

# HILL EAGER FOR LINE TO OCEAN

## Great Northern's President Discusses Plans of Oregon Project.

### FUTURE LOOKS ROSEATE

#### United Railways' Extension to Tillamook Bay Foremost in Minds of Company's Officials, Says Executive.

As soon as business conditions adjust themselves, the United Railways' line will be completed to Tillamook Bay, declared Louis W. Hill, son of J. J. Hill, president of the Great Northern and president of the United Railways, upon his return from the city yesterday evening after a run over the United to Banks.

This project now is foremost in the minds of the officials and will be taken up first. Although the financial situation recently has not been encouraging to railroad development, Mr. Hill believes that the United Railways enterprise can be taken up and completed within the next few years. He was greatly pleased with his trip yesterday afternoon and admitted that he found agricultural conditions in the Tillamook Valley far superior to what he had anticipated.

#### Frequent Stops Made.

The special car was stopped at several points along the line to allow Mr. Hill and Mr. Gray to get out and inspect the various crops of the country and inquire of persons whom they met of the general situation.

The United Railways now is built and in operation to Banks Station, five miles east of the town of Banks. Grading has been completed about a mile beyond the station. No tracks have been laid on this grade, however. The line has been surveyed all the way to Tillamook Bay and terminal property has been secured at Bay City, which is to be the western terminus of the road. The plans also provide for the extension of the line to Tillamook City and some terminal grounds have been secured there. When John F. Stevens, engineer of the local Hill system, returned from the East early in the year, he announced that the Tillamook extension as well as that of the Oregon Electric to Eugene would be completed before the end of the present year. Since then, however, Mr. Stevens' leaving and the constantly changing financial situation have caused a temporary suspension of activity and no definite steps have been taken recently to push either the United Railways or the Oregon Electric beyond their present respective terminals.

"We expect that Mr. Gray soon will be ready to do something on the Tillamook line," said Mr. Hill. "He has been given full authority of the work out here, and when he becomes thoroughly acquainted with the situation he may decide to make the extension to the ocean even before we now anticipate it can be done."

The Tillamook line will be completed first. Then we hope to take up activity on the Oregon Electric, and then to Eugene. No other new work is planned for Oregon right now. We will build the Oregon trunk to Bend as rapidly as possible, but further than that we have no definite plans.

"Some day a road will be built across the state from the eastern border to connect with the lines in the Willamette Valley. I don't know whether we ever will build that line or not. Somebody will have to build it. The country is growing up so now that it will demand it in time."

If Mr. Hill's plans are carried out a union passenger station never will be built in Portland. The Hill roads will put up a depot of their own. "We are not greatly worried about the terminal situation here," said Mr. Hill. "While we have no passenger station now, we are pretty well taken care of at present, and are so situated that we can improve upon our situation whenever we want to."

#### Party's Itinerary Outlined.

The Hill special left over the North Bank last night for Fallbridge, Wash. From which place the party will start across the Columbia and up the Oregon trunk into Central Oregon. They expect to reach Opal City, the present terminus, early this morning, and will visit Redmond, Bend, Prineville and other points along the railroad in the next few days. They also will extend their auto tour to Burns, where they will become the guests of "Big Bill" Hanley, who has a fine farm home and a ranch so big that he says he is ashamed to tell how many acres it contains. Mr. Hanley and Mr. Hill are firm friends. Mr. Hill carries his own automobile on his train trips, having a garage fitted up in one end of his private car. He has the only garage car, designed for that purpose, in the country.

#### BANKER GUEST AT BANQUET

Frank Eichenlaub, of Vancouver, Feted on Eve of Trip.

VANCOUVER, Wash., May 8.—(Special.)—Frank Eichenlaub, ex-County Treasurer, and now cashier of the Vancouver Trust & Savings Bank, was the guest of honor tonight at a banquet given in Hotel St. Elmo by 24 of his friends, all prominent business men of the city. The event was in honor of the departure of Mr. Eichenlaub and his family for his old home in Germany for a three months' visit. Those present were: S. Cohen, postmaster; James P. Stapleton, A. H. Fletcher, R. J. Mercer, S. P. Mercer, Sig. Cohen, of Portland; Charles S. Irving, Joseph Carson, A. G. Forbes, James J. Padden, A. T. Doyle, E. M. Scanlan, Louise Wise, W. F. Hancock, Will Fletcher, John Miller, Arthur J. Dorland, J. E. Beckhus, M. Blaker, O. P. Zumsteg, E. E. Beard, Carl Schults, O. Smith and John A. Padden.

#### MOTHERS' DAY DRAWS NIGH

Next Sunday to Be Observed in Honor of Materfamilias.

Next Sunday is Mothers' day as observed extensively in the Eastern and Middle Western States. The custom is for men to wear white carnations in honor of their mothers, and for women to wear bouquets. If mother is dead, a black ribbon is worn with the blossom.

The movement to celebrate Mothers' day was started in the East about ten years ago.

visit here is solely for the purpose of getting acquainted with Mr. Gray's Portland friends, for I am told that he is the best "friend-maker" in the land, and I thought by coming out when he started that I would get in with the first ones he made and thus incidentally pick up a few myself. I am proud to say that you have the best Commercial Club in the country. In fact it is so good that it has been copied all over the country and particularly in St. Paul, where the business men examined every system to secure the best.

"Here in Portland you are all for Oregon—it is the right spirit. We must get the people to go to the land if we expect to have a continuation of our present prosperity.

"We are going to send lecturers to Europe next year and during the coming winter. They will be supplied with moving pictures of the country and pertaining to the country upon our line. We believe that by traveling through Norway, Sweden, Denmark and the British Isles, we shall induce many people from those countries to come West. Pictures of your steam plows, your combination harvesters and threshers and the immense fields of grain will interest these people. To create interest is the first step toward getting them to move."

Chairman Harris of the Burlington system was introduced by Harvey Beckwith, president of the Commercial Club. Mr. Harris spoke briefly of the remarkable progress of transportation in this country.

"I am in favor of personal contact when it comes to railway transportation," said C. R. Gray, newly chosen president of the North Bank. "Consultation and the personal discussion will do more to bring the people and the railway closer together than anything else. It is a fundamental fact that the prosperity of a state or city is based upon production."

"The Rock Island sent a number of its experts into Iowa and by asking the farmers to bring the best samples of their seed corn to the car to be tested, found that 50 per cent of it would not germinate. That is, half of it never grew and it would have been better if it had been fed to the hogs. In Missouri it was found to be even worse."

"They were poor farmers because they did the wrong thing. Now the farmer is advised to take a state college of agriculture to send a number of professors to St. Louis to give lectures upon the science of farming or upon some feature of farm labor or production. The idea was suggested by one of the bright boys in the office and I permitted him to take a room on the second floor of our building. One hundred chairs were placed and a notice in the daily newspapers asking for requests for tickets to call for 425 tickets and by night another 400 were requested. We concluded to hire the Y. M. C. A. and from there we hired 2000 people and turned as many away. This I believe to be the best evidence of the desire of the people of the city to go back to the farm."

"I believe that similar conditions exist everywhere in the country. In Oregon I believe it is greater than in any other section of the United States. Before I came out here I gave the contemplated move a great deal of consideration, and it was my conclusion that this state and this country has a future which is even greater than any one living today can imagine."

Those present were: J. Russell, W. E. Coman, Charles H. Carey, Harrison Allen, A. D. Charlton, F. H. Fogarty, Charles A. Coollidge, George H. G. Worth, B. S. Johnson, Walter P. Burrell, E. L. Thompson, L. N. Pletscher, Frank M. Kelly, W. F. Woodward, H. L. Corbett, W. J. Hoffman, H. Beckwith, Julius L. Meier, John S. Beall, C. A. Whitmore, W. O. Van Schuyver, M. C. Dickinson, F. H. Meehan, Jr., C. C. Ricketts, R. W. Raymond, C. B. Merrick, H. M. Haller, Edgar R. Piper, John F. Carroll, Geo. N. Trowbridge, Aaron Holt, Hugh Hume, W. E. Light, H. L. Colt, D. O. Lively, J. L. Sterrett, J. P. Porter, F. C. Steiler, J. E. Davidson.

## BOSTON READY FOR USE

### GOVERNMENT TO TURN BOAT OVER TO NAVAL MILITIA.

#### Oregon Official Says No Action Can Be Taken Toward Acceptance Until After May 15.

BREMERTON, Wash., May 8.—(Special.)—The commandant of the Navy-Yard receiver authority today from the Navy Department to turn over the cruiser Boston and gunboat Concord to the Naval Militias of Oregon and Washington, respectively.

These ships have just been overhauled and repaired at a cost of \$300,000 for use as armories by the naval militias of these states. The two ships will remain at this yard until the Naval Militias of these states are ready to take them over.

George S. Shepherd, of the Oregon Naval Militia, said last night that a few days ago he received a letter from the Secretary of the Navy, notifying him that the cruiser Boston, which he had turned over to the State of Oregon on May 10.

"Inasmuch as the Oregon law does not go into effect until May 15," said Mr. Shepherd, "it will be impossible to take any action before that time. Whether we are to go after the cruiser or whether the Government will bring it here we are uninformed."

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## TRAINS CRASH ON CURVE, 13 INJURED

### Freight and Passengers Meet Near Hogan on Caza-dero Line.

### MOTORMAN IS BLAMED

#### Accident Takes Place When Extra Freight Is Running on Other's Time, Says Claim Agent—Victims Taken to Hospital.

Thirteen persons were injured, one passenger-car was demolished and a second car was partly telescoped in a head-on collision a mile southeast of Hogan, on the Caza-dero line yesterday. The accident happened at 2:55 in the afternoon.

Extra freight train No. 1403 ran into passenger train No. 34 while both were running at a high rate of speed. Conductor Simpson and G. A. Smith, motorman, were in charge of the freight, while Conductor Hamilton and Motorman Keller were in charge of the passenger train. Claim Agent Boynton, of the Portland Railway, Light & Power Company, said last night that the motorman Smith was to blame for the accident, as his train was on the single track on the passenger train's time.

Smith, he said, is an old employe of the company, so that it would hardly have been expected that he would ignore his schedule.

#### Rear Car Telescoped.

Hogan, near which the accident occurred, is 19 miles from Portland. The crash came on a long curve. The motor car of the two-car passenger train was badly splintered and Claim Agent Boynton declares it is a miracle more of the 20 passengers were not hurt, and that none of them were killed. The rear passenger car was telescoped by the other. The heavy steel motor, drawing 15 empty gravelcars, was not badly injured by the impact. Motorman Keller, of the passenger train, jumped just before the crash, and escaped uninjured.

There is no block system on the portion of the line near Hogan, and in the absence of the signals motormen are compelled to rely wholly on their schedules. Mr. Boynton is of the opinion that though the block signal system might have averted the accident, but that even with these signals the motormen sometimes run by and the result is an accident. "We have had only one other accident of this kind on the line," he said, "and that was when the motorcar on a repair run on a passenger train's schedule."

#### Woman's Arm Broken.

The most badly injured person is Mrs. J. C. Dennis, of Oregon, who has her right arm broken. She was taken to St. Vincent's Hospital. Charles Karaboth, whose face and scalp were cut with a pocket knife, is at St. Vincent's, as is Peter Mitchell, who is likewise cut about the head and face.

The others injured are: F. M. Busby, Forest Grove, face skinned, side bruised. A. C. Rafferty, Forest Grove, bruised and scratched. Fred Hoese, Borling, bruised. Garfield Dugger, Borling, bruised on leg. Clara Shmel, Borling, right leg bruised, left elbow cut, nose bruised. Helen Bissett, 574 East Oak street, lower limbs bruised. Glendora Hotel, Miss Georgia Hoese, right arm bruised. Charles Pfeiffer, Borling, right leg bruised below the knee. Antone Mikkelson, Sandy, nose and lips cut. Henry Kalpin, shoemaker, Estacada, leg bruised.

### MAN RIDES RIVER ON PLANK

#### Alaskan Returning to Father's Home Risks Life on Columbia.

VANCOUVER, Wash., May 8.—(Special.)—Desiring to cross the Columbia River to get to his father's farm near Amboy, 40 miles from Vancouver, Julius Lawflier today made a raft of an old plank and, straddling it, paddled with his hands to the middle of the Columbia River, where he was picked up by Clyde Lieser, a fisherman, a mile above here.

When asked why he was in such a predicament, Lawflier said he desired to cross the river, but did not want to go through Vancouver. He added he had worked his way out of Alaska and was this near home.

Lawflier had not been home for ten years, and was coming home to surprise his folks.

Thinking that Lawflier was an escaped criminal, Lieser brought him to Vancouver and gave him into the custody of the police. He was known to the officers and they assisted him to dry his clothes before a fire. The river where Lawflier tried to cross was nearly a mile wide.

### UNION MEN ARE BEATEN

(Continued From First Page.)

at the Chicago-avenue Police Station, charged with assault with deadly weapons with intent to kill. The slingers arrested were: John McConnell, 35 years old, union machinist; Joseph Watson, 43 years old, steamfitter; Joseph Cullen, 42 years old, rigger; Charles Dose, 44 years old, machinist.

Reaching the hospital, Roberts was too dazed to make any statement to the police.

### WONDERFUL SHAMPOO DESTROYS DANDRUFF

"At last we have a dependable remedy for hair and scalp troubles," writes Mae Martyn in the New York Herald. "The problem of lifeless, streaky, unattractive hair and dandruff, itching scalp seems to be solved. I find these conditions disappear as if by magic by shampooing with a teaspoonful of canthrox dissolved in a cup of hot water."

"The rich, creamy lather of this shampoo removes every particle of dust and dandruff and when rinsed out, the hair dries quickly and evenly. The shampoo seems to invigorate and put new life into the hair and scalp. It makes the hair glossy, fluffy and easy to do up and keep looking nice. Canthrox is inexpensive and has the approval of every woman who uses it. It is good for both light and dark hair."—Adv.

### The Human Heart

The heart is a wonderful double pump, through the action of which the blood stream is kept sweeping round and round through the body at the rate of seven miles an hour. Remember this, that our bodies will not stand the strain of over-work without good, pure blood any more than the engine can run smoothly without oil. After many years of study in the active practice of medicine, Dr. R. V. Pierce found that when the stomach was out of order, the blood impure and there were symptoms of general breakdown, a tonic made of the glyceric extract of certain roots was the best corrective. This he called

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Dr. Pierce's Common Sense Medical Adviser is sent on receipt of 31 one-cent stamps for the Fresh, cloth-bound book of 1008 pages. Address Dr. R. V. Pierce, No. 663 Main Street, Buffalo, N. Y.

### AT THE THEATERS

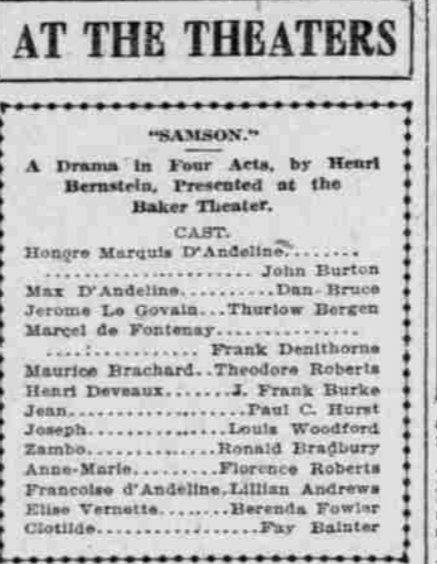
#### "SAMSON"

A Drama in Four Acts, by Henri Bernstein, Presented at the Baker Theater.

CAST:

Hongre Marquis.....John Burton  
Max D'Andeline.....Dan Bruce  
Jerome Le Gouvan.....Thurlof Bergen  
Marcel de Fontenay.....Frank Devereaux  
Maurice Brachard.....Theodore Roberts  
Henri Deveau.....J. Frank Burke  
Jean.....Paul C. Hurst  
Joseph.....Louis Woodford  
Zambo.....Ronald Bradbury  
Anna-Marie.....Florence Roberts  
Francoise d'Andeline.....Lillian Andrews  
Elise Verette.....Berenda Fowler  
Clotilde.....Pay Bainter

#### A PLAY of great power is "Samson," this week. Even those people who dispose of Henri Bernstein's plays by dubbing them melodramas and letting it go at that have never denied the indomitable vitality that marks them. "Samson" is even more dramatic than "The Thief," and would seem more than any other of the half dozen dramas this author has given to the world to establish the claim made for him as the most dynamic of living French dramatists. Maurice Brachard, its hero, is a copper king of lowly origin, who through prodigious speculation has amassed a fortune of 3,000,000 francs. He has wed Anna-Marie, the daughter of the benighted old Marquis d'Andeline and his scheming spouse. Anna-Marie has bestowed her affection upon a cynical blackguard, Jerome Le Gouvan, a great favorite in Parisian society. Anna-Marie has been persuaded to accompany Jerome to a supper he gives several false friends at a hotel of dubious reputation, and when Brachard enters his home at midnight he finds his wife gone. At 3 o'clock she returns and refuses any explanation of her absence. It is the next act, the third, in particular, that is the most powerful and nerve-racking. This act is simply the enactment of Brachard's diabolical scheme for revenge. He has invited Jerome to visit him for lunch in his hotel apartments, and, at 12 o'clock, Brachard, with her victim mouse, until his confidential agent, Deveau, is announced, whom he has bade sell, sell, sell copper until it has dropped 500 points, thereby making Jerome, who has invested every cent in copper, a beggar. In this scene Mr. Roberts gives a feeble picture of the modern Samson, razing the temple of finance, and pulling ruin onto his own shoulders as well. The Marquis and his wife now urge their daughter to forsake Brachard and to apply for a special dispensation for divorce, but she refuses. Now that the Paris that had idolized him had turned on him, she, the feminine-like, is drawn to the fallen hero. Too much praise cannot be given the Baker production of the drama. No one is poorer cast. Theodore Roberts combines perfectly the high and fascinating personality of the actor with the sincerity and sensitiveness of the



artist in his tremendous playing of the role of Bruchard.

For the first time we see Thurlof Bergen in a truly despicable role and he plays Jerome so naturally the audience divides in loyalty to the actor and contempt for the portrayed type.

Miss Roberts is, of course, Anna-Marie, a part in which she blends the dignity of a worldly woman with the heart of a girl, into a creation that becomes a sympathetic and always interesting study.

This bill will remain at the Baker all week, with Wednesday and Saturday matinees.

Canon to Arrive Today.

James G. Cannon, the New York

All of the comedy is safe and happily taken care of by John Burton and Lillian Andrews, as the parents of Anna-Marie. Dan Bruce contributes much, too, as their irresponsibly gay son. Brenda Fowler, who has an individuality of her own, is the cousin Elsie and J. Frank Burke is dignified and awe-inspiring as Deveau, the confidential agent.

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