

BUSINESS SLACK, SAYS J. C. STUBBS

Traffic Director of Harriman System Discusses Industrial Situation.

HOPEFUL OF THE OUTCOME

Declares Slackening of Pace Country Was Traveling at Will Be Beneficial in End—Admires the Climate of Portland.

J. C. Stubbs, traffic director for the Harriman railroad, who is regarded as the biggest traffic man in the United States, and is one of the few men in America having the title of traffic director, came to Portland yesterday to look over the situation here. He will be here for several days and most of his time will be spent in consultation with traffic officials of the Harriman lines centered at Portland.

Mr. Stubbs came in his private car after a trip over the Southern Pacific from New Orleans. He is accompanied by Mrs. Stubbs and his secretary. From Portland Mr. Stubbs will go back to his office in Chicago over the O. R. & N. Oregon Short Line and Union Pacific. Although Mr. Stubbs has found business slack all over the country, he is not pessimistic regarding the outcome. He thinks that perhaps the lessened activity in all lines will result in ultimate good.

"Traffic is going off all over the country," said Mr. Stubbs. "All lines feel the conditions keenly, and the volume shows the general industrial condition by the amount of traffic they handle. Every siding from here to the Missouri River is filled with empty freight cars. There is no tendency here, where the people have lost confidence. Money does not come out freely and everyone is cutting down expenses. Merchants report a general falling off in business for the months of November, December and January, while February business shows some improvement, due to the replenishing of exhausted stocks. This improvement, it is apparent will be temporary.

Rich and Poor Affected.

"When confidence is lacking as it is now, all over the country, manufacturing is very much restricted. This makes idle people and idle money, which is not much as they do under more favorable conditions. Take an Eastern man who says an orange every morning before breakfast, and when the money is tight he will only eat one every Sunday morning. Idle people do not eat as much as working people and idle people buy no luxuries.

"The attitude of the people is one of extreme caution. This impairment of public confidence has been brewing for a long time and there are many people, and sensible people, who say it will be a good thing in its result; that we have been going too fast and a slackening of speed and more careful and conservative business will not hurt us any. I am of the opinion that it will be quite a long time before confidence is generally restored and things move along as in the past.

"This condition is strange too, for as you go over this country, it is just teeming with wealth. The country is rich no matter if we have hard times for a year or two. The great resources of the United States have barely been scratched over yet. The world needs our products and will buy them, making this country the richest in the world if it is not already so.

"There is no lack of cars though, as was the case a year ago, and the present condition shows how futile it would be for the railroads to hope to keep freight cars and locomotives idle, when they will whenever they were needed they could be brought out and placed in service. The railroads are puzzled now over what to do with the rolling stock they have. One good thing resulting for the railroads from the car shortage of last season. During the early part of the orange-shipment period last year sufficient cars could not be supplied and shippers wanted them, and as a result the movement of fruit East was delayed. This very delay made lots of money for the growers for whom the cars were held. It moves the crop, prices had gone up and the delay meant more money for the California shippers.

Likes Portland Weather.

"From New Orleans to Portland, prospects founded on conditions as far as those conditions affect the production of crops could not be better. But in New Orleans, San Antonio, the City of Mexico or the Orient region of Southern California, including the wonderful City of Los Angeles, I have not found a more delightful and beautiful day than this, here in Portland.

"I was very much impressed with what has been accomplished in San Francisco, not having been there previously for the past ten months, and I am sure that there, if accomplished under normal conditions, would be noteworthy but when it is taken into consideration that the financial situation and labor conditions have been adverse, it is wonderful. I was surprised at the amount of rebuilding that has been done down there." Mr. Stubbs said the lumber rate case to some extent but said the decision of this matter will rest with the Interstate Commerce Commission, where it is now pending. It is his belief that timber-owners in this Coast will not lose anything by delaying the cutting of their timber for a number of years for he expects prices of lumber and lumber products will continue to rise steadily.

Among other matters that will be brought to Mr. Stubbs' attention while here is the matter of the closing of the Portland gateway to Puget Sound business from the Chamber of Commerce auditors in adjusting this question has not yet been decided.

WRECK DUE TO HIGH SPEED

Blame Fixed for O. R. & N. Derailment Near Pendleton.

High speed caused the wreck of the O. R. & N. train No. 4 near Pendleton, March 4, according to the findings of the Oregon Railroad Commission, which held an official investigation yesterday afternoon in the Chamber of Commerce auditorium. The front trucks of the locomotive jumped the track on a ten-degree curve and the tender and baggage car left the rails about 100 feet further down the track.

"We find that the wreck was caused by excessive speed on a curve, where the rules specify that the speed shall not exceed 25 miles an hour," said Commissioner Atchison. "It was apparent to us that the train was going faster than 25 miles at the time it was derailed. The train crew has been dismissed from the service as a matter of discipline and it

appears that if the rules were obeyed, there would be less danger of wrecks." The train crew testified at the hearing but the men would not admit that they were going more than 20 miles an hour at the time the engine trucks left the rails. It was shown that the train was one hour late at Umatilla and was about 35 minutes late when the derailment occurred. This indicated that the engineer had been making up time between the two points, and that the train was being run faster than was safe. That the front truck of the engine ran for 100 feet on the ties before the engine was stopped seemed additional justification for suspending the engineer from the service.

Division Engineer Bolton of the Southern Pacific, and Superintendent Campbell of the O. R. & N., appeared at the hearing as witnesses and General Superintendent Buckley of both lines made a statement in regard to the derailment. It was conceded that the high speed of the train caused the wreck.

Oaks Resort Will Open May 15.

The Portland Railway, Light & Power Company will open the Oaks, the local Luna Park, on May 15. The resort will be operated directly by the company, as was the case last year, instead of leasing the property to concessionaires, as was the plan formerly carried out. The attractions secured by the company for the first month of the park season will be 20 Tyrolean singers and dancers.

FUNERAL OF B. ALBERS

FRIENDS PAY LAST HONORS TO BUSINESS MAN.

Services Held in St. Joseph's Church and Interment in Mount Calvary Cemetery.

The funeral of Bernard Albers, who died at Arrow Springs, near Los Angeles, last week, was held yesterday from St. Joseph's church, Fifteenth and Couch streets, and was attended by many friends of the deceased. Interment was made in Mount Calvary cemetery. The services were conducted by the Knights of Columbus, of which Mr. Albers was a member. Active pallbearers were Charles Stinger, D. M. Dunno, John B. Coffey, Joseph Jacobberger, E. E. Duffey, James Flynn, Honorary pallbearers were John F. O'Shea, John O'Neill, F. A. Heikemper, W. H. McMonies, John P. Miller, R. F. Fallich. Members of the family of the deceased and near friends were at the grave. Mr. Albers died of cardiac asthma, which was aggravated by a recent trip to Chicago. His physician sent him to California in hope of bettering his health. At his death he was attended by his eldest son and his wife's sister, Mrs. Lowell. The body arrived in Portland Sunday.



The Late Bernard Albers.

Mr. Albers was senior member of the Albers Bros. Milling Company, which was built up chiefly through his efforts, based at Portland, and which extended branch to Seattle and Tacoma. He was an able business man and public spirited, though of retiring disposition. He came to the United States from Germany at the age of 23, and two years later arrived in Portland. By industry and business sagacity, he built up first a feed business and then a milling business. These qualities were his only capital when he began his career.

Mr. Albers was born in Linggen, Germany, March 8, 1861. In 1887 he came to the United States and in 1889 to Portland. He began the feed and grain business under the firm name of Albers & Tuke. In 1895 he launched into milling, under the firm name of Albers & Schneider Terheyden, and in 1901 he incorporated the same as the Albers Bros. Milling Company. His brothers, associated with him, are Henry, William, George and Frank. He is also survived by a sister, Mrs. Frank Terheyden, and by his wife, Mrs. Albers, and six children, Agnes, aged 14; Theresa, 12; Hermine, 10; Bernard, 5; Alfred, 2, and Ernest, 1.

CLINE STIRS PREACHERS

Questions Intellectual Capacity of Methodist Ministers at Meeting.

Discussion again marked the weekly meeting yesterday of the Methodist Ministerial Association. The discussion was occasioned by the acid criticism of Methodist clergy in the city, as reported by Dr. Cline, expressed the opinion that as a rule Methodist ministers are inferior in point of intellectual accomplishments in comparison with ministers of other denominations.

U'REN TO DEBATE AGAIN

Meet George W. Stapleton on Statement No. 1.

More than vile-smelling gases are required apparently to rouse W. S. U'ren from a defense of his hobby, Statement No. 1. The Clackamas County "giver" has agreed again to discuss the statement before a meeting of the South Portland Republican Club next Thursday night. On this occasion the opposing speaker will be George W. Stapleton, who has some very firm convictions against the U'ren plan of choosing United States Senators.

FEED WHEAT TO THE HOGS

Agency Plains Farmers Cannot Get Crop to Market.

"With an enormous wheat crop of 250,000 bushels and no transportation facilities, the farmers of Agency Plains are reduced to the extremity of feeding the crop to hogs," said A. H. Kennedy, editor of the Prineville Review, who was here yesterday. "The Clackamas County hogs might not be such an unprofitable business if the farmers had enough hogs to consume the crop, but as it is they are seriously handicapped and cannot turn their product into ready cash." "Last Fall the farmers undertook to ship out a part of their grain crop, but the movement of wheat by road train

SALDO CHANGE RESULTS IN GLASH

Cellars Declares Vaughn Opposes Measure Aimed to Bar Out Women.

LATTER ASKS FOR DELAY

Cottel Asserts That Reform Law From Driscoll Looks Suspicious and the Council Committee Decides to Postpone Action.

CITY MAY CRUSH ITS ROCK

DETAILS OF PLAN BEFORE THE COUNCIL COMMITTEE.

Conflicting Opinions Presented as to Economy of Preparing Material for Work on the Streets.

Whether or not it is a good business venture for the city to crush rock for the repaving of streets is the subject of a difficult problem. At a meeting of the special committee of the Council, named to investigate and report on this matter, Whitney Boyer, Dr. L. M. Davis, Chris Minsinger and Dan Kern addressed the members. Mr. Boise and Mr. Davis maintained that the work can be done at a profit, but Mr. Minsinger and Mr. Kern declared that the city cannot do it for less. The question will be further discussed at a meeting to be held next Monday.

Says Vaughn Stands Pat.

Mr. Cellars—Well, Mr. Vaughn, I want the ordinance passed, and you don't want it passed. That's all there is to it, and we will lay it over. We have a lot of business before us here, and there is no use to take up all of the time talking.

Mr. Vaughn—If you say, Mr. Cellars, that I am in favor of it, I will stand right where you do now," said Mr. Cellars.

Mr. Cellars—How do you, Mr. Cellars, feel about the ordinance?

Mr. Cellars—I am favorable to its passage. I want to recommend it for passage right now.

Vaughn then started to discuss the ordinance in detail, saying he wanted to investigate its provisions fully before going on a record.

Restores Oyster-House License.

The liquor license committee at its regular meeting, held yesterday afternoon, voted to recommend a liquor license for Harry B. Kennedy, who is to succeed E. Johnson as proprietor of the West Coast oyster house, at Second and Main streets. The ordinance prohibiting women from entering saloons is a reform measure that came from Councilman Driscoll, said Councilman Cottel, chairman of the license committee, "and before I vote for it I want to know that it really prohibits. A reform measure coming from Driscoll looks suspicious, unless one knows all about it."

READS PAPER ON DIVORCE

Rev. Mr. Landsborough's Essay Discussed by Presbyterian Ministers.

At the meeting of the Presbyterian Ministers' Association yesterday a paper on "Marriage and Divorce" was read by Rev. W. Landsborough of Oregon City. Mr. Landsborough referred to the fact that 234 divorces were granted last year in Clackamas county, and that the number of divorces is increasing. He stated that the members of the committee, if they granted the application, Mr. Kennedy would conduct the place in an orderly manner, and that the license should be revoked without penalty. Mr. Kennedy said he would agree to keep the law; to sell no liquor without meals. The liquor license at this restaurant was recently revoked by the Council.

Denial From Irish Societies.

PORTLAND, March 8.—(To the Editor.)—We respectfully request to correct through your able paper a number of false statements appearing in Monday's Oregonian with reference to the United Irish Societies and to ourselves individually.

WARRANTS FOR MERCHANTS.

SPOKANE, March 8.—Eleven warrants were issued yesterday for city merchants accused of selling goods on Sunday. The sales enumerated include cigars, candy, newspapers and a toothbrush. No warrants for theater managers or newspaper publishers were asked.

RETRED BUSINESS MAN IS IN FAVOR OF NEW THEORY

One of the most interesting statements made recently concerning the much discussed Cooper theory, that Mr. Landsborough has also taken constantly for this trouble since, without results. After reading the article I have mentioned, I purchased some of this man Cooper's medicine. I have been astounded by what it has done for me. I was relieved to some extent within 24 hours. Today my health is better than for five years, and so far as I can tell, my kidney trouble has disappeared.

"My wife, who had stomach trouble for some time, tried the preparation after noting its action in my case, and her improvement is fully as marked as mine. She now eats heartily three times a day without any distress whatsoever. Her nervousness has also left her. I certainly believe this man's success is fully justified, as he undoubtedly has a wonderful medicine."

"I am now fully convinced that this theory is correct, and believe Cooper has a really remarkable medicine, judging from my own experience. I have been a sick man for five

years. Three years ago I was told by a physician that I had Bright's disease of the kidneys. I have treated constantly for this trouble since, without results. After reading the article I have mentioned, I purchased some of this man Cooper's medicine. I have been astounded by what it has done for me. I was relieved to some extent within 24 hours. Today my health is better than for five years, and so far as I can tell, my kidney trouble has disappeared.

Agency Plains, Crook County, is one of the long-neglected sections of Eastern Oregon that has been demanding a railroad. While in Oregon last Summer E. H. Harriman personally visited that district just before the harvest, but no action toward building a line has been taken so far as is known.

Politically Mr. Kennedy reports that the people of his county are not very enthusiastic over Statement No. 1. The four candidates for the nomination of joint Senator from Crook, Grant, Klamath and Lake counties, only one, G. Springer, of Agency Plains, the Democratic candidate, has declared for the statement. All of the other three Senators are Republicans and they are all opposed to Statement No. 1. The are: George H. Merryman and L. W. Willets, of Klamath Falls, and L. H. Holgate, of Bonanza. For Representative the Legislature, is a candidate for reelection. He objects to Statement No. 1 and will be opposed for the Republican nomination by Geo. E. Bend, who favors subscribing to the Statement.

WILL ARRIVE NEXT MONTH

George W. Hamilton, of Harrisburg, Pa., Chosen—Well Equipped by Training and Experience. Salary \$2000.

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Principal Hamilton is a married man, 32 years of age, and has had several years' experience in industrial training schools. He was educated in the public schools of Delaware County, Pa., and afterward attended the Dickinson Preparatory School and the Dickinson College, at Carlisle, Pa. He also attended the Williamson Trade School, in Williamson, Pa. He did post-graduate work at Dickinson College and Columbia University. Aside from his college training, he was

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This emblem of Masonry was started from the New York Jurisdiction and has already been on its journey for two years. Another two years will be required for it to complete the circuit of the globe. From Portland, the trowel will be forwarded to one of the other three Pacific Coast Jurisdictions, California, Washington or British Columbia. When it has been decided which of these jurisdictions will next receive the symbol, Willamette Lodge will select a delegation of its members formally to present it to the next Masonic lodge.

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