

# ESTIMATE OF A. & C. IS NOT DISCLOSED

### Hill People Refuse to Admit Purchase; Harriman May Be Bidding.

### LYTLE ROAD HARRIMAN?

### Hillsboro-Tillamook-Astoria Line Is Believed by Many to Have Been Magnate's Move When A. & C. Was Held Too High.

With Harriman in possession of the Corvallis & Eastern Railroad, and from what can be learned, Hill either in actual possession of the Astoria & Columbia River Railroad, or about to close the deal, the oft-predicted future of the Hammond lines in this state will come about. For years it has been held that these lines must go to the transcontinental systems to effect the best results in operation and development. The actual transfer has been often rumored, but not until now have these actually passed out of the control of the Hammond-Hubbard-Huntington interests.

The sale of the Astoria & Columbia River Railroad is still unconfirmed. Vice-President Levey of the Northern Pacific, reported the buying official was in the city last night, but would not confirm the purchase of the property. Negotiations have been on for some time and the sale may not yet be actually effected. This is the belief in some quarters and would explain the hesitancy of all concerned in talking, lest premature statements delay accomplishment of the deal.

Should the Hill people be in actual possession, and Northern Pacific officials are an agency of making a denial of the sale as they are of lending it confirmation—yet the latter may be purposely kept as quiet as possible with a view to making the desired extensions into Harriman territory under the guise of a Hammond line so as to encounter a minimum of antagonism.

Mr. Harriman was considering the purchase of the A. & C. a year ago, but after expert examinations were made of the line the price demanded by the Hammond people held out for seemed excessive to Mr. Harriman and he would not purchase. Then it was, many believe, that he put on foot the project of a branch line from the Southern Pacific at Hillsboro to Astoria and Tillamook under the guise of an independent Lytle road. This route to Astoria is said to have advantages over the A. & C. line because it is shorter, and it is said that Mr. Harriman determined to build a road of his own rather than purchase another at what he considered an exorbitant price.

### Meaning of C. & E. Purchase.

The purchase of the C. & E. doubtless means that the arrears made across Central Oregon by C. & E. engineers from the present terminus at Detroit to Ontario will be followed by the Harriman Central Oregon line rather than the route for the Oregon Eastern, just surveyed by the National Pacific at Hillsboro to Astoria and Tillamook engineers. The C. & E. survey complete and is said to be preferable to the Oregon Eastern route. The former line was long ago still marked with stakes and a little reconstruction would be necessary before construction on the long promised Harriman line across Central Oregon could be begun.

### NEW STEEL PASSENGER CAR

### First Car of Late Pattern Brought Here for Exhibition.

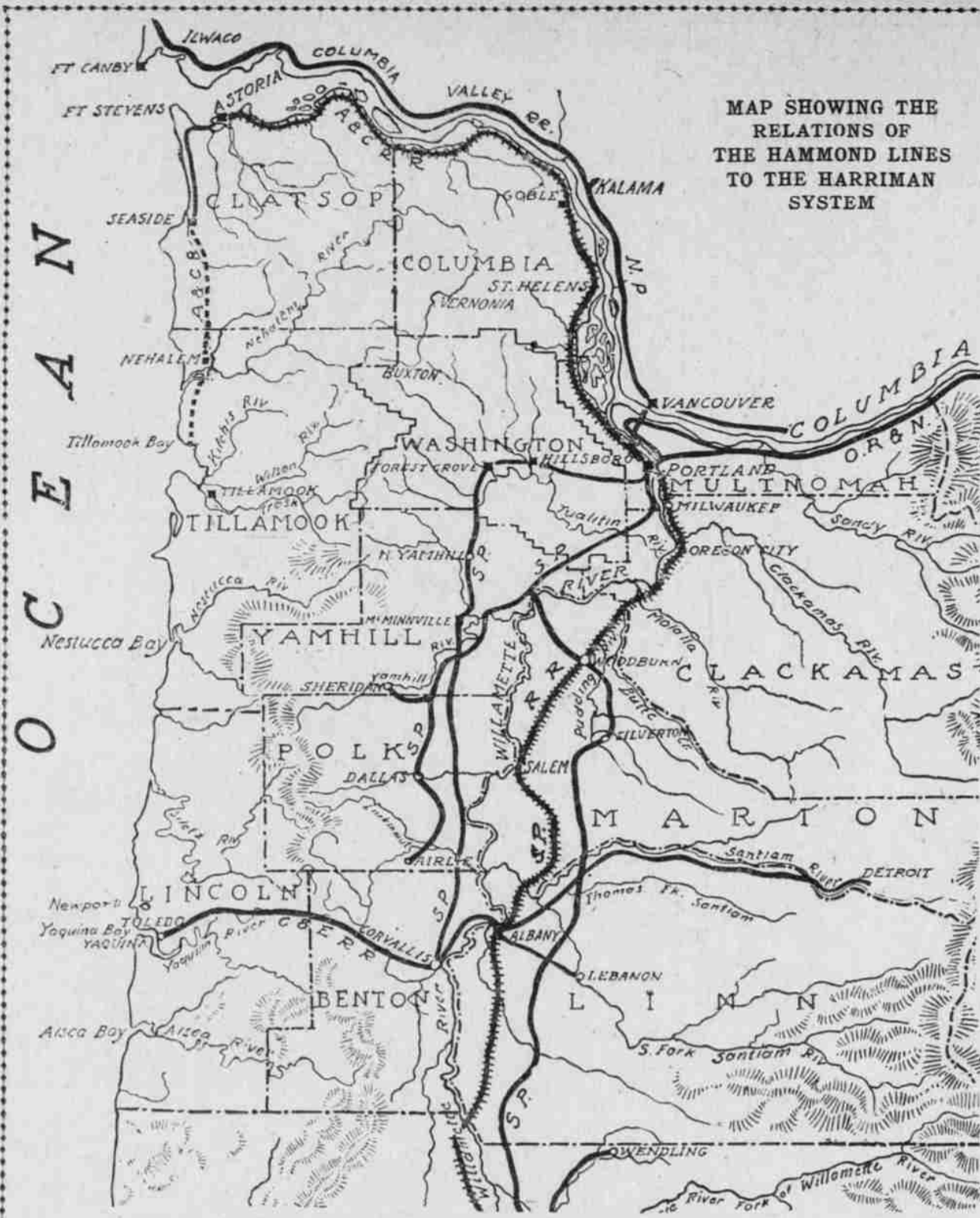
Portland railroad men viewed the new Southern Pacific steel passenger coach No. 1899, which stood in the terminal yards yesterday, with great interest. It was brought here by the Southern Pacific for exhibition purposes and is now in its way back to the Sacramento shops, where it was built.

The car was attached to the Cottage Grove local, leaving here at 4:15 yesterday afternoon. While here it created much favorable notice. The new passenger coach promises to come into general use to supersede the present wooden coaches. It has a seating capacity for 70 passengers and is far stronger than the wooden coach. In case of collision it is said to be practically impossible to telescope the new coach.

The center sills are made of 12-inch "T" beams with 5-inch flanges. These extend the full length of the car to the outer end of the platforms. The car has a splendid ventilation system, the Cottler fixtures being used. The floor is made up of 3-16-inch steel sheeting, covering the whole area; on this is a layer of 1-2-inch asbestos, and on top a 1-4 inch flooring of 1 1/2-inch Oregon pine, tongued and grooved; then another steel layer 1-4 inch thick; the final finish is a layer of linoleum.

### Lewis Urges Higher Freight Rates.

Henry Lewis' financial letter says with



MAP SHOWING THE RELATIONS OF THE HAMMOND LINES TO THE HARRIMAN SYSTEM

The Corvallis & Eastern runs from Yaquina Bay to Corvallis, Albany and east to Detroit. The Astoria & Columbia River Railroad runs from Portland to Seaside and is projected south to Tillamook Bay. The Corvallis & Eastern has been acquired by Harriman. The Astoria & Columbia River Railroad is reported sold to Hill, but this report has not been officially confirmed.

### Possible Idea in Hill Silence.

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### Portland & Seattle Directors Meet.

The annual meeting of the stockholders of the Portland & Seattle Railway was held at Vancouver yesterday and the directors of the company were re-elected. They are as follows: C. M. Levy, L. C. Gillman, John S. Baker, N. P. Martin and J. Couch Planders. Reports on the construction accomplished were received and matters of minor consideration taken up.

### W. H. Jaynes Promoted.

W. H. Jaynes, formerly clerk in the local freight offices of the Northern Pacific, has been appointed tracing clerk in the general freight offices in the Worcester building to succeed W. H. Ormsby, who has been promoted to traveling freight agent.

### Ribs Broken in Houlton Wreck.

Another victim of the derailment of an Astoria & Columbia Railroad train Sunday near Houlton has been found. Mrs. Fred G. Wonder, of 447 Alder street, sustained injuries by being thrown against a seat in the smashup. She did not think she had received any serious injuries and instead of going to the hospital for treatment, she went home and paid very little attention to her hurts. It has since been

### Timber Famine Not Unlikely.

CHICAGO, Feb. 21.—Unless the strictest economy is practiced, a timber famine will result in the United States within the next few years, in the opinion of J. S. Kellogg, United States forest inspector, who spoke last night before the Western Society of Engineers.

### Logging Company Incorporates.

The Standard Logging Company, which announces its intention of carrying on a general logging business, filed articles of incorporation with the County Clerk's office yesterday. The incorporators are C. A. Barnum, Millard Mayhall and L. C. Garrius. The capitalization named in the articles is \$15,000.

### Lumberman Endows Hospital.

CHICAGO, Feb. 21.—A dispatch to the Tribune from Winona, Minn., says: Matthew G. Morton, a millionaire lumberman, yesterday announced a gift to the Winona General Hospital Association of \$50,000 in New York City bonds.

found that she had two ribs fractured and it may be that there are other internal injuries. She is now under the care of a physician.

reference to increased cost of running railway systems: "There is one point that must be watched with care; that is the rising expenses in all corporate management both in our large industrial and in our railroad systems, where cases of diminished net profits are constantly appearing. Gross earnings are likely to continue to grow, but smaller net earnings such as are now appearing are anything but a bull argument. The agitation among railroad managers for higher freight rates is significant, as in no other way can they protect themselves from diminished profits and a lessened capacity to pay dividends and meet other obligations. If the net earnings do fall off, it will be adverse to the full side of the stock market, and only offset that the railroads can make will be to advance rates, which may prove difficult. However, an effort will be made in that direction."

fore the Western Society of Engineers. "The output of timber has remained stationary for many years, while the demand has increased steadily," said Mr. Kellogg. "White pine lumber has advanced 100 per cent in price in the last 20 years. Economy must be practiced in the next few years to avert a timber famine."

Mr. Kellogg said there were 100,000 acres of forest reserves under the jurisdiction of the United States. He said the annual output of forest products in the country amounts to \$1,900,000,000.

### Injuries Were Imaginary.

Mrs. Zellar Says She Was Deceived by Her Physician.

The power of mind over matter is set forth as the basis of a counter claim in a damage suit which was placed on trial in the state Circuit Court yesterday. The suit brings out the somewhat unusual aspect of a woman who collected \$1100 damages two years ago, now claiming that her injuries were of no consequence at the time; all in an effort to get damages in a suit wherein her physician, Dr. Flora Brown, is seeking to recover fees for medical attention.

### Prepare Briefs in Land-Fraud Cases.

United States Attorney Bristol and Assistant Cole were busy all day yesterday preparing briefs to be submitted to the United States Supreme Court in certain of the land-fraud cases now on appeal. Attorney Bristol denied himself to callers yesterday in order to get this important work done and forwarded.

### More Pay for Clerk's Force.

An order was issued by the County Court yesterday authorizing a compliance with the new legislative enactment which gives more pay to the County Clerk's office. The court appropriates five deputies to receive \$100 a month, six at \$80, two chief clerks at \$150 and 13 at \$75.

# BRIDE LAW BREAKS IN ON HONEYMOON

### Principals in Ocean Marriage Merely Friends, They Are Informed.

### LICENSE IS HANDED BACK

### Carl Beckman Admits Bride Is His Niece and Authorities Promptly Return His Marriage Certificate—Will Try New York.

A harsh interruption of a happy honeymoon, following the romantic wedding of last week, occurred yesterday afternoon when Carl J. Beckman was given back the marriage license he filed on Tuesday with the County Clerk. The groom was told that he was not a groom, that his bride is Miss Nettie Anderson and not Mrs. Beckman. There was no wedding and the young couple may consider themselves nothing more than friends, so the County Clerk told them. Beckman appealed to the District Attorney's office with the same result.

The rather startling fact that Miss Anderson is Beckman's niece, his brother's daughter, developed yesterday when the man was closely questioned. On Tuesday he said she was remotely related to him and qualified the remark by asserting she was a cousin. In talking the matter over with Deputy District Attorney Brand and Deputy County Clerk Prasp, yesterday, Beckman admitted the closer relationship.

It was this phase of the case that caused the return of the license. While frowning on sea marriages, with the captain of the boat officiating, the authorities are nevertheless required by law to recognize such a transaction, provided the ceremony occurs three miles off land, and again provided that the sea is not resorted to for the specific purpose of evading the law.

In this particular case it was the law that drove the couple to the ocean. They had been married several weeks ago, but the Oregon statutes prohibited such a union. The District Attorney's office says that under the law the marriage is not valid. Had Beckman and Miss Anderson met casually aboard a vessel and then called upon the master to tie the knot, all would have been well, but the couple failed to apply to a case deliberately planned to defeat the law.

### SAYS WIFE IS NOT SEDATE

### C. B. Andrews Wants Divorce to Preserve Peace of Mind.

Charles B. Andrews is sedate, reputable, of good character, a man of probity, a loving and provident husband, and possessed of a sensitive temperament. As long as these are the things he claims for himself in his divorce suit against Mrs. Ella G. Andrews, which was placed on trial in the Circuit Court yesterday, Andrews says his wife is a trouble maker, malicious, and that her aim in life is to bring misery to her husband.

Andrews met her in Indiana a year ago and came to Portland. She had just contacted her grandfather's will and had done other things of this order, which greatly humiliated him, he said. These things, together with her habit of dallying with the truth and other shortcomings affected his health, and he came here for peace, quiet and recuperation, which was a year elapsed and the wife appeared. She tried to interview him by climbing over a transom of a room in which he had secured himself. The wife asserted she was after his property.

Mrs. Andrews is contesting the divorce, and she has quite another version of the charges against her and declared on the witness stand yesterday that the trouble grew out of the husband's excessive fondness for other women. The case will be concluded Saturday.

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MRS. A. M. HAGERMANN

# ALL WOMEN SUFFER

from the same physical disturbances, and the nature of their duties, in many cases, quickly drift them into the horrors of all kinds of female complaints, organic troubles, irritation, falling and displacements, or perhaps irregularity or suppression causing backache, nervousness, irritability, and sleeplessness.

## Lydia E. Pinkham's Vegetable Compound

made from simple native roots and herbs. For more than thirty years it has been helping women to be strong, regulating the functions perfectly and overcoming pain. It has also proved itself invaluable in preparing for child-birth and the Change of Life.

Mrs. A. M. Hagermann, of Bay Shore, L. I., writes:—Dear Mrs. Pinkham:—I suffered from a displacement, excessive and painful functions, so that I had to be down or sit still most of the time. Lydia E. Pinkham's Vegetable Compound has made me a well woman so that I am able to attend to my duties. I wish every suffering woman would try Lydia E. Pinkham's Vegetable Compound and see what relief it will give them.

## Mrs. Pinkham's Standing Invitation to Women

Women suffering from any form of female illness are invited to write Mrs. Pinkham, at Lynn, Mass. for advice. She is the Mrs. Pinkham who has been advising sick women free of charge for more than twenty years, and before that she assisted her mother-in-law Lydia E. Pinkham in advising. Therefore she is especially well qualified to guide sick women back to health.

Through arrangements with Eilers Piano House The Oregonian is enabled to offer all old or new subscribers to this newspaper a **\$25.00 VIOLIN** Bow, strings, rosin and case included, or a **\$25.00 PHONOGRAPH** And six records, with a year's subscription to The Daily and Sunday Oregonian, all for \$25.65, on very liberal instalments.

I hereby subscribe for The Daily and Sunday Oregonian for twelve months, for which I will pay on demand ten cents a month. If I am unable to pay on demand I will pay on the 1st of each month. I agree to pay \$1.65 on delivery of the machine. I agree to return said machine upon demand without legal process. Signed: \_\_\_\_\_

EILERS PIANO HOUSE PARK AND WASHINGTON PRIVATE EX. 23 THE OREGONIAN MAIN 7070 ROOM 200

# SONG BIRD BILL SWEEPING

### UNDOES ALL FORMER BIRD LAWS, SAYS W. L. FINLEY.

### Instead of Legislating Against Certain Species, the Perkins Measure Includes All.

William L. Finley, president of the Oregon Audubon Society, returned last night from Salem, where he has been working in the interest of bird protection and making an effort to prevent the passage of House Bill 367. "This bill passed the Senate today by 19 to 11," said Mr. Finley. "As far as I can judge the main protest against birds comes from Medford and Ashland, where the Fruitgrowers' Association adopted the resolution that a farmer, gardener or orchardist need not be allowed to shoot any or all birds found on his premises, if he thinks they are doing him an injury."

"House bill 367, embracing this resolution, was introduced by J. W. Perkins, who has been an extensive orchardist for the past two years near Medford. When I talked to Mr. Perkins and told him I thought his measure was too sweeping, he told me he considered birds more harmful than beneficial. He did not want any song birds on his place, he could get along better without them, as they pecked and destroyed so much of his fruit, he said. He told me emphatically he had been shooting the birds that came into his orchard. He stated he had been breaking the present song bird law and would continue to do so if House Bill 367 did not become a law. In other words, Mr. Perkins, as a legislator, claims the right to make laws and at the same time breaks them."

### Notes of Federal Court.

In the United States Circuit Court yesterday, Judge Wolverson heard the petition of the Oregon Round Lumber Company, a corporation, to limit its liabilities. An appraisement was filed fixing the value of a cargo at \$200.

In the action of Mrs. Laura B. Gregory vs. the Southern Pacific Company, a suit for damages, Judge Wolverson heard a demurrer to complaint, which was argued by counsel and submitted. Judge Bennett of The Dalles appeared as counsel for Mrs. Gregory, and the Southern Pacific Company was represented by R. A. Letter.

Thomas Large of Shield, Linn County, Oregon, yesterday filed a petition in bankruptcy. He represented in the petition that he was not able to pay his debts. He owes \$722.82 and his real and personal property is valued at \$108.96, all of which he alleges is exempt from execution, except \$100, which amount is now in the hands of the Sheriff of Linn County.

### KISER PHOTO CO.

Scenic Photos—Lobby Imperial Hotel. Beauty's charm, a satin skin secured using Satin skin cream and Satin skin powder.

# Work Is Started on the East Stark-Street Fill



VIEW ON EAST STARK STREET, LOOKING WEST FROM GRAND AVENUE.

### THE PRELIMINARY work for the filling of East Stark street between East Water and East Seventh, has been started by the Pacific Bridge Company. The work is being done by the Pacific Bridge Company, which is building a temporary trestle between Union and Grand avenues and on the west side of Union avenue. A pile-driver is driving piles for this trestle, which will carry the tracks of the dump cars. West of Union avenue for a distance of about 70 feet the road-

way was wrecked by the collapse of the East Side Hotel building and the pressure from Union avenue fill, and a short trestle has been built there. Between Union and Grand avenues the old roadway was destroyed by fire. The main portion covered by this contract is occupied by elevated roadways except the block named, and will carry the tracks of the dump trains. It is expected that a spur will be laid on to East Stark street from Grand avenue, west and east for the dirt cars. The fill on East Stark street is the most extensive yet undertaken, being seven blocks long, with wide intersections, and the total cost will be above \$100,000. Fairly good ground will be encountered for most of the distance, it is expected. East Stark is the street over which there was a great fight, and the improvement came near being defeated.

# Cure Your Dandruff

Why? Because it is annoying, untidy. And mostly, because it almost invariably leads to baldness. Cure it, and save your hair. Get more, too, at the same time. All easily done with

# Ayer's Hair Vigor

NEW IMPROVED FORMULA

Cures dandruff. Stops falling hair. Makes hair grow.

# The New Kind

Does not change the color of the hair

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