

# NORTH BANK ROAD GRATIFIES FRENCH

## S. P. & S. Railway's New President Says First Inspection Gave Him Surprises.

### IS HERE READY TO WORK

#### Declares Himself Booster for Greater Portland and Greater Oregon, but Fights Shy of Talk About Railroad Affairs.

"I was not only extremely gratified but greatly surprised on my first trip over the Spokane, Portland & Seattle road to Portland, and these conditions increased as the train got nearer its destination," said George B. French, president of the North Bank road, yesterday.

"As the Spokane, Portland & Seattle road is a Portland proposition and its great future is definitely allied with the great future of Portland and the development of the state, I hope the people of Portland are also gratified with the road, although possibly not as much surprised as I was."

And that was all Mr. French would say, except enthusiastically to announce that his name could be enrolled among the most active boosters for a greater Portland and a greater Oregon. Having only arrived in Portland the night before, he declined to discuss general railroad conditions or to announce definitely what his plans are as the new head of the North Bank. For the same reason he explained that he was unprepared to discuss the terminal situation and the possibility of its adjustment, whether or not Mr. Hill expects to extend the Oregon Trunk line through Central Oregon and into San Francisco, or as to what extensions, if any, the empire builder contemplates better to furnish the people of Interior Oregon with transportation facilities.

"I think the possibilities for a general strike among railroad employees throughout the country are very remote," replied Mr. French, when asked concerning the agitation throughout the East for such a strike.

Early yesterday morning Mr. French went to the offices of the North Bank, in the Commercial Club building, and spent the entire day becoming acquainted with his subordinates and attending to a large amount of letters and other official business which demanded his attention. It is understood there will be no changes in the official roster of this road as the result of the accession of Mr. French to the presidency.

Mr. French is about 44 years old, of medium stature, slightly stout, Democratic and decidedly affable. For a number of years prior to his election as president of the North Bank Mr. French was associated with the Chicago, Milwaukee & St. Paul as foreign general freight agent at Chicago. It was in this capacity that he acquired the reputation which has won for him the reputation of being one of the best traffic men in transportation circles. Among the prominent railroad men of this city, J. R. Vetch, who was recently appointed general agent for the Chicago, Milwaukee & Puget Sound, and Guy Talbot, general manager of the Oregon Electric, are warm personal friends of Mr. French, having been associated with him in the railroad business in the East years ago.

Mr. French is accompanied by his wife and they are staying at the Portland.

### JOINT TRACK USE IS TOPIC

#### Northern Pacific and Oregon & Washington Men to Meet in Seattle.

Representatives of the traffic and operating departments of the Northern Pacific and the Oregon & Washington lines will hold a conference at Seattle today, when the final details incident to the joint use of the northern Pacific track between Portland and Puget Sound by the Hill and Harriman roads will be arranged. Several subjects of the Oregon & Washington line will be discussed, and the Harriman road inaugurates its service, scheduled to begin about the first of the year.

The Oregon & Washington will be represented at today's conference by the following Harriman officials: R. B. Miller and W. D. Skinner, general freight agent and assistant general freight agent, respectively, of the Harriman lines in this territory, and who will become traffic manager and general freight and passenger agent, respectively, of the Oregon & Washington January 1; J. D. Farrell, general manager of the Oregon & Washington; William McMurray, general passenger agent; John M. Scott, assistant general passenger agent, and Ralph Blaisdell, auditor of the lines in Oregon.

J. T. Langley, of the Oregon & Washington, at Seattle, L. Frank Gordon, of Seattle, has received the appointment of claim agent for the same road. Traffic Manager-elect Miller, of the Harriman Puget Sound extension, is expected to announce soon the appointment of local agents for the Oregon & Washington at Seattle and Tacoma, together with other subordinate officials required to handle the business of this road.

### S. P. ROAD DISCRIMINATING?

#### Oregon City Residents Up in Arms Over Train Service.

OREGON CITY, Or., Dec. 13.—(Special.)—The Southern Pacific Company recently put on the Portland and Silverton run a new local train, and in making up the schedule forgot to consider Oregon City as a place worthy of stopping. The Commercial Club of this place has taken the matter up and made appeal to the State Railroad Commission for aid in stopping the boycott. The local traffic from Oregon City to Salem leaving this city at 11 P. M. and reaching the Capital City at 1 A. M. has proved too late for the convenience of passengers, and besides has not paid the company to maintain it. It will be replaced by a train which will leave Portland at 8:40 P. M., reaching Salem two hours later.

### EARLIER TRAIN DUE SALEM

#### Oregon Electric Will Issue New Time Card This Week.

Officials in the operating department of the Oregon Electric expect to announce soon a new time card, which the principal change will be the discontinuance of the late night train between this city and Salem. It is reported that the train to Salem leaving this city at 11 P. M. and reaching the Capital City at 1 A. M. has proved too late for the convenience of passengers, and besides has not paid the company to maintain it. It will be replaced by a train which will leave Portland at 8:40 P. M., reaching Salem two hours later.

### NEW PRESIDENT OF NORTH BANK ROAD IS INSTALLED AS SUCCESSOR OF FRANCIS B. CLARKE.



GEORGE B. FRENCH, OF CHICAGO, WHO HAS ASSUMED CHARGE OF THE SPOKANE, PORTLAND & SEATTLE LINE.

### BLOCK GETS WORSE

Saturday 717 Cars Are Delayed 9 Hours 48 Minutes.

### FEDERAL TIMBER IS COSTLY

Expenses of \$370.08 Is Added to Fine of \$11.93 Against Buyer.

In securing a conviction of C. Edgar Woolfolk in the Federal Court upon a charge of having purchased timber to the value of \$11.93, cut on Government land, for which a judgment was rendered against him, the Government was required to expend \$370.08 as expenses.

Woolfolk paid the fine of \$11.93, but contested the bill for costs. Judge Bean yesterday handed down a decision affirming the former judgment of the court and requiring the defendant to pay the bill of fees for witnesses and jurors, amounting to 30 times the value of the timber, which he did not cut.

### NO WATCHMAN NEEDED SUNDAY

Judge Wolverton Interprets Clause in Insurance Policy.

In a decision yesterday in the United States District Court Judge Charles E. Wolverton officially interpreted the "idle and inoperative" clause in an insurance policy, and has defined the meaning of "idle and inoperative," as used in such policies in connection with the Tillamook Lumber Company vs. The Liverpool, London & Globe Insurance Company. It was submitted upon an agreed statement of facts.

In April, 1907, the Tillamook Lumber Company was issued a policy for \$5000, and among the provisions was one which required that whenever the plant was beyond eight hours in operation, a watchman should be employed and maintained upon the plant both day and night, and if for any reason the plant should remain idle and inoperative unless notice should be served upon the insurance company and permission obtained allowing the insurance to remain in effect.

The plant was destroyed by fire on the morning of Sunday, October 13, at a time when no fire was employed, and was the custom of the Tillamook Lumber Company to close its operations on that day. Taking advantage of the "idle and inoperative" clause as well as the watchman clause in the policy, the Liverpool, London & Globe Company refused to pay the loss. Judge Wolverton held that the closing of an industrial plant on Sunday was not a violation of the "idle and inoperative" clause any more than a mechanic could be considered "idle" who labored eight hours in the day and took the rest of that day for recreation and sleep. He held that the employment of a watchman was not necessary on Sundays in order to keep the terms of the agreement between the insurance company and the insured. Characterizing the insurance policy as a one-sided agreement, the court gave the Tillamook Lumber Company a judgment for the full amount of the policy.

### LEONG SU MAY STAY HERE

Little Chinese Girl of Much Trouble Free to Live in Portland.

The United States Court yesterday decided to allow dainty Leong Su, the Chinese girl whose fate has been in the Federal courts for nearly two years, to remain in Portland, where she has married a Chinese merchant who is entitled to residence.

Leong Su was first apprehended at San Francisco, where charges of being an undesirable were brought against her, and she was deported to Portland and was married a few days later by Judge McCredie, the occasion being made a school holiday in Vancouver. Immigration officers again arrested Leong Su and attempted to have her sent back to her native land. When she was first arrested she was willing to go, but resisted that action in the latest case, after her heart was captured by her Chinese lover. Judge Bean ruled that, as a married woman, Leong Su had a right to remain with her husband.

# Even a Chickering Baby Grand is not too big for Christmas stockings if supplied by Eilers Piano House—The Big Piano Dealers



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### ARE YOUR KIDNEYS WEAK?

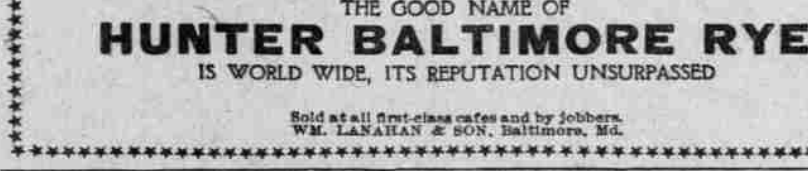
Thousands of Men and Women Have Kidney Trouble and Never Suspect It.

Nature warns you when the track of health is not clear. Kidney and bladder trouble compel you to pass water often through the day and get up many times during the night. Unhealthy kidneys cause lumbago, rheumatism, catarrh of the bladder, pain or dull ache in the back, joints or muscles, at times have headache or indigestion, at times passes you may have a sallow complexion, puffiness or dark circles under the eyes, sometimes feel as though you had heart trouble, may have plenty of ambition but no strength, get weak and lose flesh.

If such conditions are permitted to continue serious results are sure to follow: Bright's disease, the very worst form of kidney trouble, may steal upon you. Prevalency of Kidney Disease. Most people do not realize the alarming increase and remarkable prevalence of kidney disease. While kidney disorders are the most common diseases that prevail, they are almost always content themselves with doctoring the effects, while the original disease constantly undermines the system.

A Trial Will Convince Anyone. If you feel that your kidneys are the cause of your sickness or run down condition, begin taking Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy, because as soon as your kidneys begin to get better, they will help the other organs to health. In taking Swamp-Root, you afford natural help to Nature, for Swamp-Root is a gentle healing vegetable compound—a physician's prescription for a specific disease.

You cannot get rid of your aches and pains if your kidneys are out of order. You cannot feel right when your kidneys are wrong. Swamp-Root is Pleasant to Take. If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at all drug stores. Don't make any mistake, but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., which you will find on every bottle. Swamp-Root is always kept up to its high standard of purity and excellence. A sworn certificate of purity with every bottle. SAMPLE BOTTLE FREE—To prove the wonderful merits of Swamp-Root you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands of letters received from men and women who found Swamp-Root to be just the remedy they needed. The value and success of Swamp-Root is so well known that our readers are advised to send for a sample bottle. Address Dr. Kilmer & Co., Binghamton, N. Y. Be sure to say you read this advertisement in The Portland Daily Oregonian. The genuineness of this offer is guaranteed.



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