

Something Different

Fruit lands are staple in Oregon. Some may be better than others, but, like the Kentuckian's whisky, none is bad.

Have you noticed the fact that in this land of superb cherries there are no commercial cherry orchards?

Taking advantage of this fact, we have put upon the market a large acreage of cherry orchards at St. Joe, 37 miles southwest of Portland. We plant the orchards right, maintain them to maturity and deliver them to the buyer as well developed income property. We have experts in this work, who have made careful selection of the ground with respect to character of soil, drainage, air currents, etc., finding an ideal combination of natural conditions, where proximity to market and transportation facilities leave nothing to be desired. Two lines of railway and a navigable river pass through this property and a trolley line is projected there. There is no finer place for a home—climate and scenery, riches and repose.

The time for experimenting with enterprises of this character has passed in Oregon. We have definite knowledge and are applying it scientifically to reach practical results. Cherries cannot be overdone where conditions are so exceptional for large and luscious production, ease of handling and permanence of market.

It is a really exceptional combination of virtues that are offered here—a delightful home as well as a commercially profitable investment. These lands sell at prices ranging up from \$250 per acre—on very easy terms. There is nothing like it elsewhere. Come in and let us tell you about our proposition. And then, if you will inspect the premises—you'll know more about them.

The Westlyn Trust Co.

91 Fifth Street—Lumbermens Building

HILLS AND GOULDS MAY MAKE PACT

Agreement for Roads to Enter San Francisco and Portland Probable.

NEW LINE TO BE ACQUIRED

Acquisition of Nevada, California & Oregon Road Between Reno and Lakeview Is One Detail of Proposed Scheme.

A combination of interest that will provide an entrance for the Hill lines into San Francisco and for the Gould road into Portland is a probability early in the new year, in connection with which Joseph H. Young, president of the local Hill lines, now is in California.

Acquisition of the Nevada, California & Oregon road, now operating between Reno, Nev., and Lakeview, Or., is one detail of the plan that calls for early development. While this is a narrow gauge line, work on converting it into standard gauge already is under way. Between Reno and Doyle, Nev., where it connects with the Western Pacific—the Gould line to San Francisco—it has been completed.

It is understood that the Hill interests have arranged with the Western Pacific to take over the line under joint ownership and connect it with the Oregon Trunk, now operating to Bend in Central Oregon.

Route South of Bend Surveyed.
This connection will make the link between Portland and San Francisco complete, and will allow the Western Pacific to run its trains into Portland over the Oregon Trunk and North Bank roads, and will give the Hill lines their much-sought entrance into San Francisco over the Western Pacific.

It always has been the plan of the Hill interests to invade California over the Oregon Trunk. The Oregon Trunk, in fact, was built with that end in view. The route south of Bend into the Sacramento Valley has been surveyed. Ralph Budd, who resigned as chief engineer of the North Bank and Oregon Trunk roads a few weeks ago to become assistant to Carl R. Gray, president of the Great Northern, put in seven months in making the survey. That was immediately after he left his work on the Panama Canal and before he made his appearance in Oregon as the right hand man of John F. Stevens, who built the Oregon Trunk. Even while Mr. Stevens was masquerading in Oregon as the mysterious "John F. Sampson," Mr. Budd, with a crew of men in the employ of the Hill roads, was running lines southward from Bend into California.

Easy Grades Obtained.
He proved that construction of a road such as suggested by this survey was possible on astonishingly easy grades. At a point about 50 miles south of Bend the survey reaches its greatest altitude. From that point the grade descends gradually into the Sacramento

Valley at a maximum of six-tenths of 1 per cent. Theoretically, it would be possible to start a boxcar at this point of highest elevation and it would roll down hill all the way either into Portland or into San Francisco.

While the route that the Hill engineers surveyed did not provide for connection with the Nevada, California & Oregon, nothing would be lost by including this property in the proposed road. By pooling interests with the Gould lines, both in the acquisition of this property and in the lease of terminals, the Hill forces will save millions of dollars in reaching the Golden Gate.

Goulds Seek Entrance.
Likewise, the Gould interests will save a lot of money in their much-desired invasion of Portland. Since the Harriman lines have ceased to interchange business with the Gould roads at Ogden and at Denver, it has become necessary for the Goulds to seek other means of competing for the business in Portland territory. To build into Portland from their present properties would involve an expense that would be prohibitive.

An agreement with the Hill roads, therefore, would be helpful to both systems and would prevent millions in unnecessary expenditures.

Especially since the railroads have adopted the policy of leasing tracks one to another and of entering into operating agreements, it is probable that such a plan as this will be adopted. It no longer is considered desirable for a city to have a great number of separate rail lines radiating from it, if the same number of roads can operate over a limited set of tracks. The money that would have to be spent in building parallel lines can be used in throwing out branch roads and developing the country.

President Young returned to Portland a few weeks ago from St. Paul, where he conferred with other Hill officials. Soon after he came home he left for California. It is understood here that he is arranging there for joint acquisition with the Western Pacific of the Nevada, California & Oregon.

INSURANCE GROWTH BIG

Oregon Department Reports Growth by \$16,000 Over 1911.

SALEM, Or., Dec. 31.—(Special).—Receipts for the year ending November 30, 1912, were \$119,493.94 as compared to \$94,460.12 for the like preceding period, or an increase of \$25,033.82, according to a statement just completed by J. W. Ferguson, State Insurance Commissioner.

The detailed receipts for 1911-12 are as follows:

	1911-12	Increase.
Company licenses, agents'	\$27,573.70	\$2734.79
Life insurance companies	4,974.00	\$122.00
Life insur. companies	4,970.00	\$50.00
Casualty companies	1,272.00	\$31.00
Taxes	70,000.00	\$74.45
Filing annual statement	1,220.00	110.00
Issuing certificates of authority	425.50	22.00
Miscellaneous receipts	\$42.76	72.38

Dallas Tax Levy 12 Mills.

DALLAS, Or., Dec. 31.—(Special).—The municipal tax levy this year is 12 mills, exclusive of whatever the levy for road purposes may be. The large levy was necessitated by the construction of the new armory building in this city; the construction of the new Carnegie library building, and by the gradual growth in the city's business. A large amount of improvement is being done by the city on its roads. The assessed valuation of property within the city for taxing purposes is \$14,000,000. In addition to the tax levy, the city realizes \$3600 a year out of the two licensed saloons in this city.

WATER RATE IN AIR

Council Fails to Fix Price to Consumers for January.

DISPUTE CAUSES DELAY

General Council Refuses to Accede to Demands of Three to Place All Water Rates of City on Equal Footing.

As a result of a dispute in the City Council yesterday, Portland will have no legal water rate during January. Refusal of the general council to accede to the demands of Councilmen Daly, Maguire and Jennings, to place

all water users on an equal footing as far as cost of water is concerned, brought the trouble which the City Attorney says may result in legal entanglements for the city.

After a general Councilmanic storm in which personalities and accusations were dealt out in a lavish manner, the Council passed the ordinance fixing the rate for 1913, but there were too few votes to pass the emergency clause, and it will take 20 days for the measure to go into effect. In the meantime there will be no legal water rate in the city, the rate for 1912 expiring at midnight last night.

Just what the effect of this will be is problematic, according to Deputy City Attorney Latourette. He told the Council yesterday that if anyone should refuse to pay for the use of water during January, there would be a question about the ability of the city to enforce payment. On the other hand the city is not obliged to furnish water and probably if refusal of payment is made the water can be shut off.

The three Councilmen who opposed the water rate as recommended by the City Water Board and passed by the Council without the emergency, based their objection to the rates on the ground that they required small consumers to pay a higher rate than large

consumers, although the small consumer has to pay for the building of the water plant and equipment.

Several members of the Council expressed themselves as being opposed to some of the rates and provisions as recommended by the Water Board, but they were opposed to changes at yesterday's meeting because of the lateness that objections to the recommendations have been made. It is likely that these objections will be the subject of a lively tussle before the Water Board and the Council during 1913 and will result in changes of rates beginning in 1914.

Although there is no legal water rate the City Water Department will proceed to inaugurate a new working system today. For the first time in history water bills will be sent out to all consumers and they will be able to pay their bills at the various substations of the American Express Company. Ninety-two stations have been established in various parts of the city.

It is expected the new collection system will eliminate a great deal of delinquency in the water payments by making it possible for patrons to pay bills at the stations instead of having to go either to the City Hall or East Side water offices.

SWINDLE IS CHARGED

GERMAN BAKER ACCUSES FELLOW COUNTRYMAN.

Claim Made That Fraud Used in Boosting Receipts Before Sale Is Made—Court Advises Settlement.

"Is there no place in Portland where the German Kaiser can be insulted?" queried Circuit Judge McGinn yesterday when the case of Otto Hage, a comparatively recent arrival from Germany, against Otto Roenecke, an action to set aside the sale of a bakery on the ground of fraud, was on trial before him.

Hage was the purchaser of the bakery, and, according to the statements of Charles J. Schnabel and Fred W. Stadter, his attorneys, had been grossly swindled. Judge McGinn thought that probably the case could be reported to the German Consul with some good effect. The remark quoted

above was forthcoming when he was informed that the German Consul was permanently removed to Seattle a few years ago.

"Tell me not of these books and phony entries," exclaimed the Judge when counsel for the defendant, in his opening statement, declared that the books would show that the bakery was doing a gross business of from \$30 to \$90 a day when it was taken over by the plaintiff. Hage's attorneys had previously stated that on such representations Hage had paid \$300 cash and had given a note for \$1700 and mortgage covering 20 acres of land in Clark County, Washington, in exchange for the bakery, only to find that the average daily receipts fluctuated between \$5 and \$12. On account of these alleged misrepresentations he wants the deal rescinded.

When 5 o'clock arrived very little testimony had been taken, so Judge McGinn ordered that the plaintiff submit in writing the terms on which he is willing to settle and the defendant present a counter proposition. The defendant's attorneys had previously rejected an offer of the Judge to permit the parties to use his chambers in negotiating a settlement.

Edlefson's wish you a happy 1913. **

PLUMBING SUPPLIES



GOLDEN or ANTIQUE OAK LOW-DOWN TOILET FOR \$10.40



CAST-IRON, WHITE ENAMEL, 3-INCH ROLL-RIM BATH TUB \$12.00
LAVATORY—CAST IRON, WHITE ENAMEL \$1.50



CEMENT LAUNDRY TRAY \$6.00



High Tank Toilet \$9.50
Boiler \$5

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J. SIMON & BRO.

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Front and Grant Streets—Take "S" Car Going South, on Third St.