		Price for this sale \$185

The exchanged piano sale opens Friday, December 1. Be sure and get in early, and you will have the pick of thirty piano bargains.

EASY PAYMENTS

Allen & Gilbert-Ramaker Co.

SIXTH AND MORRISON

The oldest, largest and strongest piano and organ house in the Pacific Northwest.

Remember, the sale opens December 1, at 8 A. M.

DOUBLE TRACK ON NORTH BANK

(Continued From Page 1.)

from the Coast point and the two parties expect to meet here.

The general opinion prevails here that there will be a lively contest between the St. Paul people and the Hill and Harriman lines, to control the water-grade route to the Coast through this section. It is expected the St. Paul people will endeavor to secure a route down the south bank of the Snake for its line after leaving here, though the Northern Pacific has surveyed the route several times.

It has just been learned that J. B. Pope, who recently investigated the Salmon River route, and who is now looking into the Snake River route from Weiser and Huntington, is an engineer from San Francisco and in the employ of the Northern Pacific. The Northern Pacific right of way agents—Smith of St. Paul and Thompson of Tacoma—are here closing up the purchases of new terminal grounds for the joint use of the O. R. & N. and the Northern Pacific. The site is a mile in length, 300 feet wide and extends from the Harrington Mill property to the Del Sol place in the eastern section of the city. The new terminal will provide for double tracking of the O. R. & N. bridge for a distance of over a mile. This is necessary, in view of the fact that warehouses are scattered along the Northern Pacific track for over half a mile and it will be impossible to handle the increase of traffic of the new lines over a single track.

RUSSIANS FOR HONOLULU

Sugar-Planters Try to Secure Them for Cane-fields.

HONOLULU, Nov. 29.—Russians who arrived here last week on the steamer Mongolia, representing a colony near Los Angeles, have had numerous conferences with Governor Carter and Land Commissioner J. R. Castle, representing the sugar planters, regarding a plan to bring a colony here. There are about 200 families and 600 persons who want to be cane-field laborers if given their own homesteads. The scheme is part of a vigorous movement here to secure white laborers, eligible to citizenship, instead of Asiatics. Commissioner Castle has offered to pay the fares of the entire colony here. The Russian representatives, visited Kauai and expressed satisfaction with all the conditions except the method of acquiring land. The law names a definite price and requires three years' residence before title to lands can be given.

Hill Denies Two Rumors.

NEW YORK, Nov. 29.—James J. Hill took occasion today to deny two rumors that his recent trip to Europe was for the purpose of getting funds to buy the Missouri, Kansas & Texas Railway as a Gulf outlet to the Burlington Railroad. Mr. Hill said that his trip to the moon was no more improbable. Mr. Hill said that the report that President Eliot, of the Northern Pacific, is to resign to become president of the Chicago Terminal Railroad, and is to be succeeded by Mr. Hill's son, J. N. Hill, is a "stock broker's story."

Trying to Subpena Oil Magnates.

NEW YORK, Nov. 29.—The taking of testimony in the case of the State of Missouri against the Standard Oil Company, which was set for December, has been postponed until January 5. This is the case in which subpoenas were issued for John D. Rockefeller and others to appear and give testimony in New York. Henry Wolfman, counsel for the State of Missouri, said today that the delay was made to give time to serve all the subpoenas.

To regulate the stomach, liver and bowels and promote digestion, take one of Carter's Little Liver Pills every night. Try them.

Wallula Pacific's Plans.

The Wallula Pacific, recently incorporated, seemed for a time to hold the key to the situation, but from recent stories it is playing a lone hand in the game of chance. L. Gerlinger, the president of the road, states that he does not know who is behind the road; that he has been given the power of attorney by a New York capitalist, behind whom stands some unknown power, and that he has been instructed to buy right of way and lay plans for a line from Wallula to Portland. In pursuance of this plan, Mr. Gerlinger has been surveying a route along the North Bank and has finished that part of the job. He is now buying right of way, and already has paid the cash for quite a strip of land. In those places where it is possible by the nature of the ground, he has paralleled the line of the Northern Pacific, but where the mountains encroach upon the water he has brought his grade stakes up to and coincident with those of the Northern road, evidently expecting to force trackage when the

THIS STORE CLOSED ALL DAY TODAY---THANKSGIVING! THE OLDS, WORTMAN & KING STORE

"THE DIFFERENT STORE"

GOOD MORNING

FIFTH, SIXTH AND WASH. STS.

OUR NATIONAL BIRDS

The American Eagle and Thanksgiving Turkey



May one give peace in all our States, The other a piece in all our plates.

TODAY—Closed all day—Thanksgiving and Football—Award of the Manual Training School Scholarships announced in evening papers.

After Thanksgiving—Then Comes

FRIDAY—135th Grand Friday "Economy Sale"—A surprise awaits you tomorrow.

SATURDAY—A Grand Warming Over of all the Thanksgiving Feast with fresh dessert. Announcements later.

Thanksgiving

The magnetic festival that brings back erratic wanderers to the old folks at home. The religious and social festival that converts every family mansion into a family "meetin' house."



FOOTBALL GAME

On Multnomah Field at 2:30 P. M.

Multnomah vs. U. of O.

(Colors, Red and White) (Color, Lemon)

SEE FRIDAY SPECIALS ADVERTISED IN THIS AFTERNOON'S AND FRIDAY A. M. PAPERS

INSULT TO COURT

Senator Patterson Fined for Contempt at Denver.

HE PLEADS HIS PRIVILEGE

Criticism of Colorado Supreme Court in Newspapers Causes Penalty. Appeal is Allowed After Hot Argument.

Not Harriman Project.

If the first story was correct and Harriman has withdrawn his support from the Wallula Pacific and the Chicago, Milwaukee & St. Paul does not have any interest in the line, then it would appear that Mr. Gerlinger's road is up in the air in a practically permanent position. If the road is independent, it might be possible that the St. Paul line would still take over its right of way in order to have a handle by which to hold Mr. Hill and the Northern Pacific the more securely in line on the trackage agreement.

Dangers of a Cold.

It is agreed by all the best and most progressive physicians that at this season of the year one of the most unfailing preventives against contagious diseases such as diphtheria, scarlet fever and even consumption, is to avoid colds, or, having contracted them, to combat them assiduously and intelligently. Colds prepare the system for the reception and development of the germs of these diseases. The best treatment for a cold is to give Chamberlain's Cough Remedy. It is safe and sure, and is equally valuable for children and adults. It has become famous for its cures of this disease, and can always be depended upon. For sale by all druggists.

Lawson Pays Bay State Gas Claim.

WASHINGTON, Nov. 29.—A settlement out of court by which Thomas W. Lawson and the firm of Lawson, Weidenfeld & Co. turned over \$250,000 to Receiver George

Wharton Pepper, of the Bay State Gas Company, of Delaware, was confirmed today by Judge Lowell, of the United States Circuit Court. The court proceedings first made known the fact that an agreement had been reached in this suit.

Lawson, Weidenfeld and Captain Ware were the financial agents of the Bay State Gas Company in Boston and retained about \$250,000 belonging to the company, but claimed others thereto. In the settlement the original amount, with interest, has been allowed.

DERRICK CRASHES DOWN

Striking Ironworkers Accused of Violence at New Building.

NEW YORK, Nov. 29.—A serious phase was introduced into the threatened strike of 15,000 members of the Bridge and Structural Ironworkers' and Housefitters' Union today. The police began investigation of the fall of a ten-ton derrick which greatly damaged the American Tin Can Company's new building in West Fourteenth street. They say that violence was resorted to and that the guy ropes supporting the derrick were cut. Union men say that it fell through the carelessness of nonunion ironworkers.

TO CURE A COLD IN ONE DAY.

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVER'S signature is on each box. 25c.

Scrofula

It is commonly inherited.

Few are entirely free from it.

Pale, weak, puny children are afflicted with it in nine cases out of ten, and many adults suffer from it.

Common indications are bunces in the neck, abscesses, cutaneous eruptions, inflamed eyelids, sore ears, rickets, catarrh, wasting, and general debility.

Hood's Sarsaparilla and Pills

Eradicates it, positively and absolutely. This statement is based on the thousands of permanent cures these medicines have wrought.

"My daughter had scrofula, with eleven sores on her neck and about her ears. Hood's Sarsaparilla was highly recommended and she took it and was cured. She is now in good health." Mrs. J. H. Jones, Parker City, Ind.

Hood's Sarsaparilla promises to cure and keeps the promise.

Offer Miners Half a Loaf.

PITTSBURGH, Nov. 29.—The Dispatch tomorrow will say:

Coal operators in the Pittsburgh district have decided to offer the 25,000 members of the United Mine Workers an advance of 5 per cent in wages to forestall the proposed demand of the miners' convention for an advance of 12 per cent. This action is not confined to the Pittsburgh district alone, but embraces the states of Indiana, Illinois, Ohio, West Virginia and Western Pennsylvania.

Call for Nonunion Printers.

NEW YORK, Nov. 29.—In anticipation of a general strike of printers on January 1, following the rejection of the demand of Typographical Union, No. 6, for an

eight-hour day, the New York Typothetae has sent out a circular to railroad agents throughout New York State offering a commission of \$5 for every compositor who can be induced to come to New York and accept employment.

The offer includes transportation to New York and the promise of steady employment. Enclosed was a form for the applicant to sign stating that he was not a member of any union.

BLACKMAILED BY TRUST

Charge Against Sugar Octopus by Distilling Company.

NEW YORK, Nov. 29.—Whether a combination to limit the manufacture of spirits and alcohol, set prices and prevent competition, makes void a lease between the Brooklyn Distilling Company and the Standard Distilling & Distributing Company, of property in Brooklyn, was submitted to Judge Greenbaum, in the Supreme Court, yesterday. In the Brooklyn Company's suit to recover \$11,946 for rent, Decision was reserved.

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