

# PASSENGER DEPOSIT PROMISED BY HILL

Plans Will Be Prepared at Once, Says Railroad Man on Leaving City.

WORK TOO LONG DELAYED

Combination With Terminal Company Not Possible—Terminal Question in Portland, He Declares, Is Serious One.

That plans will be prepared immediately for a new passenger depot to be erected on the present Hill terminal in Portland was the parting statement made by James J. Hill yesterday afternoon as he left for the station to board his private car.

"We've got to have it," said Mr. Hill emphatically. "It's something that should have been attended to before this."

Mr. Hill again reiterated the statement that there is no possibility of a combination of the Spokane, Portland & Seattle terminals with those of the Northern Pacific Terminal Company.

"Why they haven't room enough for themselves," he said.

**Terminal Situation Serious.**

In view of Mr. Hill's warning given at the banquet Wednesday night concerning Portland's need for terminal facilities, the question was asked whether he had any suggestions to make relative to improvements in the situation.

"No, I have not," he replied. "I am not familiar enough with the city to do that. But it seems to me that there is a serious condition here. On the one side is the steep hill and on the other the river, with the terminal building in between. The room for expansion is limited. The terminal situation is a serious one in every large city that is growing rapidly."

"I should like to tell all our plans for railroad development in Oregon," he continued, "but really it is impracticable. In this state there seems to be a disposition on the part of many to jump in ahead of proposed railroad development and hold up the builders for rights of way. Therefore I will give complete details of our intentions."

A large part of yesterday morning was spent by Mr. Hill in the offices of the Oregon Trunk Line going over maps, profiles and other documents. A late luncheon was taken at the Portland Hotel after which the party went to the Columbia Trust Company's office in the Board of Trade building.

**Auto Trip Abandoned.**

The special train carrying the entire party, with the exception of President L. W. Hill, of the Great Northern, left over the North Pacific for the terminal at Spokane. Owing to the recent rains in the interior the projected automobile trip from The Dalles to Sherman's Bridge by James J. Hill, Messrs. Steele and Baker, was abandoned.

While Mr. Hill's visit to Portland was not productive of as detailed a statement concerning the proposed construction in Oregon as had been hoped, sufficient information was given out to indicate that the plans extend over much of the entire state.

Summarized, Mr. Hill definitely admitted ownership of the United Railways, the Oregon Electric & Eastern Railway, announced that the electric systems would be extended and retain electrically as the motive power and that a new station would be built for the Hill lines in Port ad immediately.

Further announcements were that the Great Northern would build a through limited train in service between Portland and St. Paul on May 15 and three trains between Portland and Vancouver, B. C., on May 19. Intention to build a railroad to Coos Bay or to extend the Oregon Trunk Line to California was denied. John E. Stevens, it was announced will be the head in construction work on all new Hill lines and that George B. French will be in executive control of operation.

**Connection Is Planned.**

The Pacific & Eastern property, it is believed, was purchased about the time that Mr. Hill acquired control of the Oregon Trunk line surveys. Since the taking over of the road active construction work has been in progress and there is every reason to believe that the road, which now extends northward from Medford, will be built across the mountains to a connection with the Oregon Trunk line.

When construction work began, it was announced that the route would be extended from the old Eastern terminal at Butte Falls, a distance of about 26 miles. Men who have gone over the line recently, however, say that the route will be made southwesterly from Medford toward Crescent City. Color to the belief that the road will be extended to the Coast has been given by recent activities of the Harriman system in the vicinity of Grants Pass. Two inspection trips have been made by officers of the latter road, over the route to Crescent City, of a road projected by Colonel Draper, of San Francisco, and in Ashland it is believed that the Southern Pacific has acquired 30 acres there of terminal property which were purchased by a Grants Pass syndicate with the intention of turning them over to Colonel Draper upon completion of his railroad. The Southern Pacific, it is believed, will attempt to forestall the Hill line in the southwestern Coast country.

Announcement has already been made that the Oregon Trunk line will build to the north end of Klamath Lake and it is known that rights of way have been acquired in the Malheur Canyon in Eastern Oregon, indicating that a railroad extending east and west across the state is in prospect. Mr. Hill declined, while here, to make any announcement concerning the probability of the construction of such a road.

**Tour of Interior Begun.**

Aside from the announcements made of construction work and acquisition of other railroads, the general details of a great exploitation campaign with Oregon as the subject were given out by Louis W. Hill. The latter was met in Portland by E. C. Leedy, general immigration agent of the O. T. L., and C. C. Morrison and O. W. Seaton, immigration agents, and the party, led by L. W. Hill and guided by William Hanley, of Burns, left last night for a two weeks' tour of the interior.

From Portland the party went to The Dalles, where automobiles will be taken today and a visit made to the construction work in the Deschutes Canyon en route to Central Oregon. The itinerary of the trip includes Malheur, Bend, Burna Lakeview, Klamath Falls, Pelican Bay on Klamath Lake, Crater Lake,

## RAILROAD MAGNATE AS HE APPEARED ON A PORTLAND STREET YESTERDAY WITH TWO MEMBERS OF HIS PARTY.



FROM LEFT TO RIGHT—CHARLES F. STEELE, JAMES J. HILL AND GEORGE F. BAKER.

### NORTHERN PACIFIC TO AID President Elliott Declares His Road Will Help Oregon's Development.

That the Northern Pacific Railway is jointly interested with the Great Northern in the railroad development in Oregon, south of Portland, was announced yesterday by Howard Elliott, president of the Northern Pacific, just prior to his departure with the James J. Hill party for Spokane.

Not only this but the Northern Pacific is also planning an exploitation campaign for Oregon that will include all of the interior, western Oregon, the Willamette Valley and extend over the Northern Pacific territory in Southwestern Washington.

"Our party has enjoyed the visit in Portland very much," said Mr. Elliott. "Mr. Baker and Mr. Steele, who are members of the executive committee of the Northern Pacific, were more impressed than ever before with Portland and Oregon and with the wisdom of the development now being made in transportation facilities south of Portland and in Central Oregon."

"Yes," said Mr. Elliott, in reply to a question, "the relation of the Northern Pacific to that railroad development is the same as with the Northern Bank. The Northern Pacific and Great Northern are jointly interested in furnishing better transportation facilities for Oregon and through Eastern route over the North Bank, via Spokane."

"The North Bank also enables the Northern Pacific to give a good through line between the growing country in the Clearwater and Snake River valleys and the Columbia River."

The announcement by Mr. Elliott is taken as revealing one of the main purposes of the journey to Portland just completed. When the Hill hand in the Oregon Trunk line was disclosed it was announced that Mr. Hill was personally interested in the enterprise. It is now apparent that two great railway systems have become interested in the new railroad construction in Oregon and that both roads will have equal rights in entering the traffic fields that will be opened. While here Mr. Elliott, Mr. Steele and Mr. Baker were parties to the consultations that occurred in the office of the Oregon Trunk line and engaged with Mr. Hill in going over the records, maps, profiles, etc. It is believed that Mr. Hill brought the Northern Pacific directors to Oregon that they might gain an insight in behalf of that system into

character of the work undertaken and of the country to be served.

The publicity work that will be launched by the Northern Pacific will be under the supervision of A. D. Charlton, assistant general passenger agent at Portland.

"We very shortly will have a corps of writers and photographers in the field," said Mr. Charlton, yesterday, "and they will go all through interior Oregon and cover the Willamette Valley thoroughly. Henry Blakely, general Western freight agent, and F. H. Fogarty, assistant general freight agent, will assist in the work in a supervisory way. The advertising undertaken will be extensive and complete and will cover all the territory that will be tributary to the joint Northern Pacific and Great Northern lines."

"In connection with the same work we shall also gather material for a thorough and elaborate exploitation of Southwestern Washington. This country is tributary to Portland and we hope to see the commercial organizations of this city interest themselves in the movement, for a growth in that section of Washington is bound to benefit Portland. The literature prepared, embracing Oregon and Southwestern Washington, will be distributed through our agencies all over the United States."

### VANCOUVER IS ENCOURAGED Mr. Hill Tells Mayor About Plans for Docks and Elevators.

VANCOUVER, Wash., May 5.—James J. Hill and party passed through Vancouver this afternoon. Mr. Hill was introduced to Mayor J. P. Kiggins.

Mr. Hill said that all he could give the people of Vancouver was transportation facilities, and that what was shipped from the Inland Empire would go through here. He made reference to the building of docks and grain elevators here and said that nothing could be gained by hauling grain or anything else across the river to Portland and then hauling it back again.

Mr. Kiggins told Mr. Hill he had been fighting three years for a municipal water system and that he desired permission to run a water main on the railroad company's right of way on the Yacolt branch from the Lewis River.

"That is Northern Pacific property, isn't it?" asked Mr. Hill. "Mr. Elliott, president of the road, will look after that." And as he spoke Mr. Elliott descended from the train and met the Mayor. Upon being informed what he desired, Mr. Elliott told the Mayor that he should get his plans and specifications into form, showing how deep the water main is to be placed, and ask Mr.

Nutt, at Tacoma, for the privilege he desired of the Oregon Electric last February, Guy W. Talbot, general manager, handed in his resignation, to the Portland Gas & Coke Company. This resignation was to take effect as soon as Mr. Hill found a suitable successor.

### STEVENS HEADS VALLEY LINES Talbot Only Waiting for Him to Name Successor.

When James J. Hill acquired possession of the Oregon Electric last February, Guy W. Talbot, general manager, handed in his resignation, to the Portland Gas & Coke Company. This resignation was to take effect as soon as Mr. Hill found a suitable successor.

Although Mr. Hill has not yet named any successor, he has turned over both the Oregon Electric and the United Railways to President Stevens, of the Oregon Trunk Line. It is known that up to the present Mr. Stevens has not undertaken any further development or exploitation work for the lines. That will be for Mr. Stevens' appointee."

### DALLEZ FOLK CROSS RIVER Business Men Bear Gifts of Products of Their Territory.

THE DALLES, Or., May 5.—(Special.)—The whereabouts of James J. Hill received this morning by the secretary of the Dalles Business Men's Association said Mr. Hill and his party would be at Dalles on May 11. Several representative business men prepared to cross the river and welcome the railroad builder to Eastern Oregon. It was learned at the last moment that his party would not reach that point until late, and then that the party would be met by a committee.

At last the secretary, with a few others crossed about 6 o'clock, just as the special bearing the railroad president pulled in. They presented him with samples of this year's fruits and grains, to show what this vicinity can produce, and Mr. Hill expressed himself as sorry to have missed the rest of the delegation, and said that if they lived on the other side of the river he could see them often.

He was much pleased by the specimens of fine fruit and vegetables brought to him. There was time but for a moment that as the Hill party went on to Mary Hill to spend the night.

Louis W. Hill to Visit Albany.

ALBANY, Or., May 5.—(Special.)—Louis W. Hill, president of the Great Northern Railroad, will return from his Central Oregon trip by way of the Willamette Valley. He announced this intention in a message received by Albany Commercial Club today, in which he accepted an invitation of the Municipal Court in Albany. He stated he would visit this city on his way back to Portland after his extensive tour through Central Oregon.

### REAL DESPERADO IS DON Young Austrian Pays Penalty of \$75 for Flourishing Stiletto.

"Desperado" Don Dillon, a young Austrian, who has won the sobriquet of "desperado" by the fact that he has terrorized districts in the North End for the past three weeks, was fined \$75 in Municipal Court yesterday and is now threatened with jail sentence unless he is good in the future.

The young Austrian has been carrying a long thin-bladed stiletto, and was arrested Wednesday night by Patrolmen Martine and Johnson while flourishing the weapon in a crowd of his countrymen at Second and Burnside streets. He was charged with carrying concealed weapons and disorderly conduct. He pleaded guilty.



# Big Sale OF Pianos

## At Manufacturers' Prices

We have just closed up our Roseburg branch, and have 20 pianos to dispose of. We are compelled to sell them at a great sacrifice, as our place is small and can only accommodate a limited number of pianos. We have two cars about due here from our factory and must also take care of these. This is an opportunity for the people of Portland and surrounding territory to secure one of the highest grade pianos manufactured at prices no retail dealer could compete with. We are the only manufacturers who have a direct distributing branch for Portland and the Northwest.

# Dush & Lane Piano Co.

386 Washington St. Selling-Hirsch Building

### TRAIN PLANS READY

### O. R. & N. to Send Out Six Demonstration Cars.

### START TO BE ON JUNE 20

### Fullman College Will Join in Sending Exhibits to Many Cities of Southeastern Washington.

While the full details of the itinerary have not been completed, it is now planned to include therein the towns of Colfax, Elberton, Garfield, Farmington, Tekoa, Rockford, Fairfield, Latah, Thornton, St. John, Winona, La Crosse, Wallula, Touchet, Walla Walla, Pullman, and it will visit the principal towns of Southeastern Washington.

The train will be equipped and demonstrations will be given in co-operation with the Washington State College at Pullman, and it will visit the principal towns of Southeastern Washington.

Definite arrangements have been made by the Oregon Railroad & Navigation Co. for the operation of a second elaborately equipped farming demonstration train this season.

The train will differ in numerous particulars from that operated throughout Eastern Oregon in March. There will be no poultry car, but more livestock will be carried than on the preceding train, and a feature will be made of farm mechanics.

The livestock car will carry horses, dairy and beef cows, sheep and hogs. Following this car will be flatcar carrying orchard supplies and on which will be carried the spraying machine, pruning and spraying will be given.

On a second flatcar there will be carried a large variety of implements used in soil tillage and on this car will be shown the demonstrations in dry farming and diversification in soil cultivation.

Farm Mechanics Illustrated.

An extra baggage car will be devoted to farm mechanics and on this car will be installed a small dynamo, such as is recommended for use in operating farm machinery. The dynamo will supply current for the electric lighting system on the train. One feature will be to have a man on the train who will give a lecture on the use of the dynamo.

Experts to Give Lectures.

Twelve experts from the State College, headed by Professor H. W. Thatcher, director of the experiment station, will accompany the train and give lectures and demonstrations.

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### TIME WAS UP It Was Quit Coffee or Die.

When a woman is brought to the edge of the grave by poisoning from the drinking of ordinary coffee day by day, and is then made a well woman by leaving it off, her experience is worth something to others that are poisoned in various ways from the same habit.

A New Haven, Conn., woman says: "Four years ago my life hung on a very slender thread with liver, kidney and heart trouble, and a very severe form of rheumatism. I was confined to bed with hands, wrists, feet and ankles so badly swollen that they bore no resemblance to parts of the human body. I had frequent sinking spells from heart weakness when I was thought to be dying and sometimes thought to be dead. My doctor, one of the directors of the State Hospital, a very successful man in his profession, told me to stop drinking coffee and use Postum. He said coffee was the primary cause of my trouble."

He took his advice at once and also discontinued medicines. Slowly the swelling disappeared, and the rheumatism left me, the sinking spells became less frequent, and I got out of bed and around the house. I was completely cured but it required some time.

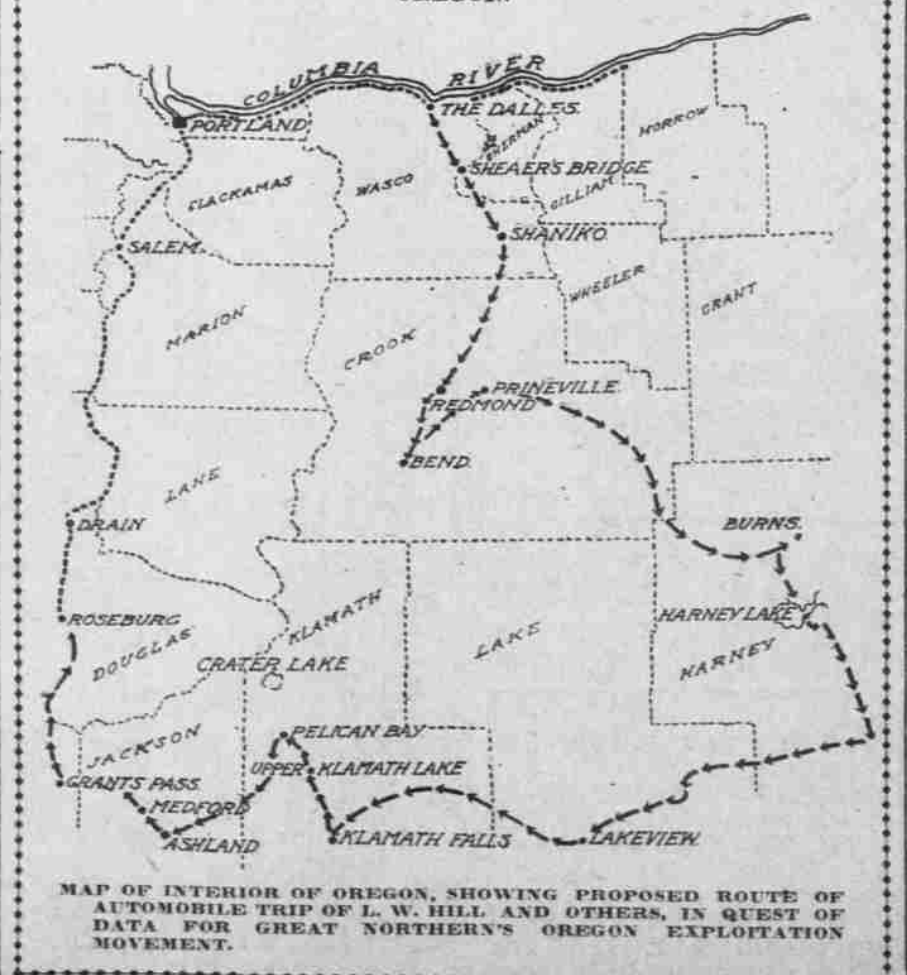
"For the past three years I have been a perfectly strong, healthy woman, sleep well, with good appetite, good color, active and energetic."

"It is a great pleasure to testify for Postum, which has made me a well woman. I have many friends here and in other parts of the state who are using Postum regularly, and I know to their very great benefit."

Read the little book, "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

### PARTY OF GREAT NORTHERN OFFICIALS TO TOUR CENTRAL OREGON.



MAP OF INTERIOR OF OREGON, SHOWING PROPOSED ROUTE OF AUTOMOBILE TRIP OF L. W. HILL AND OTHERS, IN QUEST OF DATA FOR GREAT NORTHERN'S OREGON EXPLOITATION MOVEMENT.

# Goodyear Shoe Co.

146 Fourth, Opp. Honeyman Hardware Company  
Largest Shoe Repairing Factory on the Coast—We Call and Deliver Free—Phone to us.  
Portland's Only Cut-Price Shoe Store.

YOU SAVE FROM 50 CENTS TO \$1.00 ON EVERY PAIR  
We Sell the Best Boys' and Girls' Shoes in Portland and Have the Largest Assortment in the City

## Extra Specials the Week

Remember, we are sole agents for Ralston Shoes for Men, the best-fitting, up-to-date shoe in the world. Every pair is guaranteed, including patents.

**Cut Price \$3.85**  
Ladies' Black Undressed Buck Button Boots, extension welted soles, new drop toes military heels; a regular \$5 shoe everywhere.

Surveyors' Shoes, Loggers' Shoes, Cruisers' Shoes, made to order on short notice in our factory.

**Cut Price \$3.15**  
Ladies' Strap Pumps, black, undressed, buck or cravenette; a standard, calf and patent leather; a dress pump for street or house. Sold everywhere for \$4.00.

**Cut Price \$2.45**  
Ladies' Strap Pumps, dull calf, patent calf or tan calf.

**CUT PRICE**  
We make all our Men's Working Shoes and High Cuts right here in our factory. None better.

**\$1.15**

If assortment, quality and style in Men's Shoes appeal to you, you are compelled to give us a call.

Girls' Strap Pumps; dull calf, patent calf or tan calf.  
Sizes 8 to 8.5.....\$1.15  
Sizes 9 to 11.....\$1.35  
Sizes 11 1/2 to 12.....\$1.45  
We have a large assortment.