THE MORNING OREGONIAN, WEDNESDAY, SEPTEMBER 22, 1909.



Dealers in Combine Boost Fir Another Notch and Are Now Asking \$6.

THEIR REASONS ARE GIVEN

Secretary of Association Says Cost to Them Is Increasing and Predicts Famine Before End of Winter.

Not content with increasing the price of cordwood from \$5 a cord to \$5.50 last week a number of firms belonging to the new cordwood combine, which operates under the name of the Wood Dealers' Association, has tacked on an additional 10 cents and is now selling cordwood at \$5 a cord. The Wood Dealers' Association comprises every cordwood dealer in Portland, with two exceptions.

The price of cordwood it was said by embers of the association would remain at \$5.50 unless a wood famine set in. This announcement was made but five days ago, and now several of the firms, which say that the association has taken no action to prevent them increasing the price of fir cordwood, have done this, boosting the price to \$6.

Combine's Side Is Given.

The reasons advanced are that the wood The reasons advanced are that the wood cutters in the country have increased the prices of their wood and that there is no profit to the dealer in handling the wood at \$5.50. The price a few weeks ago stood at \$5 a cord, and this price was not deemed sufficient, John V. Strange, sec-retary of the Wood Dealers' Association, sets up a number of reasons for increas-ing the price of 10, declaring that the cost of handling the fuel has increased, that transportation facilities are not as good as they were, and then goes on to tell of losses by fires and other causes.

tell of losses by fires and other causes. Mr. Strange says: "There is an association comprising the majority of the cordwood dealers in the City of Portland, and it has been in op-sration for some little time. It is not in any sense a trust or combination croated for the purpose of advancing prices, but is organized more for the purpose of standardizing methods and securing uni-formity in the conduct of the business of the fuel sheaters. the fuel dealers.

the fuel dealers. "The cost at every point in handling fuel from the forest to the consumer has greatly increased. Every year the for-ests of merchantable red and yellow the are cut farther and farther away from Portland and therefore freight rates con-stantly increase on the foel from two reasons: First, because of the longer haul, and second, because of the longer haul, and second, because of the constant ten-dency on the part of the railways them-selves to increase the price for transport-ing wood to Portland over what it has been in former years.

ing wood to Portland over what it has been in former years. "The average price for four-foot cord-wood during the past Summer months has been 35 per cord, but it has advanced recently to \$5.50 per cord, at which figure there is very little profit to the dealers. "In case the dealers purchase cord-wood from these who manufacture it in the forest for sale through the fuel deal-ers in Portland the average price paid at the present time is about \$1.90 per cord delivered at Portland on the cars. To this must be added 25 cents for hand-ling the wood from the car to the yard and \$1 for delivery, which will, the same as before, bring the price above \$5 per as before, bring the price above \$5 per cord to the dealers themselves.

Former Prides Cited. "The present prices of wood at \$5,50

rmine whether it is now in condition to If has been the intention of the railway company to delay the inauguration of a through passenger service until next Spring in order that the roadbed might be put in shape, so that the new service could be initiated with fast trains of the best equipment obtainable. In raliroad circles it is asserted that

In railroad circles it is asserted that the idea of putting on a fast mail train was for the purpose of cutting the Mil-waukee out of postal profits on the start. The mileage of the new road between Scattle and St. Paul is about 150 miles shorter than that of the other roads, making possible a running time four to bus hours shorter than that maintained five hours shorter than that maintained by the Great Northern or Northern Pa-diffe at the present speed of transconti-nental grains. Ever since the Milwaukee announced its intention to enter the transcontinental field the other Northern roads have been improving fouriement

transcontinental field the other Northern roads have been improving squipment and roadbeds in preparation for the char-seter of competition that it is known the Milwaukee will put up. The reputation of the new road in the East in the matter of roadbeds and equip-ment is of the highest. It has been a ploneer in double-tracking, fast service and perfect equipment. Since the Hill roads began talking fast mail, it has been predicted that the Mil-waukee would have to put on its through passenger trains this Fall in order to prevent allows of expected business. Rail-road men in Portland would not be sur-prised to bear of the announcement of a through service to begin by November 1 as a fesuit of the directors' meeting next week

AMUSEMENTS WHAT PRESS AGENTS SAY

James Young at Orpheum

At the Orpheum this week, James Young, assisted by Miss Lorayne Osborne and Rob-ert Strauss, present a one-act college play-let called, "Wanted a Sister." The sketch contains moments of the important and fas-chasting moments of that successful comedy of college life, and is one long hugh from start to finish. Mr. Young is a very clever actor and his supportals excellent.

Bargain Matinee Today.

Hargain Mathewe Today. The popular Baker bargain matines, which is by far the most important mid-week event in Portland theatricals, will occur as usual this aftermoon, This week's bill is the well-known inviscal comedy and ex-travaganma. "The Giri Question." one of the most delightful of its kind. The en-tire cast and chorus are the pick of the musical comedy world. It will continue all week.

Bargain Matinee at Star.

Bargain Matinee at Star. This afternoon at the Star the McRae Stock Company will appear in a big bar-gain matines performance of that brilliant farce-counsely. "Mrs. Temple's Telegram." which has been the talk of the town dur-ing the week. It is declared by the pub-le and critics to be the funniest play this town has seen in a decade.

Three Demons at Pantages.

The Three Demons, introducing Miss Marga, the lady champion cyclist of the world, are creating the vaudeville Anna-tion of the week at Pantages. Without ex-ception, their act is the greatest offering of its kind ever presented in Portland, and no one can afford to miss it.

Great Scotch Act.

"A Breeze from Bonne Scotland." pre-sented by the five Merry McGregors at the Grand, is an immense hit. There has been no other act like this in vandeville, and no matter what your nationality, you will like the songs and dances of Scotland. There are exceptional singers among the Mc-Gregors.

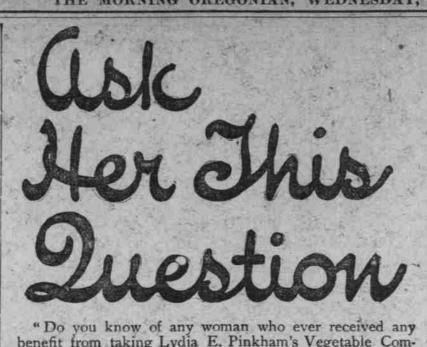
"The Missourlans."

This week at the Lyric the Athon play-ers are presenting for the first time in Portland "The Missourians," one of the greatest dramas of recent years. There's a great horserace scene, and all the favorities are in the cast. Lois of fun and tears and wholesome backwoods philosophy You'll like the byric. like the Lyric.

COMING ATTRACTION.

Begins Tomarrow Night.

The big musical comedy success. "The Time Place and Girl," will be the attrac-tion at the Bungalow Theater, Twelfth and Morrison streets, for three nights, beginning next Thursday, with a special matines Sat-urday. Included in the excellent cast will be a great favorite in this city, Robert Fetkin, who is undoubtedly one of the best comedians on the American stage



benefit from taking Lydia E. Pinkham's Vegetable Compound?"

this country where women cannot be found who have been restored to health by this famous old remedy, made exclusively from a simple formula of roots and herbs.

of letters from these grateful women who have been cured by Lydia E. Pinkham's Vegetable Compound, and never in all that time have we published a testimonial without the writer's special permission. Never have we knowingly published a testimonial that was not truthful and genuine. Here is one just received a few days ago. If anyone doubts that this is a true and honest statement of a woman's experience with Lydia E. Pinkham's Vegetable Compound write and ask her.

ham's Vegetable Compound I was a total wreck. I had been sick for three years with female troubles, chronic dyspepsia, and a liver trouble. I had tried several doctor's medicines, but nothing did me any good.

never get well, when I read an advertisment of Lydia E. Pink-

me so much good I continued its use. I am now a well woman and enjoy the best of health.

819 Cleveland St., Houston.

Any woman who is sick and suffering is foolish surely not to give such a medicine as this a trial. Why should it

U. S. GOVERNMENT Along Railroad in Montana **CONRAD-VALIER** Project 69 Miles North of Great Falls. 70,000 acres of Irrigated Lands, segregated by the United States under the Carey Land Act, will be allotted by drawing at Valier, Montana, the terminus of the new railroad, on Thursday, October 7, 1909 You May Register by Power of Attorney Must register prior to October 7th. If you do not select land after your number is drawn, it costs nothing.



per cord in four-foot lengths are no higher than they were in September, 1908, and much lower than 1907, being

\$7 per cord in that year. "Briefly stated, one of the main pur-poses of the Wood Dealers' Association s through interchange of information between its members to cut out deadbeats and people who seek to take advaniage of the fuel companies in one manner or other. For the purpose of eliminating these troublesome evils of the fuel business the Wood Dealers' Association came into existence, and it expects to give the honest purchasers of fuel better service and a better quality of fuel than ever before by eliminating the dead beats and troublesome customers.

"It is true that all of the fuel deal-It is true that all of the fuel deal-ers in Portland do not belong to the Association. But this is of small con-cern to the members of the association, as the greater number of them are worked to their utmost capacity and have orders for delivery of fuel for many weeks in the future at the cur-rent prices of \$5.50 to \$6 per cord."

The price of cordwood has varied from year to year. This year it has been fluc-tuating between 34.75 and 35 a cord, last tuating between 34.75 and 35 a cord, hast year between 35 and 31.59 a cord, in 1967 from 35.59 to 37 and the year before from 33.75 to 36. One prominent wood-dealer says that a famine is imminent during the coming Winter. He places the avail-able supply at 30,000 cords and the con-sumption annually in Portland at 60,000 cords, and declares the result will be a famine and high prices.

Finds Profit at \$5.

One of the dealers who claims to be independent of the trust and is selling wood at & asserts there is enough money at this price to show a profit. He agrees with the association secretary in stating that the wood delivered here costs \$3.99 a cord, but says the cost of teaming is but & conts a cord on the average, cilling the further fact that the cost of oats has decreased from \$90 to \$30 and should cut down the cost of teaming. He decut down the cost of teaming. He de-clares that there has been no increase in the price by the woodcatters, but thinks that there may be an increase be-fore the Winter is over. The prices of slabwood or oak or ash has not been touched by the Wood Deal-

ers' Association nor by the independents. The price of oak wood, taken in carloads, remains at \$7 a cord, and dealers antici-pate no failing off in this price, owing to the fact that the oak is getting away from the railroads and the supply will be running shorter all the time until more are built into the hardwood dis-

MILWAUKEE MAKES PLANS

Officials Will Discuss Winter Sched-

ule at Seattle Meeting.

Whether the Chicago, Milwaukee & Puget Sound Railroad will engage in competition with the Northern transcontinental railroads for passenger business this Fall or walt until Spring will likely be determined at a meeting of the board of directors of the railroad to be held Seattle next week.

It is expected that the Eastern directors is expected that the satirf directors is will visit Seattle at that time for the pur-powe of discussing the situation, which has been brought to an acute stage by the offer of the Hill roads to put on a fast mail train from Chicago to Puget C. Sound. The directors, after inspecting the roadbed of the new rallway, will de-

REAL ESTATE TRANSFERS C. Johnson and wife to the Title & Trust Co., lot 13, block 4, Ro-Joseph Price and wife to the Sell-wood Laundry Co., lot 15, block 49, Sellwood beliwood Locy Ione Schler to Immanuel Hos-pital. Dox135 feet, heginning at the northwest corner of block 4, Abend Add. W. Fisher and 900 50

Add. . Add. . L. W. Fisher and wife to G. D. Bar-ton, lots in blocks 1 to 4. Fisher's Subd. of lot 2. Glenwood Park. J. Graham and wife to G. D. Bar-ten, lots 2. 3, block 63, Woodstock 2 W. Priest and wife to G. C. Taibot, lot 4. block 5, Swan Add. W. Akers and wife to L. B. Men-étes, land beginning at intersection of Lownsdale with south line of Myrtle street. 10 3,000 of Lownsdale with Myrtle street Oglesby Young and wife to Charles Schmid, lot 4, block 5, Stewart's Bernic, iot i, paper & niewart s
 Park
 M. A. Weish and wife to J. C. Spence, lot 16, block J. Gakharst.
 Amby S. Blower and husband to E. S. Swana, east half of lots 3, 4, block 7, Clifford Add.
 H. Hamblet and wife to M. Zenger, lots 3, 4, block 25, Fairport.
 Louisa M. Grussi and husband to Julia M. Hughes, east 15 feet of lot 5, block 26, aruthers Add...
 C. A. Zygowski and wife to Mr. J. H. Langlile, lot 8, block 24, Williamotte Park C. A. 1,800 375 810 lamette P. Brooks and wife to H. E. Sur-ber, lots 5, 7, block 16, First Add. to Troutdale to Troutdale T. C. Staley and wife to C. B. Webh, wrst half of lots I, 2 block 31, Vernen Anna Grebel and husbands to J. E. Redmond, lot 8, block 2, Broadway Nettle Walters to J. H. McKenzie, lot 78 Arises Park 4.000 2,500 118

Redmond lot 8, block 2, Broadway ettle Walters to J. H. McKennie, lot 78, Arjeta Park V. V. Smith et al. to Oregon Realty & Trust Co., lot 2, Altavista B. Holmes and wife to Alexander Hochme, lot 14, block 2, Scenic Place Hoenme, ter Place M D. Schwarts to Ida M. Dundas, lot 25, block G. Arleta Park No. 4. Zada A. Anderson and husband to Cora F Grout, lot 5, block 186. Cora P Bront, lot S. block 166, Park Add. J. W. Roots et al. to Frances Allard, lots 5, T. block 19, First Add. to Troutdale Martha Groener and husband to the Pioneer Educational Society, lot 8, block 8, Plainfield Add. Susan W. Smith to W. V. Smith, un-divided half of lots 2, 11, Alfa-vista 7.500 125 divided hair of 100 2 H. Anta-vista E. Redmond and wife to Jacob Drohel Lot I, block 15, Kinzel Park Porence L. Day and hubband to Ada Wallace Unruh, lotz 29, 30, block 300 Tremont Place C. Logan and wife to W. H. Nunn, iot. 7 block 19, Columbia Heights. O. Sands and wife to W. H. Nunn, bit 6, block 12, Paradise Spring Tract 4.000 230

T. O. Sanda and wife to W. H. Nunn, lot d. block 12. Paradles Spring Tract.
W. L. Wood and wife to John Mat-thiesen, lot 6, block 115. Portland.
W. N. Northrop et al. to G. E. Yarno et al. lots 7, 10, Tract. "H." In Northrop Acres.
O. G. Jackman and wife to Kate Anderson, lot 18, block 41, Vernon David Watkins and wife to Arlets Land Co. 101 7, block 41, Vernon David Watkins and wife to Arlets Kenwood Land Co. to W. M. Mc-Creery, lots 11, 12, block 3, Kenton U. J. Hrown and wife to H. Parr and wife, lot 19, block 13. Sunnyside resubdivision
C. A. McCargar and wife to H. L. 7.000 1,200 2,600

10

850

277

wite, lot 10, block 13. Sunnyside resublivision
C. A. McCargar and wife to H. L. Keats, lots 6, 7. S. and north 25 feet of lot 5. block "A." Hibbard"s Replat.
G. W. Riggs and wife to J. W. Fell, lots 14, 15, block 2, Woodmere Park.
Dora Wuffel and husband to Irs Lingo and wife, lot 5, block 13, Mil-ler's Add.
H. E. Noble and wife to M. W. Pensiee, lots 1, 2, block 23, Holla-day's Add.
H. Hamblet and wife to Mrs. Frank Hoffman, lot 25, block 29, Fair-Port Southwood and wife to H E

port J. L. Eastwood and wife to H. E. Nobie. Int 8. block 4. Webb's Add. C. P. Wells to Joseph Speri. lots 6. 11. block 13. Railway Add. The Hausel Investment Co. to L. W. Watts, undivided half of east 25 275 215 300 **OREGON HUMANE SOCIETY** PRESIDENT, Main 300. SECRETARY, Main 598. HUMANE OFFICER. East 4779. GEORGE BLACK. PUBLIC ACCOUNTANT, (All Branches.) 328 Worcester Bidg. Phones Main 8871. A 4015.

