

UNITED RAILWAYS  
ON TILLAMOOK

President Stevens Approves  
Final Survey and Bids  
Soon Follow.

WILSON RIVER ROUTE DUE

Oregon Electric Franchises Granted  
in Albany and McMinnville.  
Bond Given to Carry Out Terms  
Imposed by Hill Road.

Final survey of the United Railways route through to Tillamook Bay has been approved by President John F. Stevens of the road, and contracting firms are now going over the proposed line for the purpose of preparing bids on construction.

Mr. Stevens authorized this statement yesterday, but said that he was unable to make any promise as to when construction work beyond the limits of that already under way would begin. The route is now constructing a tunnel through the hills in order to reach the Tualatin Valley.

Concerning the Oregon Electric, Mr. Stevens said that the franchise granted the company within the city limits of Albany and McMinnville had been accepted and a bond given to guarantee carrying out of the terms imposed upon the company.

Extensions Are Assured.  
"We have surveyors in the field between Salem and Albany," he said, "and of course intend to build the extensions, but I cannot say when."

The route of the United Railways, it is understood, passes through or in the vicinity of Banks and Glenwood and then over a low gap in the mountains and down the Wilson River.

Recently it was reported from Marshfield that the United Railways had submitted to the County Court a proposition to spend \$200,000 in building a road up Wilson River and over the mountains in the two counties in which the road is located would expend a like amount. This proposition was made, it is believed, because of the necessity for the railroad company having a good road over which to transport supplies to its construction camps.

While plans have been completed, so far as possible at this end of the line, for the letting of the contract for the construction of the Tillamook extension, Mr. Stevens says that immediate action will depend probably upon the condition of the money market in the East. This condition, which has not been satisfactory, was given an additional setback by the stock flurry that followed the filing by the Government of injunction proceedings to restrain the increase of freight rates decided upon by the Western railroads.

Money Market Delays Work.  
This situation has already caused a temporary curtailment in work along the way in Central Oregon. On Monday the Oregon Trunk line canceled a part of the contract recently let to H. C. Henry for the construction of the road from Madras south to the edge of the Klamath Indian Reservation. The cancellation was made necessary by the unsatisfactory financial condition in the East and involved about 80 miles of work, or the section from Bend southwestward.

The portion of the contract covering the 45 miles between Madras and Bend is still in force, and Mr. Henry will construct the railroad to the latter point. Actual work on the contract had not yet commenced, but engineers' construction camps had been established and Mr. Henry was moving in his outfits. The engineers who have established camps south of Bend were called in yesterday.

Mr. Stevens says that the abandonment of no other part of the plans of the companies he represents is under consideration, so far as he knows, and that he believes the suspension will not extend further. Mr. Stevens also expressed the hope that the abandonment of the work south of Bend would be temporary only.

Conditions that have delayed work in Central Oregon, it is thought, may prevent the immediate letting of the contract for the Tillamook extension of the United Railways. The extension, however, is definitely planned and will be built in the course of time.

Harriman Line Awakens.  
Knowledge of the determination to build the United Railways to the Coast has evidently been gained already by the Harriman interests, for extra pressure on the construction of the Pacific Railway & Navigation line from Hillsboro has lately been noticeable. Working forces have been practically doubled and an effort is being made to complete the road by January 1. The Harriman route is about 90 miles long between Hillsboro and the seashore terminus.

The building of the Oregon Electric to Albany and McMinnville will mean the construction of about 50 miles of road. Prior to the sale of the road to the Hill interests several surveys were made for the extension from Salem to Albany and from Tillamook to McMinnville.

The alternate routes were submitted to the directors about the time negotiations were opened for the purchase of the system. Choice of surveys, it is believed, will be made and contracts let for construction within a short time unless the money market continues unfavorable. Conditions, following the favorable results of the recent Taft visit with representatives of some of the railway systems, improved yesterday and it is believed in Portland that the situation will continue to improve.

IMMIGRANTS GIVEN AID  
Y. M. C. A. Here Provides for New-comers to America.

Immigration work is coming to be one of the important activities of the Young Men's Christian Association in all parts of the country, and the local Y. M. C. A. is devoting considerable attention to it. The work consists of getting in touch with immigrants of this country, finding out in what city they will make their home and then giving them a personal invitation to enjoy the privileges of the association.

For several years the international committee of the Y. M. C. A. has maintained a secretary at Ellis Island at New York, whose duty it is to circulate among the thousands of immigrants who arrive there, find out the destination of young men among the arrivals and then forward word of their prospective arrival to local secretaries.

This work is also carried on at other large immigration stations, and several secretaries are employed in Europe who get in touch with the emigrants before they start.

The Chicago association has just announced that it will keep a man in the foreign field for this purpose, beginning July, and it is the first individual association to do this. It is expected in this work it will cooperate with the associations in Portland and other Western cities, a large proportion of the immigrants coming to the Pacific Coast.

The Portland Y. M. C. A. now receives letters almost daily, informing it of the arrival of foreign homeseekers in this city. These men are looked up, invited into the association, and often become regular attendants at the religious and educational meetings. The Y. M. C. A. often helps them find homes, enrolls them in classes where English is taught and sometimes secures them positions through the employment department. In every case the association throws around them many Americanizing influences.

MRS. LUCINA COFFIN DEAD  
Widow of General Stephen Coffin  
Passes Away at Daughter's Home.

Mrs. Lucina Coffin, almost 91 years of age and the widow of General Stephen Coffin, died at the home of her daughter, Mrs. W. S. Powell, 265 Eleventh

street, at 3:30 o'clock Monday afternoon. At her death were represented of three generations of her descendants. Mrs. Coffin retained her keen perception of events and interest in her surroundings until the well of eternity closed down her eyelids.

Mrs. Coffin was born in Rhode Island in 1819 and became the 16-year-old bride of Elijah Hill, with whom she undertook the plains journey to Oregon in 1847. In 1851 she married General Stephen Coffin, and thereafter took a prominent part in the affairs of Portland and Oregon.

General Coffin was the owner of a donation claim in the vicinity of Council Crest, and extending eastward to the Willamette River, and was one of the three original owners of the town site of Portland. He donated the site of the public market at Third and Clay streets and between Second and Market streets to the city. General Coffin purchased and presented the city with the first school and church bell ever rung in this city, which is now hanging in the belfry of Taylor-street Methodist Episcopal Church.

In 1861 Mr. Coffin was made Brigadier-General of the Oregon state troops by Governor Gibbs, the honor coming at the conclusion of the Yakima Indian war, when General Coffin effected a rescue of settlers through sending a steamboat up the river contrary to the advice of numerous citizens.

Mrs. Coffin is survived by four children: C. H. Hill, of Orting, Wash.; Mrs. W. S. Powell, of Portland; J. W. Coffin, of Springfield, Or.; and E. C. Coffin, whose address is unknown.

A short funeral service was held at the Powell residence yesterday morning, following which the body was taken to Dayton, Yamhill County, for interment.

SHEPHERD IS CANDIDATE  
Lawyer Announces He Will Make Campaign for Congress.

George S. Shepherd, a well-known Portland lawyer, last night formally announced his candidacy for Congress. Mr. Shepherd has twice before been a candidate for the Republican nomination and has been nosed out by small majorities.

As in his previous campaigns, "deep water to the sea" will be his slogan. He said: "I am to make the race on the issue of river improvement and deeper water for the coast. The deeper the water into the interior and all the products will be run down a water grade to meet the shipping facilities which will carry the cargoes to the markets of the world. Practically all the products of Eastern Oregon and Washington are destined for foreign markets in such ships as we can get in over the bar. The deeper the water the larger the ships, and the larger the ship, of course, the cheaper freight rate for the wheat and lumber of our state.

"In a short time steam and electric lines will be built to tap what are now considered remote districts of the interior. Many of these will of necessity terminate at the Snake and Columbia rivers, and with an improved river, will be the greatest factors in freight rate regulation. We are far behind in our waterway improvements and we can hope for no help from any other section, as the interests of rival cities on the north and south are certainly not encouraging any measure looking toward our shipping facilities. I am confident that with hard work and persistent effort 40 feet of water can be obtained for the Columbia River bar, and I will take a great pride if I can contribute to the accomplishment."

Northwestern Folk in Gotham.  
NEW YORK, June 7.—(Special.)—The following persons from the Pacific Northwest registered at New York hotels today:

From Portland—At Broadway Central, J. Thomas; at the Grand Union, V. H. French; C. R. Twineham; at Hotel Astor, A. H. Devers, Mrs. A. H. Devers.

From Seattle—At the Grand, J. H. Godfrey; at the Imperial, Mrs. A. V. Graham; at the Arlington, Mrs. A. A. Simon.

From Dayton, Or.—At the Murray Hill, Dr. J. H. Jensen and wife.

From Tacoma—At the Martha Washington, E. Varney.

From Eugene, Or.—At the York, L. H. H. and wife.

From Spokane—At the Seville, R. H. Patterson; at the Herald Square, W. Freberg.

Big Wheel & Co., three stores, cigars, tobacco and pipes. Sole agent Park & Tilford candies.

MAIL PLAN FAILURE

Collector Who Competes With Uncle Sam Fined.

BAD-DEBT MAN SCHEMER

By Delivering Bills for Cent Each, C. P. Neth Works Up Profitable Business Until Federal Law Interferes With Him.

Portland competition with the mail delivery monopoly maintained by the United States Government disappeared yesterday when Charles P. Neth, the original deliverer of reduced rates, pleaded guilty in the Federal Court to having organized a private mail service.

Neth is at the head of a debt-collection agency in the Worcester block, and in order to increase the efficiency of his service by securing an acquaintance with retailers of Portland, undertook to contract with the larger wholesale houses of the city to call upon them at regular intervals, collect their statements of debt and deliver them to customers who were behind in their bills. Neth charged the wholesaler 1 cent for each statement delivered, and secured a contract whereby he was the recipient of a large commission for the collection of unpaid accounts.

Neth conducts a legal collection agency in other respects, but in agreement to call upon the wholesalers at stated intervals and see to it that the letters, statements or bills were delivered at regular intervals, he collected with postal registration every street upon which a mailcarrier works every day is declared to be a postal route, and in a city like Portland, it costs 2 cents for the mail delivery of a drop letter. By reducing the price one-half, Neth was able to acquire a large patronage.

Attorney Arthur A. Murphy represented Neth before Judge Bean, Deputy United States Attorney Wyatt appearing for the government. The latter advised the court that delivery of mail was reserved to the government, but as Neth had entered the game lawfully, a fine of only \$25 was imposed.

A large number of Portland wholesalers had made contracts with Neth, all of them appearing before the grand jury with the statement that they were desirous of saving the extra cent on each drop letter.

INDIANS ALLEGED BUNCO MEN  
Klamath Falls Reds Accused by Employment Agencies.

Bummed by three gulleible Indians from Klamath Falls, Burnside street employment agents were yesterday in communication with Assistant United States District Attorney Walter H. Howland in hopes of securing the arrest of the redskins.

Tom Barclay, Foster Barclay and McClelland Williams are charged with having secured railroad fare from Portland from both the government and the employment agents, who are furnishing men for the railroad construction work in the vicinity of Klamath Falls.

The men were brought to Portland to appear in the United States Court as witnesses, and after their discharge were paid mileage for the round trip journey to Portland. After receiving the money, the Indians went down to Astoria, Ore., and after paying a fee of \$25 to the employment people, were each presented with a railroad ticket to Klamath Falls.

The government will not cause the arrest of the reds, the case being one canonically settled by the state courts.

DESCHUTES COMPANY OBJECTS  
Appointment of Receiver Contested in Federal Court.

Several weeks after Judge Robert S. Bean, of the United States Court, appointed Charles M. Redfield as receiver for the Deschutes Irrigation & Power Company, that action was yesterday attacked in the Federal Court. Attorney Jesse Stearns presented a demurrer to the complaint of Eastern bondholders for a foreclosure of the company's rights on the ground that the Ohio plaintiffs are residents of the State of Oregon through representation by a trustee. Mr. Stearns contends that a court that declared the irrigation concern a bankrupt was without jurisdiction, and that the case should be determined by the state courts.

The case will come up for hearing at such time as the Ohio representative of the bondholders can be produced. The meantime Receiver Redfield has filed an inventory of the property of the company, fixing the total value of its assets at \$241,043.77. Of that amount, \$196,000 is in cash and is in the hands of various banks as security and redemption funds for the mortgages.

CREDITORS GIVEN \$103,558.03  
Indebtedness of Defunct Title Guarantee & Trust Co. Reduced.

The indebtedness of the defunct Title Guarantee & Trust company yesterday ordered reduced by \$103,558.03, application having been made by receiver H. S. Howard, Jr., for permission to discharge that amount of the claims against the bank. The order was issued by Judge Wolverton.

In paying out this amount of money, claims of more than \$500 were called, as well as a large amount of interest on other classifications. The money being furnished by William W. Ladd in accordance with the guarantee which he presented to the court on January 8, 1908, securing all unpaid claims.

Receiver Howard will at once begin cancelling the claims, and will pay interest from November 6, 1909, to June 6, 1910, at the rate of 4 per cent.

MONTGOMERY TRIAL TODAY  
Alleged Wrecker of City's Street-Cleaning Device in Court.

Going at a rate of speed, estimated by Patrolman Patton, at 12 to 15 miles an hour, an automobile driven by Samuel Montgomery ran into the city's new street-cleaning device Monday night, breaking it in three pieces and doing considerable damage. Officer Patton reported that Montgomery, after the accident, made an effort to slip out, but, on the contrary, attempted to escape.

The apparatus, which was wrecked, is a series of metal pipes on small trucks, connected by rubber hose and drawn by a horse. It was stretched across the street at the time and was plainly visible to anyone a block away. Officer Patton reported to the Chief of Police that the driver of the automobile was under the influence of liquor at the time of the accident. He was placed under arrest and released upon depositing \$50 bail. Yesterday morning he failed to appear when his case was called, and the bail was ordered forfeited. Later, an agent appeared for him and explained to the court that Montgomery understood that the case was to be called today. The order of forfeit was vacated and the trial will be held this morning.

PIERCE  
ARROW

Winner of Every Glidden Tour

COVEY MOTOR CAR CO.  
Seventh and Couch Sts.  
PIERCE CADILLAC

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COOS BAY GETS FINE PLANT  
Over \$200,000 Will Be Spent by Gas Company.

MARSHFIELD, Or., June 7.—(Special.)—The sum of \$200,000 will be expended in Marshfield and North Bend during the next six months by the Coos Bay Gas & Electric Company making improvements in the property. This announcement is made by R. M. Jennings, the general manager and treasurer of the company.

The company recently passed into the hands of new owners. It was formerly owned by Howitt & Bell, Tacoma, and Mayor L. J. Simpson, of North Bend, but some months ago was sold to H. W. Byllesby & Company, of Chicago.

Thirty-two carloads of gas pipe have been bought. Two carloads came a short time ago and three more carloads of the pipe have just arrived. The rest will be delivered as fast as the transportation facilities will allow. This pipe will be used to extend the gas service to different parts of North Bend and Marshfield and will give accommodation in advance of the present needs of the city. The gas plant, which was installed only two years ago, will be greatly improved and enlarged. New machinery will be put in and the generating plant, as well as the piping, will be put in first-class condition.

The officers of the company refused the demand, stating that as a financial proposition it was impossible, and that they proposed to run the shop with justice and fairness, as in the past, and the men will be welcome back on the old conditions, with an open shop with preference for union labor.

C. N. HOWARD WILL SPEAK  
Series of Prohibition Addresses Will Begin Friday Night.

Final arrangements for Clinton N. Howard's meetings have been completed. He will address the state convention of the Prohibition party at the Y. M. C. A., Saturday afternoon, June 11. Saturday night he will address a mass meeting at the Taylor-street Methodist Church. Sunday afternoon he will speak at the Hawthorne Tabernacle, where the Hart and Wagnon meetings were held. At that time they will deliver his famous address, "A Joy Ride on the Water Wagon." This subject will be treated by Mr. Howard in two sections. The second section will be given at the Grace Methodist Church Sunday night.

LABORER FALLS TO DEATH  
Joseph Stretch, of Buffalo, N. Y., Dies at St. Vincent Hospital.

Joseph Stretch, a laborer employed by Gieselsch & Joplin, contractors, fell from a third-story window at the Eagle rooming-house, between Second and Third streets on Burnside, yesterday morning about 4 o'clock, and sustained injuries which resulted in his death at St. Vincent's hospital a few hours later.

The fall was witnessed by Patrolman Epps. The victim talked intelligently, told his name and said that he did not know how he happened to fall. He said there was no struggle. He then showed signs of weakness and asked the officer not to question him farther.

Epps entered the house, called the proprietor and with him went to room 25, where the man had lodged. They found

IS SHIP AMERICAN SOIL?  
Insurance Policy in Litigation Because of Limiting Clause.

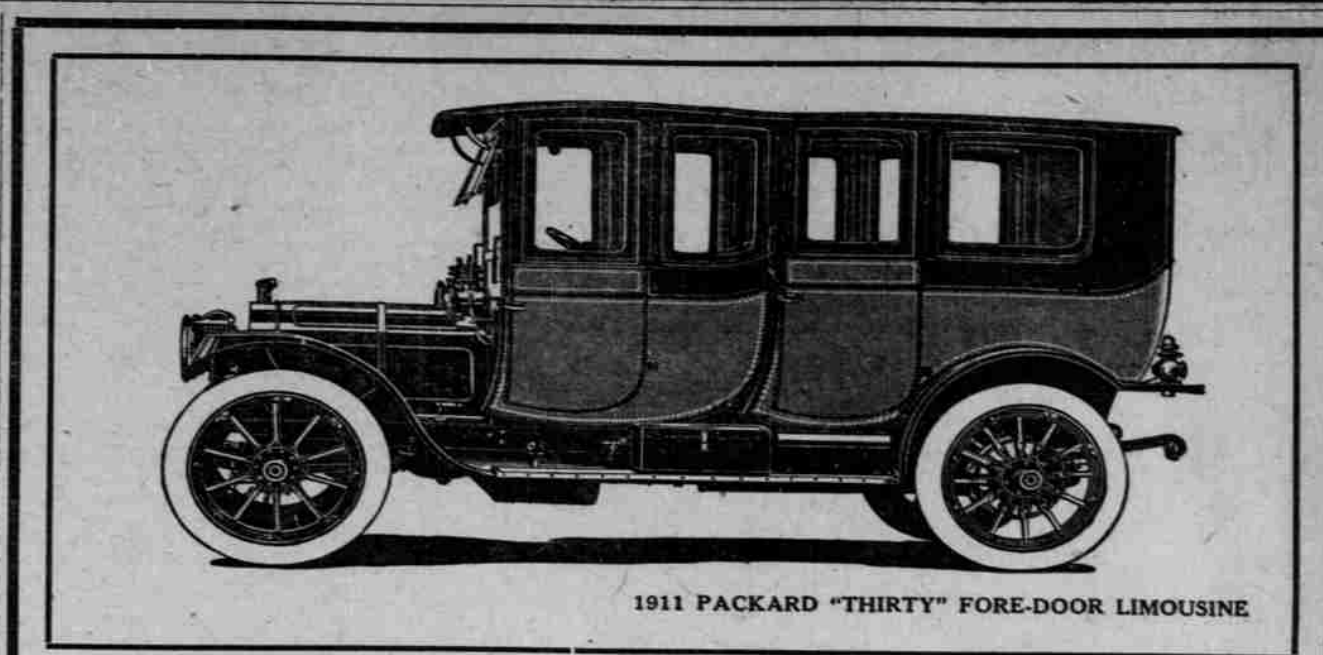
OLYMPIA, Wash., June 7.—(Special.)—"Is an American steamship plying between San Francisco and Portland United States soil?" is the question submitted to the State Supreme Court today. The answer will determine whether the Continental Casualty Company must pay insurance on the steamer.

The trial in the lower court attorneys for the plaintiff cited authorities in support of the contention that in the eyes of the law an American steamer was to be considered as United States territory. That the vessel was outside the three-mile limit is conceded.

SHIP'S OFFICERS ACCUSED  
Men Afloat on Raft Say Petriana Ignored Them.

VICTORIA, B. C., June 7.—(Special.)—Affidavits have been transmitted to the Department of Marine by Guy Tooker and A. W. Agnew, of Prince Rupert, charging the steamer Petriana, of the Northern Steamship Company's fleet, with ignoring them when they were afloat on a raft and shouting for help. The steamer officers say that they saw the men and took them for Indians fishing from a canoe and never suspected that they were in need of help.

Agnew and Tooker left Stewart on May 10 in a gasoline launch, bound for Prince Rupert, but just below Port Simpson the engine bucked, and a heavy gale drove them north to Cape Fox, Alaska, a distance of 40 miles. Here the boat was dashed to pieces, as was also the cargo, but the men scrambled ashore. They constructed a raft and, on May 15, started for Port Simpson. For nine days and nights they paddled, when they sighted the Petriana. They were eventually picked



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FRANK C. RIGGS  
SEVENTH AND OAK STREETS  
After about July 15th in our new Packard Service Building, Cornell Road, Twenty-third and Washington streets. Telephone—Main 4642, A 1137.

Tom McNamara, Stretch's roommate, in his bed in a drunken stupor. Another bed stood by the window, from which Stretch had fallen. McNamara, when aroused, said that he had known Stretch for eight years, that he came from Buffalo, N. Y. He was 40 years old and a native of Ireland.

ASTORIA MACHINISTS OUT  
Men Demand Eight-Hour Day and Minimum Wage of \$3.60.

ASTORIA, Or., June 7.—(Special.)—The machinists at the Astoria Iron Works went on a strike this morning in sympathy with the men of other machine shops on the Pacific Coast who are out.

The men served a printed notice on the officers of the works a short time ago, stating they would demand an eight-hour day at \$3.60 as a minimum, and that only one apprentice be allowed to five machinists. Up to the present time the men had been receiving \$3.50 a day for nine hours' work, with the apprentice question eliminated.

The officers of the company refused the demand, stating that as a financial proposition it was impossible, and that they proposed to run the shop with justice and fairness, as in the past, and the men will be welcome back on the old conditions, with an open shop with preference for union labor.

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G. S. Brackett, Secretary.  
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