

MAY PASS LAW TO END CAR SHORTAGE

Willamette Valley Shippers Consider Going Before Legislature.

ROADS MAKE OLD EXCUSE

Say They Are Not Equipped to Handle Unexpected Traffic. Cure Proposed Is Demurrage Penalty.

That the car shortage is worse, instead of better; that Willamette Valley mills, as well as others, are discriminating against in order that certain mills may get more than their proportion of cars, and that rank favoritism is shown, these are the points which are charged by sawmill operators, who are not only becoming thoroughly dissatisfied over the outlook, but are inclined to organize for the purpose of securing legislation to protect their interests from utter annihilation.

Car Shortage No New Thing.

"This car shortage is not a new thing. Every year the same chaotic state of affairs takes place. Every year the railroads, quasi-public institutions, lie down on the commuters, and the commuters serve and make the same old plea that they are doing everything in their power, etc., and that it is the shippers' fault because they all want to ship at once, as if God Almighty didn't make the harvest time and the railroads didn't know the time. They speak of the equipment lying waiting for the harvest. Why not? Is not the farmer's harvesting machine used only during the harvest and his plows and kindred tools for a brief period in the Spring?

"Would not the farmer be considered somewhat improvident who would not provide for his requirements? Further than keeping his machinery in order, he rushes his plowing and sowing so as to take advantage of the weather, and in the harvesting season his is a strenuous time trying to save his crop from the elements. Suppose he succeeds, and is also successful in marketing his crop, and the harvest for the rains set in and the roads become impassable, what then? Why, the grain fills the warehouses to overflowing, the wheat stands rotting in the stacks, and they don't come except where the roads compete, where the Hill roads and the Harriman roads come together, they are they turn to the hills, and there is water competition. Then the big shippers, who have a pull, get cars, and the poor farmer's crop lies out subject to the elements and his is the loss.

"The farmers bear brunt of loss. This is the situation for the farmer. After a season of stress everywhere, he has his crop, and he has to sell it as it lies unsold; for who will buy what is apt to be spoiled by rain any time, and spoiled it is in this year in hundreds of thousands of bushels, and whose responsibility? The railroads say they simply can't help it; that they can't get equipment; yet the American Car & Foundry Company has lately ordered a system of cars in 30 days from date of order.

"The railroads encourage industries to come in, then shut them down for lack of cars or motive power, simply because they, after years of the same experience, do not make provision against it. The local heads are not to blame particularly, for their recommendations are ignored. In the case of the Harriman system everything favors San Francisco, even the steamer line operated since the beginning by the R. & N. is turned over to the Harriman system. The Northwest knows the result, the immediate change to wretched service and a series of accidents that would almost have driven Kruttschnitt and Stubbs, both San Francisco men, Harriman's chief officials, are for the South.

"It is time the manufacturers and the farmers got together on this railroad proposition. They have already lost money enough this year so that they could better afford to buy second-hand cars. If it were the only thing possible, as they would cost only \$500 each, say altogether \$1,000,000. That is a sum which the community which that amount this year no thinking man will deny. All the sawmills in the Valley have been either shut down entirely or are running on one shift instead of two. With a great demand for lumber and plenty of raw material, this loss is final and can never be made up.

"Roads Take Advantage of Situation. How much has labor lost? The farmer either loses his wheat by stress of weather or fails to market his other crops; therefore he cannot take advantage of prices and cannot get his money, so all progress stops.

"How long will this going to last and what will be the ultimate result? In addition to all the foregoing, the railroads take advantage of the situation to buy cheaply what they want themselves. They sell to the millmen. We can give you cars for lumber for our own use, but not at the market price. Consequently, not being able to get cars and desiring to keep their forces entirely, the mills must accept prices below the list and pay the high market price for logs or shut down and wait for nobody knows how long. But there are some mills that seem to be able to get cars when all others fail. A new mill on the O. R. & N. shipped 2,000,000 feet last month, nearly its entire capacity, and has no weary waits for cars. What can the reason be? It certainly is time that railroad officials recognize the situation and render an account to the community which they serve, or they must of a certainty expect the people to protect themselves by legislation."

Here on Pleasure Trip. T. A. Lawson, assistant general superintendent of the Chicago & Northwestern

Railway, is in Portland for a short time on a pleasure trip. He stated that his trip to the Coast has a significance whatever and that it has nothing to do with the reports of a Coast extension. He says he is here to look over the Coast for his own satisfaction.

NEW SCHEDULE ON S. P. Trains to Run on East Side and Use C. & E. Tracks.

Because of the destruction of the Jefferson bridge over the Santiam on the main line of the Southern Pacific, a new schedule has been put in effect by the management of the road which will eliminate the routing of trains by the West Side division as far as Corvallis. Hereafter all Southern Pacific trains on the main line will go out of Portland on the East Side and will be transferred at Woodburn to the Springfield branch to Shelburn Junction, where they will run over the Corvallis & Eastern tracks to Albany, and there take the main line for points south. Between Woodburn and Jefferson a stub train has been put on to accommodate travel in that territory.

EAST SIDE MEN OBJECT

Do Not Approve Mayor's Plan to Banish Paving Companies.

Property owners on Grand avenue, who expect to lay hard pavement between Hawthorne to Holladay avenues next year, do not approve Mayor Lane's plan to shut out the two companies that are now laying such pavements in Portland. On Hawthorne avenue the property owners decided several months ago to put down "bituminous" pavement, allowing open competition. It is proposed on that part of Grand avenue, between Belmont street and Hawthorne avenue, to waive the fact that the plank there would last a year or two more and put down a hard pavement. Work will be started on the foundation of the Steel bridge across Sullivan's Gulch at once, so it can be completed by August of next year, and the property owners want to lay hard pavement through to Holladay avenue. E. H. Virgil, owning property on the street, said:

"We would have bituminous down to the Sullivan Gulch now had the work not been held back by Councilmen Sharkey and Keefe. We asked for the pavement and were ready to pay for it, but were told we would have to take a pavement we did not want, or get nothing. If your plan is to modify the law in the Northwest that because it was getting more subscriptions than it expected it could not supply the demand, or if the farmer, because he should get bushels of wheat an acre instead of 20, would lose the difference, would you think of such business methods? An idea in prospect and the cars are needed all at once.

"That the present system is an outrage is conceded by every thinking man," said a prominent Oregon lumber manufacturer yesterday. "What would be thought of a private individual who had so little regard for his customers that because his business had increased he would refuse to provide for the dependent upon him for supplies and say he was not expecting such an increase and couldn't fill orders?"

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MAYOR JOHNS IN PORTLAND

Baker City Executive Re-elected Monday for Third Time.

C. A. Johns, of Baker City, who last Monday was elected to the mayoralty of his city for the fourth term in Portland yesterday. Mr. Johns thinks that Baker City is about the only place on the map of the whole United States and that their which pays for the work as to talk of its prosperity and of the nice people who live there.

"Baker City is more prosperous today than it has ever before been in its history," declared Mr. Johns yesterday afternoon. "More money is deposited in the banks than ever before and that is a sure indication of healthy business. The town is growing so rapidly that it seems as though new buildings spring up in a night. We must have about 800 persons in Baker City at present.

"The mine was closed down three years ago. The lead of the ore body was lost and the property has been tied up in litigation. Eastern capitalists now have it and are ready and are spending a vast amount of money in an attempt to relocate the lost lead. If they find it they will undoubtedly do well."

CEMENT NOT HARDENED

Coroner's Jury Reports Cause of Bixby Hotel Disaster.

LONG BEACH, Cal., Nov. 12.—The coroner's jury, investigating the cause of the collapse of the Hotel Bixby last Friday, which resulted in the death of ten men and the injury of a score of others, this afternoon returned a verdict finding that the accident was caused by the premature removal of the supports of the fifth floor and the proceeding with the construction of the roof before the supporting cement had time to harden sufficiently.

The jury decided that no individual was criminally responsible.

BUSINESS ITEMS. If Baby Is Cutting Teeth. Be sure and use our well-known remedy, Mrs. Winslow's Soothing Syrup, for children's teething. It cures the child, soothes the gums, relieves all pain, cures colic and diarrhea.

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ORGANIZE NEW CLUB

Business Men Unite on the East Side.

STRONG MEMBERSHIP ROLL

Officers Are Elected, Apartments Will Be Leased, and the Organization Will Work in Harmony With Other Local Bodies.

The East Side Club of Portland was organized last night in the office of the Brown, Hawthorne and Grand avenues, by an enthusiastic body of property-owners and business men, for the social and material advancement of that part of the city. W. L. Boise, who conceived the idea of the club, called the meeting to order, and in a few words outlined the project. He said it was not intended to start an organization in opposition to local commercial bodies, as some had supposed, but quite the opposite.

"I feel highly gratified at the class of men who are here this evening," remarked Mr. Boise, "and I am sure they would honor any organization. Our object is to form a club and to secure apartments where we can get together. We have already secured the services of Nicholas Surgen, who has leased the Brown, and who will be the caterer of this club. Our apartments will be on the top floor of the Brown, where there will be rooms for billiards, reading and smoking, and where the business men can meet each other. No one has refused to sign the membership roll. We have more than 100 and will certainly have 300 in a short time.

Following the explanatory remarks, Mr. Boise was elected president of the club; Edward Newbegin, vice-president; W. S. Halvor, secretary, and H. H. Newhall, treasurer; directors, J. M. Healy, Robert D. Inman, Jesse Stearns, George W. Holcomb and Walter F. Burrell.

Following the election of officers and directors, it was decided to call the organization the East Side Club of Portland. The word "commercial" was omitted so as not to conflict with the Portland Commercial Club and to remove any appearance of opposition to that central organization. The officers and directors were authorized to prepare articles of incorporation and file them at once. There will be another meeting next Monday evening, when a lease will be signed for the apartments, which will be well furnished. Admission is 25c and dues \$2 per month.

The following is a list of the members, most of whom were present last night:

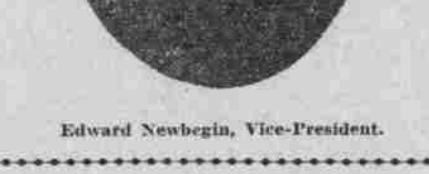
- A. H. Averill, E. A. Baldwin, F. W. Baites, Gust Bartman, J. S. Real, Ben. A. Bellamy, Frank Bennett, A. H. Birrell, W. L. Boise, E. M. Brannick, T. S. Brooke, George W. Brown, Joseph Buchel, Philip Bushner, Walter F. Burrell, H. A. Callif, George J. Chaney, E. F. Cannon, R. L. Cate, A. D. Charlton, W. J. Clemens, S. C. Cobb, A. Crofton, E. J. Daly, J. F. Daly, J. Daniels, L. Darrow, J. E. Davis, F. O. Downing, H. C. Eitelberger, E. S. Ferguson, C. E. Fielda, George C. Flanders, J. S. Foss, F. Gerlingenthal, C. U. Gantenbein, L. Grindler, Frank R. Gibson, G. O. Graves, J. S. Green, C. Gripper, J. H. Hall, W. S. Halvor, W. H. Harris, Joseph M. Healy, Charles K. Henry, J. M. Hodson, Thomas Hiestel, F. B. Holbrook, George W. Holcomb, J. O. Hoyt, Oskar Huber, Ellis G. Hughes, C. M. Ideman, R. D. Inman, C. S. Jackson, C. S. Jacobson, F. F. Jancke, L. E. Justin, W. P. Keedy, Frank L. Knight, F. W. Leadbetter, J. B. Lockwood, E. Lowenzart, D. B. Mackie, P. S. Malcomb, W. B. Hall, Rufus Malroy, W. H. Markell, W. Y. Masters, M. B. McFaul, A. W. Moore, George T. Murton, Edward Newbegin, H. H. Newhall, J. M. Nickum, J. T. O'Neil, D. C. O'Reilly, F. H. Page, C. T. Peddicord, F. C. Perrine, G. Plaza, M. Reinhold, George Royer, A. G. Rinaldi, Charles Schwind, John P. Sharkey, B. D. Siger, Gus Simon, F. S. Stanley, D. S. Stearns, Jesse Stearns, D. H. Strovbridge, John Tull, H. Thacher, L. E. Trent, Elwood Miles, A. H. Whitell, John E. Wittman, F. Wolf, J. O. Wrenn.

FAILED TO KEEP RECORD

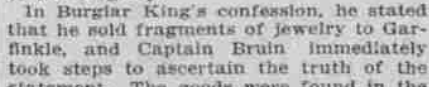
Second-Hand Dealer Buys Stolen Goods and May Go to Prison.

On a charge of failing to keep a record of goods purchased by him, F. Garfinkle, dealer in second-hand wares at 215 North Third street, was arrested here yesterday afternoon by the police upon complaint of Captain of Detectives Bruhn. An effort will be made today to raise a more serious charge to be laid against him. He is alleged to have purchased some fragments of jewelry, stolen from the house

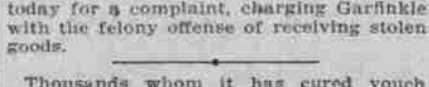
OFFICERS CHOSEN FOR EAST-SIDE COMMERCIAL CLUB



Whitney L. Boise, President.



Edward Newbegin, Vice-President.



W. S. Halvor, Secretary.



H. H. Newhall, Treasurer.



The Burlington Route

WILL SELL

Low Rates East and Return

November 14 and 15

Kansas City, Mo., and Return, \$60

Best Service Quickest Time Choice of Routes For Particulars Call on or Address R. W. FOSTER Ticket Agent C. B. & Q. Ry. Cor. 3d and Stark Sts., Portland, Or.

PLEDGES LARGE SUM

Commercial Club Votes to Raise \$25,000.

TO ADVERTISE NORTHWEST

Board of Governors and Executive Committee Also Plan Flower Festival and Livestock Show to Be Held Next Year.

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help one part of the Northwest will help the remainder. The meeting last night was the first family gathering of the executive committee and the board of governors. An informal dinner was held in the dining-room of the club, and Theodore B. Wilcox, chairman of the executive committee, and P. W. Leadbetter, president of the Commercial Club, sat at the head of the table.

Plans for the holding of a floral carnival and a livestock show were widely discussed, but nothing definite was decided in regard to details. Large committees will be appointed to canvass the situation and arrange for the financial backing. The floral carnival will probably be held in June, when Portland's beautiful crop of roses will be at its best. It will continue a week or more and there will be flower parades, flower festivals and many carnival features. It was generally agreed among those present last night that the livestock show was the most important feature of the Lewis and Clark Exposition. At the exhibition to be given in the Fall an effort will be made to interest all the livestock enthusiasts in the Northwest, and it is believed that it can be made an event that not only will be a credit but a decided benefit to Portland and the entire Northwest.

TACOMA THIEVES CAUGHT

Man and Woman Arrested Here for \$150 Robbery Committed Nov. 5.

Edward Foley, alias L. S. Murray, aged 27, wanted by the Tacoma police for plotting and executing a robbery that yielded booty of \$150 in that city on the night of November 5, together with Gertrude John-

son, alias Little Franklin alias Bessie Williams, aged 18, was arrested at Fifth and Washington streets last night at 8 o'clock by City Detective Hellyer and Detective F. H. Ledyard, of Tacoma. The woman was arrested by Captain Bruhn Sunday afternoon and confessed to having assisted in the work, and claimed that she had been forced by Foley to do the trick. C. D. Elmore, a contractor of Tacoma, was the victim, and he was enticed to a rooming-house by the girl. The work was done by Foley. The couple immediately took a train for Portland and registered at a local hotel under the name of Murray. They had some trouble, divided the money and the girl then sought a former friend, a young man in Portland. She turned her share

of the money over to him and he secured a room for her at a house on Fourth street. As soon as this friend learned that the officers were looking for the girl he notified her and she was arrested by Captain Bruhn as she was getting on a Vancouver car to get away. When arrested the girl broke down and confessed and the search for her partner in crime was immediately begun.

After working all day on the case, the two detectives located Foley and captured him. He was taken back to Tacoma in company with the girl last night at 11:45 by Detective Ledyard.

Foley is a writer, and has a bad record, according to the police. The girl is said to have a good home in Tacoma, but is wayward.

The police succeeded in recovering \$88 from the girl and \$30 from Foley. The case against Foley and his companion is a clear one, as both of them confessed to the police after their arrest.

REAL ESTATE TRANSFERS

- John P. and Ingrid Nelson to J. E. Keane, lots 1 and 2, block 1, Columbia Heights, \$4,000
- W. L. Eckerson and wife to S. W. Adams, lot 1, block 1, Columbia Heights, 1,500
- Parishal Hill and wife to S. McClave and wife, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1,000
- Mary Boner to the Edw. Mendelhall Co., lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1,500
- Victor Land Co. to Margaret Albrecht, lot 1, block 1, Columbia Heights, 1,100
- Samuel E. and Hettie M. Hornbrook to Joseph A. and Florence B. Pettit, lot 1, block 1, Columbia Heights, 950
- Chas. H. Malcolm and wife to Billie Kessel, lot 1, block 1, Columbia Heights, 2,200
- C. H. and Jennie Rice to Mrs. W. L. Greenleaf, lot 1, block 1, Columbia Heights, 200
- Hiram T. and Laura C. French to C. H. and Jennie Rice to Mrs. W. L. Greenleaf, lot 1, block 1, Columbia Heights, 540
- Admission, block 4, Mt. Scott View, 2,000
- R. E. Rice and wife to Chas. W. French, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1,900
- Louis Burke and wife to Annie T. Parkhurst, parcel of land beginning at N. W. corner of tract conveyed by Annie T. and Alfred L. Parkhurst to Louis Burke, 1
- Henry Kummel and wife to Edna E. Chipman, a strip of land 16 feet wide beginning at S. E. corner of near intersection of north line of D. L. C. of Ames and Melinda King, 1
- Geo. W. Brown and wife to Ceryl W. Linbaugh, west 1/2 of lots 3 and 4, block 2, Murray Hill Add., to East Portland, 1
- Arleta Land Co. to Mary A. Kollock, lot 12, block 11, Arleta Park No. 2, 1
- Lucas Peters and husband to Walter M. Richtmyer, lot 4, block 11, Central Albina, 1
- Security Savings & Trust Co., trustee, to W. H. Dunn, west 1/2 of lot 12, block 10, John Irving's First Add., 500
- Geo. F. Ritter to Emma J. Liver, parcel of lots 1 and 2, block 31, Original Townsite of Albina, 10
- W. H. Moore and wife to Geo. D. Barton, lot 4, block 75, Woodstock, 1,200

Have your abstracts made by the Security Abstract & Trust Co., a member of Commerce.

Longshoreman's Skull Fractured.

A. French, a middle-aged longshoreman of 689 Minnesota avenue, was taken to the Good Samaritan Hospital yesterday afternoon suffering from a fractured skull. French was unloading cement in the hold of a ship when the crane ropes broke and three barrels fell on him. He was taken to the hospital in an unconscious condition, but has a fair chance for recovery.

Habitual constipation cured and the bowels strengthened by the regular use of Carter's Little Liver Pills in small doses. Don't forget this.

A rattling good Western Boys' Book by a Western Writer

The Tenting of the Tillicums

Tells the camping-out adventures of four boys in a row-boat on Puget Sound. Every chapter brings in a new "thrill" in hunting or fishing; but the book is wholesome and breezy, with many descriptions of Pacific Coast scenery and hints to naturalists.

Illustrated by Chas. Copeland 12mo Cloth, 75 Cents

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