

SAYS HILL LINES ARE TO BLAME

Julius Kruttschnitt Declares Portland Terminal Problem Hard One.

NEGOTIATIONS AT A HALT

Portland & Seattle Refuses to Enter Terminal Association on Equal Terms With Harriman Interests, Says Harriman Official.

The Harriman interests have done everything to relieve the congested terminal situation here, but that every effort has been rejected by the Hill lines, is the statement of Julius Kruttschnitt, director of maintenance and operations for the Union Pacific and Southern Pacific systems. Furthermore, Mr. Kruttschnitt admits he is at a complete loss to know what Portland is going to do for terminals unless the Hill people show a spirit of concession.

Mr. Kruttschnitt, whose offices are in Chicago, reached Portland yesterday morning in his private car from California, and was accompanied by his wife and daughter and private secretary. After spending the day in consultation with General Manager O'Brien of the Oregon lines, he left last night over the O. R. & N. for Chicago.

"We have had the question of the inadequate Portland terminals up actively for the past three years," declared Mr. Kruttschnitt. "We have worked persistently to settle this tangled mess and get down to a working basis, whereby extensions would be made and the business of the terminal company could be handled satisfactorily. Ever since the Northern Pacific Terminal Company was organized, in 1882, this was the sole object of the organization. All it wanted was to facilitate the handling and delivery of freight by the railroads.

"With the securing of the Portland & Seattle terminals alongside the terminal tracts in North Portland, the alliance of the Hill interests was required to merge these lands with the other terminals. The surrender of these lands for the common good was of prime importance. The Hill companies always made it a sticking point in negotiations that the Harriman interests hold the majority of the stock in the terminal company, and maintained that, as the Hill people were represented by the stock, they should have an even distribution of the stock should be made. This was made a prime condition of any settlement.

"This seemed the only thing that kept the rival interests apart in providing adequate terminal facilities for Portland. Officials of the Hill and Harriman lines got together some time ago and made a preliminary agreement whereby everything would be properly settled. One condition of this agreement was that the stock should be equally divided. At this meeting for the Harriman lines were General Manager O'Brien and General Counsel W. W. Cotton, and Judge Gilman, of Seattle, represented the Great Northern and C. M. Levey the Northern Pacific.

"A satisfactory settlement seemed in sight. And as the equal division of the stock of the terminal company was desired by the Hill people and was the only obstacle, we decided to yield and sell 50 per cent of the stock held by the Harriman interests, giving each side an equal holding. We accordingly told the Hill people that we would grant this point, and expected no further trouble. This was decided in September.

"But when we had decided to make this concession we were told that the Hill interests would not sell the row of blocks that bound the Northern Pacific terminal company's tracts on the west, but would lease only. This, of course, stopped the negotiations again, for a lease is far from satisfactory. A lease would mean that within a few years the life of the lease runs out, we would be confronted by the very same problem over again.

"The O. R. & N. bought terminal property adjoining Guild's Lake and other tracts near by, which it proposed to turn into the common terminals whenever a consent could be obtained. It was as far from a satisfactory adjustment of the difficulty as ever.

"The Hill people insist on getting into East Portland. We tell them very well, we will switch for them anywhere they want to go in East Portland; but as far as turning out East Portland holdings into the common property, that is impossible. It must be remembered that the O. R. & N. has carried its East Portland holdings for years at a loss. The company took the property when it was worthless and carried it at an interest charge of \$50,000 a year. The company has paid in rent nearly the total value of the property. Quite a few people are anxious in the extreme to settle the terminal question here. The present small terminal tract is not only inadequate to the demands of the city and a hindrance to business generally, but it is highly unsatisfactory to the railroads as well, and makes the handling of their business unprofitable. An early adjustment of the trouble would be of great benefit in every way.

"When asked how soon the Harriman interests will resume construction work on this site, Mr. Kruttschnitt said that it will depend entirely upon money conditions, and he can make no definite announcement as yet. When asked what he thought of the general business outlook, he said people generally express themselves as confident of an improvement in general conditions, but that it will take time for confidence to be restored. He said that the railroads do not show a serious slump in tonnage, but he feared that after the crops have been hauled to market there will be a decided falling off in tonnage.

ROCHE QUITS RAILROADING

Rio Grande's Traveling Passenger Agent Going Into Business.

M. J. Roche, traveling passenger agent for the Denver & Rio Grande, has resigned that position to take the general agency for Oregon for a company that has a patented process for waterproofing buildings, walls and basements and is operating extensively in Chicago. Mr. Roche is now looking for a downtown office location.

Mr. Roche was connected with the Denver & Rio Grande for a number of years. He was the first man appointed in this territory by the company when it was operated as the Rio Grande Western. With the opening of the Ogden gateway, the road interested itself in this territory. Mr. Roche came to Oregon in 1891 from St. Paul and became night editor for the Oregonian. He later became chairman of the general passenger association when the organization was operated under the name of the Continental Passenger Association, and before it was declared unlawful upon the passage of the Sherman

anti-trust law. During his residence here, Mr. Roche has been prominent in baseball, having been secretary of several Western and Middle Western leagues.

It is not unlikely that Mr. Roche will return to railroading later. At any rate he will retain the presidency of the American Association of Traveling Passenger Agents, to which he was lately elected at Jamestown. If he does not go back to the railroad business later, he will ultimately resign that position.

Colonel Crooks' Funeral.

The body of the late Colonel William Crooks, who was assistant to General Manager O'Brien of the Harriman lines in this territory, will be sent to St. Paul tonight over the Northern Pacific. A special car of the O. R. & N. will carry the body of the veteran railroad man, which will be accompanied by a son, John S. Crooks, of this city, and a daughter, Mrs. Crooks, of St. Paul. The remains will reach St. Paul Sunday and the funeral will be held there next Monday.

Hearing to Be Continued.

There will be a continuation of the hearing before the Railroad Commission Saturday on the subject of the taking off of trains 11 and 12 in Southern Oregon. The sessions will be held on the sixth floor of the Wells-Fargo building and will open at 10 A. M. Local railroad officials will testify. W. D. Fenton, attorney for the Southern Pacific Company, will handle the case for the railroad.

Railroadmen Quit Service.

As a result of the retrenchment policy of the big railroads, H. L. Tibbets, contracting freight agent for the Wisconsin Central, has resigned. He will probably become connected with another railroad and will continue to make his headquarters in Portland. F. K. Swan, contracting freight agent for the Grand & Rio Grande, has also resigned from the railroad service. He expects to go into other business.

FENDER WILL BE ADOPTED

COMMITTEE TO ACT DEFINITELY AT NEXT MEETING.

Councilman Vaughn, the Chairman, Invites All Persons Interested to Be Present.

Some kind of a fender for Portland streetcars will be adopted by the special Council committee at a meeting to be held at the City Hall next Tuesday afternoon at 2 o'clock, according to W. T. Vaughn, its chairman, and George L. Baker and M. J. Driscoll, committee men. A short session was held in the office of Mr. Vaughn yesterday afternoon, at which this decision was reached. "We now give notice that every person interested in fenders, from any standpoint whatever, should be present at the meeting of this committee next Tuesday afternoon at 2 o'clock in the City Hall," said Chairman Vaughn. "For at that time this committee is going to select a fender. We want all the facts we can gather and we want to give every one a chance to be heard, but we are going to name a fender at the session next Tuesday, so every one who wants to talk must be on hand then. No other opportunity to be heard will be given."

The committee will especially invite President Josselyn, of the Portland Streetcar Light & Power Company, which corporation will be affected by the choice of a fender, as if an ordinance is passed requiring its officials to equip cars with a certain device, it will mean the expenditure of a large sum of money. All persons having ideas on fenders or having fenders for sale will also have an opportunity to talk next Tuesday. As yet there seems to be no unanimity of opinion among the members of the special committee as to which fender to recommend for adoption, and so far as can be ascertained at this time, no fender has been decided upon in the minds of the committee men. Chairman Vaughn seems to favor the Eclissee which is in use in Los Angeles, but he was not so outspoken for it yesterday as he was at a previous meeting, and said he is willing to recommend any fender that is demonstrated to be the best for the interests of the city. However, he expressed the opinion that it is fair to secure the consent of the company officials as to what fender they think best, but emphatically declared that should the company refuse to recommend adoption, and be shown to be useless, their choice will be ignored.

Councilman Baker is non-committal as to what he favors about fenders. Councilman Driscoll favors the "cow-catcher" principle, but is a new member of the committee and has not gone through the various tests of fenders, as have Vaughn and Baker. Driscoll washed a test of some fenders, but Vaughn and Baker have tried of such tests, and not until a fender is decided upon will there be any more testing. It is announced.

Believes World Owe Him Living

Age 81 Italian Beggar Finds Solace in All His Profitable Employment and Saves Over \$50.

WITH his pockets bulging with money an old Italian beggar was arrested yesterday afternoon at Nineteenth and Washington streets, and was locked up at police headquarters. He gave the name of Sloan Grant, 52 years of age. When his money was spread out and counted there was found to be \$50.17 in cash and \$20 in clearing-house certificates. When asked where he had acquired that amount during the hard times and financial stringency he replied that he hadn't heard anything about the financial stringency and that "his thin, mighty goods to me" that he had come over from sunny Italy to make his fortune and had succeeded in getting a pretty fair start. The police told him he was welcome to make his fortune, but the law would not permit him to make it begging. While being taken to the police station he made a frantic effort to hide his money in his hat.

The old beggar was arrested on the complaint of several families in the neighborhood of Eighteenth and Couch streets, a number of whom telephoned Captain Moore that he persistently presented himself at their homes for alms and refused to go away until he had received something. Mounted Officer Larfield was sent out to make the arrest.

THE BREAKWATER SAILS

Saturday Next.

The steamer Breakwater, for Coos Bay points, will leave Portland, Oak-street dock, Saturday evening, next, December 21, at 8 o'clock instead of on regular schedule. Freight received till 4 P. M., Saturday.

HOLDING A DECISION

Congress Waits Before Passing on Heyburn Bill.

SPOKANE CASE GERMANE

Interstate Commerce Commission Must Render a Decision on This, Which Contains Same Point Raised by Amendment.

OREGONIAN NEWS BUREAU, Washington, Dec. 18.—Congress will probably take no action on Senator Heyburn's short-haul amendment to the interstate commerce law until the Interstate Commerce Commission renders a decision in the Spokane rate case, in which this very point is involved. The Heyburn bill, in effect, provides that it shall be unlawful for any interstate railroad to charge or receive a greater compensation for the short haul than for the long haul where the short haul is included in the long haul. In other words, he proposes to amend the interstate commerce law so that railroads can charge more for carrying freight from Chicago to Boise or Spokane than it charges to haul the same freight from Chicago to Portland or Puget Sound.

Charged Additional Rate. At present the railroads are charging in Boise and Spokane, on through traffic from Chicago, the full rate to the Pacific Coast, plus the local rate from the Coast back to Spokane or Boise. They base this charge upon the fact that coast territory has the advantage of water competition, and the railroads, in order to compete with water lines, must lower their through rates to points which have both water and rail transportation. The interior towns are entirely dependent upon the railroads, and do not get the benefit of low-water rates.

In the opinion of members of the Interstate Commerce Commission, the long and short-haul question raised in the Spokane case is one of the most intricate, and at the same time one of the most far-reaching questions they have been called upon to decide, and because of its importance and the great territory affected the commission is going very slowly in its diagnosis.

Decision May Be Delayed. It is probable that the decision in this case will not be rendered for some time to come, for the commission does not want to establish a precedent which will have to be reversed. In view of the fact that this whole question is now under consideration by the commission, and while there is a possibility that the commission, without further legislation, may solve the very question raised by Senator Heyburn's bill, the committee of Interstate Commerce will be inclined to pass over this problem for the time being, or at least until it is demonstrated that legislation is necessary to gain the point for which the Idaho Senator is contending.

Coast States Oppose Bill. It is by no means certain that Congress will adopt the Heyburn bill, since the decision of the Interstate Commerce Commission be adverse to the City of Spokane. The bill is objectionable to men from all seasons states as well as those whose large cities are located on navigable streams, and the strength of these states in Congress is very great; probably much greater than the states of the interior. In addition to the Coast States, the states of the Mississippi Valley, and those along the Lower Missouri and Ohio would oppose the Heyburn bill because of the local effect it would have.

Apparently the cities of the interior must pin their faith to the Interstate Commerce Commission. If the commission does not decide in their favor they have little to hope for from Congress.

DROWNED IN THE HARBOR

Elmer Durland, Steamboat Fireman, Meets Death While Out Sailing.

Elmer Durland, a steamboat fireman, 19 years of age, was drowned in the harbor near the Victoria dock yesterday afternoon through the shedding of a small sailboat. Despite the fact that he was young and strong and a good swimmer, Durland was unable to withstand the coldness of the water, and was seized with a cramp and sank when less than 15 feet from safety. Durland put out from the steamer Telephone in his boat, which was not more than nine feet long and equipped with a small lee-of-mutton sail. It was a little pleasure craft which he and James Grant, the watchman aboard the Telephone, were in the habit of using on the river. He squared away and had not gone more than 50 yards from the steamer when a sudden gust of wind upset this little boat. Durland was thrown out on his back, and came up struggling a few feet away from the boat. The current was so strong that he could not reach the boat, and he therefore struck out for some piling only a few feet away. An instant later he threw up his hands and sank. He did not come to the surface again.

Efforts were made to recover the body, but it has not yet been found. The accident was witnessed by a number of people on the river, which is near by, and by the crew of the towboat Geo. K. Wentworth, the captain of which sent a boat to the unfortunate man's assistance, but too late to save him.

Durland was distantly related to the Shavers, of the Shaver Transportation Company, which operates several boats on the river and has been employed on several of their boats. The recent retirement of one of these boats from active service threw him out of employment, and he had lately been spending his time as an assistant to James Grant, watchman on the Telephone.

Durland's home is in Powell Valley, where his father owns a small farm.

KNEW CARSON IN NEVADA

Daniel Woodford Makes First Visit to Portland in 15 Years.

Daniel Woodford, who will be 84 years old next March, came to Portland yesterday and is staying at the Merchants Hotel. Mr. Woodford lives on Fifteenth-Creek and has resided in that vicinity for many years. This is Mr. Woodford's first visit to Portland in 15 years. His prior trip to this city was some 30 years ago when he first came to Oregon.

As early as 1852 he settled in Carson Valley, Nevada, being one of the first pioneers of that section. During those early days he knew Kit Carson, the famous scout after whom the section was named, very well. He sold supplies to the early Nevada mining camps at prices which would not be considered exorbitant, and there was a ready sale for all the produce of that kind offered for sale.

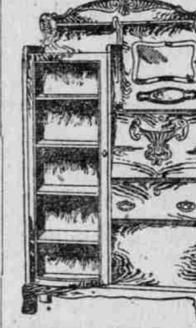
Great Xmas Sale of Combination Bookcases and Ladies' Writing Desks



Combination Bookcase in quartered golden oak, piano polish finish; regular \$25.00 value, \$14.50

Too Many Combination Bookcases. That's Half the story, the Other Half Is We Are Selling Them at Actual Cost. Over 100 Styles to Choose From

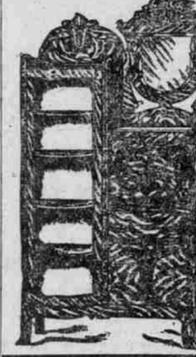
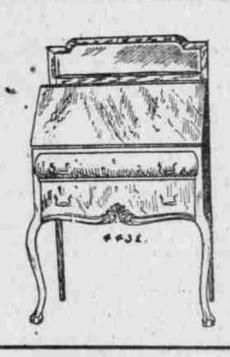
Ladies' Writing Desks in golden, quartered oak; regular \$10 value, \$6.75



Combination Bookcase in quartered, golden oak, weathered oak or mahogany; regular \$35.00 value, \$19.00

FREE

Ladies' Desks in mahogany, birdseye maple or golden oak (cut not like desk); regular \$25 value, \$15.00



Combination Bookcase in quartered, golden, weathered oak or mahogany, bent glass door; regular \$50; special, \$29.50

A Beautiful China Cup Given Away With Every Purchase, no Matter How Small

Ladies' Desks all woods, beautiful shapes, handsome styles; regular \$40.00 values, \$25.00



ON ANY REGULAR BOOKCASE OR WRITING DESK, EASY TERMS OF \$1.00 DOWN, \$1.00 PER WEEK OPEN EVERY EVENING UNTIL CHRISTMAS TO 8:30

I. GEVURTZ & SONS YAMHILL STREET--FIRST TO SECOND

FROM ASTORIA TO ORIENT

New York Capitalist Would Put on Line of Steamships.

ASTORIA, Or., Dec. 18.—(Special).—The first steps were taken this afternoon toward the establishment of steamship lines operating between here and the Orient, Valdez, Catalina and coast points, including San Francisco, by the acceptance of a proposition made to the business men of the city by William H. Garland, of New York. Mr. Garland represents a syndicate of Eastern capitalists, who propose to organize what is to be known as the Astoria Steamship & Transportation Company with a capital stock of \$5,000,000 and a bond issue of \$2,500,000 additional. In submitting his project, Mr. Garland said the company will operate steamships from Astoria to the points named above and guaranteed to have at least three of the steamers in operation not later than April 1 of the coming year. He asked no bonus or subsidy from the local people, but wanted them to float \$500,000 of the company's 6 per cent 25-year gold bonds, which are to be secured by a first mortgage on the company's property. The money to be deposited in banks to be held in escrow until the steamship lines are in actual operation. He also guaranteed that all the money subscribed locally will be expended in the purchase of

property and in building wharves and warehouses and he has already secured options on water-front property, amounting to about \$100,000.

A meeting of representative business men was held this afternoon and decided to accept Mr. Garland's proposition, providing, of course, his backing is what he claims. A committee consisting of Samuel Elmore, E. Z. Ferguson and G. C. Fulton was appointed to make a thorough investigation of the matter and if everything proves to be satisfactory to secure subscriptions for the bonds.

Seeking Divorce on Oregon City. MARY CURTIS, Or., Dec. 18.—(Special).—Mary Curtis, who was married September 20, 1906, to Owen B. Curtis, filed a

suit for divorce this afternoon, alleging her husband has a violent temper and used abusive language towards her. She also charges him with failure to support.

Daisy E. Hall has sued Burton C. Hall for a decree of divorce. They were married in Waterloo, Ia., March 22, 1898, and Mrs. Hall says she was deserted September 5, 1905.

Splendid Showing at Lakeview. LAKEVIEW, Or., Dec. 18.—(Special).—With available cash on hand aggregating \$122,812.85, or 53 per cent of its actual deposits of \$247,101.79, the First National Bank of this city along with the other National banks of the interior of the

state was adequately prepared to resume business Monday when the holidays were removed. The following items are taken from the biennial report of this bank to the Controller of the Treasury on December 31: Loans and discounts, \$125,908.29; United States bonds to secure circulation, \$20,000; bonds and securities, \$2669.10; cash and due from banks, \$122,812.85; capital stock, \$50,000; surplus and undivided profits, \$13,819.53; deposits, \$247,101.79. Business at this bank was resumed Monday with the same satisfactory results that marked the resumption of business at the other banks of the state without the protection of the holidays.

SCENIC PHOTOS FOR CHRISTMAS. Kiser's make the presents, 248 Alder.

Truth and Quality

appeal to the Well-Informed in every walk of life and are essential to permanent success and creditable standing. Accordingly, it is not claimed that Syrup of Figs and Elixir of Senna is the only remedy of known value, but one of many reasons why it is the best of personal and family laxatives is the fact that it cleanses, sweetens and relieves the internal organs on which it acts without any debilitating after effects and without having to increase the quantity from time to time. It acts pleasantly and naturally and truly as a laxative, and its component parts are known to and approved by physicians, as it is free from all objectionable substances. To get its beneficial effects always purchase the genuine—manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists.

Advertisement for PIPER HEIDSIECK CHAMPAGNE FLAVOR PLUG TOBACCO. The ad features a large illustration of a cigar box with the brand name in a stylized font. Text includes 'THE HEIGHT OF GOOD TASTE' and 'SELECT crops make good tobacco, and good tobacco makes a fine chew—But it takes the pick of the finest to make Piper Heidsieck. The only plug tobacco that is sold in every good tobacco store. Not expensive—even though it is the best.'