

HILL'S CONNECTION IS NOT CREDITED

Grass Valley Opinion Is Porters Are Trying to Hold Up Harriman Road.

TOWN CENTER OF ACTIVITY

Wagons of Promoters of New Venture Still Trekking Toward Points Where Work of Grading for Road Is to Be Taken Up.

BY R. G. CALLVERT.
GRASS VALLEY, Or., July 25.—(Staff Correspondence.)—In this, the busy headquarters of the Harriman contractors on the construction of the new railroad along the Deschutes River, the move of Porter Brothers is classed as a species of hold-up, and the theory that the Hill interests are backing the railroad construction forces, now headed this way, is discredited.

Porter Brothers' activity has served at least to urge on Harriman construction to increased activity. All along the line new camps are going in, and teams and equipment are being rushed into the field. The Harriman contractors today have wagons on the Porter Brothers' wagon trails.

According to the reports received here the Porter Brothers' outfit is still trekking across the country. A part of it is headed for Sherar's bridge. The roads are hilly and the wagons are heavy, so the progress is slow. Seven of the Porter Brothers' teams crossed Free bridge this afternoon headed in the direction of the Harriman big camp.

Rival Crew Plays Joke.
This afternoon a Porter automobile put up signs in obscure places from Free bridge to the head of Harriman's newly constructed wagon road, which leads from a point ten miles east of Grass Valley down 2000 feet into the Deschutes canyon to Mile Post 150. These signs read, "This way to Railroad Camp." This afternoon Twohy Brothers discovered the signs, and turned them to point in the opposite direction. The points at which Porter Brothers' wagon trains are headed are places where there are conflicts in the surveys of the two roads. The nearest and most accessible is at The Dalles for Porter Brothers. The mouth of the Deschutes. Investigations there today revealed that none of the equipment so far in the field is to that point. The surveys do not, however, conflict in that territory. The Harriman road occupies the east side of the river there and the Oregon Trunk the west side. Under the former management the Oregon Trunk graded about three-fourths of a mile at the mouth of the river several years ago.

Much Activity at Deschutes Station.
The Harriman forces, on the other hand, are showing great activity at Deschutes station. A 1000-foot spur has been constructed on the new right of way in such a manner that it can be taken up the river as grading proceeds. A special trainload of equipment is now on the way to the mouth of the river from Spokane, and will arrive there tonight. On this train are horses, scrapers and general grading outfit, and a coach load of two workmen. Cars of bridge timbers are arriving here every day, and Harriman right-of-way men are endeavoring to secure all the switching ground available. The Deschutes debouches into the Columbia practically between bluffs. Between the face of these bluffs and the Columbia is a strip about 300 feet wide and more than a mile long. J. W. Morrow, right-of-way agent, was there this afternoon endeavoring to purchase all this flat east of the river mouth. About half of it, it is reported, has already been acquired. Miller brothers, who have a small right of way on the river, have not sold out, owing to the absence of one of the brothers. Morrow has endeavored to secure their consent to the granting of right of way through their land, pending the purchase of all their holdings, but has not yet gained this concession.

Grass Valley Is Booming.
Eight Harriman survey parties are strung along the line from the mouth of the Deschutes to Mile Post 75. Grass Valley is the engineering and construction headquarters. Here the two departments have rented available rooms and houses. In town, Twohy Brothers and the engineers occupy nearly all of the upper floor of what is a large brick building for a town of several hundred inhabitants. The town boasts a big three-story frame hotel, where it is impossible to secure a bed, owing to the influx of contractors and workmen. In another building Twohy Brothers have opened a boarding-house for their employees. There are, it is said, about 200 men at a station men work in groups of six to a complete portion of the work, camp equipment being supplied with them by the general contractor.

In addition there are 12 or more representatives of sub-contracting firms here looking over the ground, and several sub-contracting firms are in the process of being organized. The sub-contractors include Charles Johnson and L. Jacobson, of Seattle, who had sub-contracts on the Milwaukee-Puget Sound construction; E. C. McDonald of Spokane, Johnson & Nelson of Spokane, Nelson & Bennett, Government contractors at Celilo; Selick & Hartnet of Spokane, Fuller & Bain of Portland and Burns & Jordan of Portland and others.

Wagon Road Completed.
The wagon road into the canyon from the towering bluffs, ten miles west of here, has been completed, railroad construction camps were established yesterday in the bottom of the canyon, and actual grading has commenced. Twohy Bros. have about 50 men now engaged on the work, and before this week's end it is estimated that the force will be increased to 3000. Commissary stations have been established at Deschutes, Wasco, Grass Valley and Shaniko. A large warehouse the stored full of supplies, and grading teams are coming and going continually between this place and the main camp. T. C. Hanford, one of the Porter Brothers' engineers, and crew, passed through here today, bound for Shaniko, from whence they will proceed to Mile Post 75. Another party of Porter Brothers is reported in the vicinity of Mile Post 22. Both of the Twohy brothers and H. A. Brandon, engineer in charge, are here directing operations, and every indication along the line is that the Harriman interests mean business in the construction of the Deschutes road.

HARRIMAN OFFICIALS CONFER
Kruttschnitt and O'Brien Refuse to Discuss Oregon Trunk.
Julius Kruttschnitt, director of maintenance and operation of the Harriman sys-

tem, arrived in Portland yesterday. Immediately on his arrival, Mr. Kruttschnitt closeted himself with J. P. O'Brien, general manager of the Union Pacific line in this territory, and other local Harriman officials. This conference lasted until late last night. Neither Mr. Kruttschnitt nor Mr. O'Brien would discuss either the purpose for which the conference was held, or the result of the meeting.

Mr. Kruttschnitt explained his visit to the Pacific Coast at this time by saying that he was making his annual inspection of the Harriman system. He refused to comment on the activity of the Oregon Trunk people, Harriman's aggressive rival, in building a railroad up the Deschutes into Central Oregon. Neither was it possible to obtain from him any definite information as to what the Union Pacific will begin running its trains from Portland into Tacoma and Seattle over the line of the Northern Pacific in fulfillment of the agreement signed last year, which provides that the Union Pacific will be reached recently between Hill and the Harriman interests. Mr. Kruttschnitt, who is practically the head of the Harriman system, would only admit that he was on his annual inspection tour.

Mr. Kruttschnitt is accompanied by his family, consisting of his wife, son and daughter, and his private secretary. The party was joined at Hunt-

TOWN MARSHAL OF WOODLAND IS 76 YEARS OLD.



Samuel Gattson, Pioneer and Indian Fighter.

WOODLAND, Wash., July 25.—(Special.)—The accompanying photograph is a recent one taken of Samuel Gattson, who was lately appointed Town Marshal of Woodland. Mr. Gattson is probably the oldest man in the United States to occupy the position of Marshal. He was born in Saratoga, O., in 1833, being therefore 76 years old last June. Early in life he removed with his parents to Iowa, and in 1853 drove an oxteam across the plains, staying at the Cascades that Fall and Winter and coming on to Portland in the Spring of 1851. In 1852 he came to the Lewis River Valley with William Ives, Government surveyor, who ran the first Government lines in Oregon and Washington. He served 101 days in the Indian war of 1855-6. Altogether he crossed the plains nine times. He is hale, hearty and active for his age, and bids fair to live for many years to come.

ington Friday by General Manager O'Brien. The two officials spent Saturday at Spokane, reaching Portland over the O. R. & N. in Mr. Kruttschnitt's private car, yesterday afternoon.

STAMPEDE IS EXPECTED

RUSH WILL BE MADE FOR LAND IN BIG BEND.

Government Will Open Several Townships for Settlement on September 27.

NORTH YAKIMA, Wash., July 25.—(Special.)—Those who have investigated and read the letter from the General Land Office which announces the opening of the land predict a good, old-fashioned stampede about midnight September 25, in the immediate vicinity of Hanford, in Benton County, on the east bank of the Columbia River.

It comes about through the announced intention on the part of the Federal Government of opening township 13, range 25 east; township 12, range 26 east; township 13, range 27 east, and township 12, range 27 east, under the land office here, and others which come under the jurisdiction of the office at Walla Walla, but six sections and more come under either the present Hanford Canal, or under the high-line ditch. Hanford lands, with water, sell from \$100 to \$350 an acre. The possibility of the stampede comes through a provision that settlement on the land gives the settler priority right as to filing, but no one not now settled or settled before May 24 of this year may settle until September 27. The line entering comes October 27. A provision is made in the instructions to the land office officials here that if two or more settlers try to file on the same piece of land and the officials are at a loss as to which settler was on the ground first, the local land office may sell the land to the highest bidder. Some of the school lands and some railroad, and the Hanford officials claim that but little will actually be open to homesteaders under their ditch.

CANNERY READY FOR FRUIT

Centralia Project, Begun Two Months Ago, Is Completed.

CENTRALIA, Wash., July 25.—(Special.)—The new fruit and vegetable cannery is ready for operation. A large stock of cans is being put in and preliminary tests. It is only eight weeks since the first steps in the project were taken. Stock has been subscribed, a site secured and a building started. Supplies were ordered and machinery hurried to the spot before the building was finished. Practically all of the stock is held by local grocers and the farmers of the vicinity.

School Population Grows.

CENTRALIA, Wash., July 25.—(Special.)—Superintendent Kellogg has completed the school census for the city. It shows 967 boys and 573 girls of school age. This is a gain of more than 13 per cent over last year's figures. The total days of attendance for the year was 116,464, a gain of nearly 4 per cent. Since 1905 the population of Centralia has doubled and has trebled since 1900.

WATTSBURG FIRE COSTS THREE LIVES

John Frey, of Cottage Grove, and George Burkhardt, of Redmond, Victims.

FRAME HOUSE DEATH-TRAP

Lodgers Who Escape Forced to Flee in Night Clothes—Woman Drops Her Sick Husband Through Window to Ground.

SPOKANE, Wash., July 25.—(Special.) Three men were burned to death in a Wattsburg, Wash., fire, which destroyed the Farmers' Lodging House at 1 o'clock this morning. The men were sleeping in upper rooms. The cause of fire is unknown.

At 1 o'clock the little girl of Dan Nall, proprietor of the house, awakened her parents saying there was a fire in the house. Pieces of wooden ceiling were then dropping down, and in a second the place was ablaze and all had to flee in their night clothes. A woman with a sick husband put him through a window on the lower floor several feet from the ground.

The dead men are: John Frey, Cottage Grove, Or., member of the Foresters of America. Wattsburg officials are instructed by the secretary of the lodge to hold the body for instructions. George Burkhardt, of Redmond, Or., a German; no relatives in America. Elbert Brothers, of Redmond, say he has a mother in Germany, but property in Redmond, and asks the city officials to write to the mother.

The other man was selling a soldering fluid for M. Green Frevert Company of Spokane. No name of any kind were found to give his name or address. The burned establishment was owned by Maurice Land, with no insurance. A small building on the south, occupied by D. E. Martin, has a shoe shop, and the ladies' library building on the south, used by the band boys for practice, also went up like tinder within a few minutes. The walls of H. G. Shuhman's harness shop were badly scorched and his skylight demolished by the heat. The violent heat injured the plate glass windows in the Oddfellows' building to the extent of \$300.

BRIDE OF WEEK INSANE

DECLARES SHE WANTS TO GO TO ASYLUM AT SALEM.

Hasty Marriage of Deer Creek Rancher Brings Him but Briefest Joy, Then Serious Trouble.

ROSEBURG, Or., July 25.—(Special.)—One week after her wedding day, Mrs. Oie Peterson, of Deer Creek, was committed to the insane asylum by County Judge Womack, at her own request.

"I am insane," she said, "take me to the asylum where I can do no harm." Peterson met the woman for the first time at Cottage Grove, whither he had gone on a business trip. Her father, he said, urged him to marry her, and Peterson, a lonely rancher, was glad to do so, as he saw nothing wrong with the woman and was favorably impressed with her. As soon as the couple arrived at Peterson's ranch, however, the woman manifested violent insanity, and after living in terror for a few days, Peterson was forced in self-protection to appeal to the authorities to arrest her.

A HARD FIGHT

THE STORY OF A FAILURE

The writer was called to the phone by a prominent attorney of San Francisco who said that his friend, who was dying Bright's Disease and that if he could do anything to send the treatment and a physician, he would be glad to do so. He called back that the patient was at the end of a year's fight with chronic Bright's Disease and was almost a skeleton, and was in coma, and that the priest had administered the last rites, and that the attending physician had told the patient's wife that it was only a question of hours and she cleared with constant spirit that he had practically been called in to sign the death certificate. The patient, a San Francisco business man, was in charge of the nurse. They said that nothing had passed into or out of the patient's stomach for twenty-four hours; that it had ceased to act—would not hold peptonized milk—and that they were waiting for the end. Our consulting physician did not think that there was one chance in a thousand, but started a hard fight for that chance. Jumping into a carriage, he went to Wakelee & Co.'s drug store, he purchased a high tension tube and the necessary adjuncts and returned for an all night fight to keep the patient alive. After four hours with emulsions through the high tension tube the patient was fed and given both treatment and food per rectum. The food treatment was administered and withdrawn every three hours, night and day. The patient was given an alcohol and emulsion rub alternately every three hours. He was given no food by the stomach for ten days. The fourth day he was beginning to clear mentally. In two weeks his stomach began to accept chicken and solid foods in a month he was walking around the room, and in two months (contrary to the strenuous advice of the physician) he insisted on taking a southern trip. He was not as strong as he thought, and suffered a relapse. The physician was telegraphed for and spent the trip to attend and bring him home, but the south and consequently the trip was so long that the patient expired on arrival in San Francisco. This was a battle against tremendous odds and it is our belief that it would have been won if the patient had given up the trip until he was stronger. The attorney mentioned who called us up by phone was the Hon. Barclay Henley, the ex-member of Congress and well-known lawyer and San Francisco. His offices are in the Pacific Building on Market street and he can doubtless confirm these facts to anyone who may be interested. We refer to this instance and his name in connection therewith without his consent. We could hardly afford to do this if the above was not strictly true. We consider the treatment that this physician used in this case to aid the Renal Compound as so important that it was our request written up in detail giving the various prescriptions and formulae. We will mail it to physicians who may have critical cases like the above. Bright's Disease is now curable in a great majority of all cases by the new emollient treatment—Putnam's Renal Compound. It may be had at first-class drugists. Literature mailed free. Address: John J. Putnam Co., 212 First Street, San Francisco. We desire to hear from and advise with every case not making the usual recovery.

PIANO SALE EXTRAORDINARY

The biggest occasion in the way of littlest prices and littlest payments for really fine warranted high-grade PIANOS ever witnessed in Portland and one that will never come again.

DELAYED CARS ARE HERE NOW AND SELLING WILL BE RESUMED TODAY

Bring \$5 or \$6 and Get a Nice New Piano Now. Prices \$138, \$162, \$146, Etc. Never heretofore was it possible to secure so much genuine piano value for the money. Probably never again. Come first thing tomorrow.

The additional forty-two pianos included in this sale are now on display. The prices are \$138, \$162, \$146. Pay \$5 cash and \$5 a month. There are eighteen \$300 and \$350 styles reduced, \$127, \$164 and \$154. On these, terms are \$6 cash and \$6 a month.

If you wish to pay cash, a premium of 4 per cent goes to anyone wishing to pay in full within thirty days.

See these pianos, note the reductions; no such occasion for securing a piano so tremendously under price will be presented again in several years, at least. There is an awakening to prosperity throughout the East. We found two well-known piano manufacturers with a large stock of finished pianos. They were terribly anxious to realize. We secured these latest high-grade pianos at a most extraordinary reduction. We pass this advantage along to wideawake midsummer buyers.

Bear in mind, we guarantee every instrument as to quality, and also as to price. Your money back if at any time within six months you can buy the same grade of pianos elsewhere, East or West, at anywhere near such low price.

Should you later on want the best in the world, the Chickering or the Kimball, or that beautiful art piano, the Weber, or the Pianola Piano, we will any time within two years allow total price paid for these pianos in exchange toward the former.



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PRICE

Kaiserblume, large size, per case of one dozen, \$1.90. Columbia and Export, large size, \$1.75 per case of one dozen. Small size, per case of two dozen, \$2.10. Small size, \$1.90 per case of two dozen.

An additional charge of 50c will be made for shipping case, on out-of-town orders, which will be refunded upon its return. Allowance of 40c will be made upon return of case and empty bottles.

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