

# FIGHT FOR NORTH BANK'S MASTERY

### Hill and Harriman in Big Struggle to Control the Right of Way.

## OUTCOME HARD TO PREDICT

### Double Track Might Offer a Solution if the Rival Railway Magnates Would Accept Such a Compromise.

What is perhaps the most interesting railway situation in the United States, as well as one of the most perplexing construction problems of the year, is the rival building along the north bank of the Columbia by the Portland & Seattle and the Wallula Pacific. The struggle between the Hill and Harriman interests for the right of way from Wallula to Vancouver is growing more fierce daily, and what will be the outcome of the parallel railroad building now going on can only be guessed. It is doubtful if even the principals in the struggle themselves have a definite idea of what the ultimate result will be. Certain it is that those directing the fight from Portland have not a clear conception of what arrangement will be reached finally.

### Cross and Recross Many Times.

Operations now being carried on by the two contestants cannot be carried to a successful conclusion, and already a good deal of money has been spent in the building of rival roads that conflict at innumerable points. An engineer who has been over the whole route from Wallula to Vancouver has estimated that the two roads cross and recross each other's tracks about 40 times in the 20 miles. Each side seems determined to continue the building of its own grade, which, even if built as planned, will be utterly useless for all purposes of practical railroading because of the many points of interference.

Each side claims rights along the river which the other contests, and as it stands now, each road has about equal legal title to rights of way. While there was never any question as to the intentions of the Hill road, both lines are now making a good showing. The situation is one where two combatants are spending a good deal of money in what must result in a losing fight, as far as building two parallel lines of railway.

### May Be Double Track.

That a double-track railroad will be the only practical solution of the rivalry is the prediction of some prominent in the struggle, as they realize some adjustment of rights must be made, and that work now being done in building grades is useless, for the grades of one of the roads now being built can never be used.

Officials of the Wallula Pacific assert their intention to build and operate a road along the north bank, while Hill officials claim the object of the rival builders is only to bring concessions from the Portland & Seattle. Among these things to be traded for, say Hill men, is the use of the Northern Pacific tracks from Vancouver to Kalama, for they may Harriman will want to use the Hill tracks for that distance in order to reach a practical route to the Sound.

courts is keen. A hearing that will prove decisive in the struggle will be held at Vancouver, May 8, when condemnation suits will be pressed by the Portland & Seattle for rights of way across land that is admitted to belong outright to the Wallula Pacific. Whatever Judge McCredle's decision shall be, it is certain to be appealed from and the cases taken to the Washington Supreme Court.

### Money Freely Used.

Money is not only being freely spent by the Harriman road in fighting the Hill line in the courts, but Union Pacific profits are being invested freely in building materials and labor on the Wallula Pacific. Officials of the Harriman road are authorized for the statement that the payroll of the Wallula Pacific construction forces amounted to \$500 for about ten days prior to May 1, when payment was made to square up for the first of the present month.

Construction materials and added forces of laborers are going from Portland to the Wallula Pacific's grade every week now—that road has 300 men at work. Thirteen blasting crews are busy, while graders are working in earnest on smoothing rights of way. Several steam shovels will be on the ground by the middle of the month.

### Harriman Keeps Silent.

That the coming of E. H. Harriman to the territory would clarify the situation was the thought of some, but in this hope they were disappointed. Mr. Harriman disclaimed knowledge of the fight and took care to show no signs of interest in it. That he is ready to instruct definitely his lieutenants on the subject further than to keep up the fight may be doubted.

Some subcontractors who have undertaken construction of the two lines are in imminent danger of losing money on their contracts. Sandstorms last week swept down on the works and in an hour wiped out any sign of grading at some points east of the Dalles. The work that had been done has to be done over, and this will probably occur frequently. So heavy was the wind on several days recently that the construction crews did not leave their tents.

### Better Service for Mount Scott.

President W. H. Harburt, of the Oregon Water Power & Railway Company, is considering the improvement of the car service on the Mount Scott line and as soon as some short double track along the road is completed, it is expected that a more frequent schedule will be announced. Cars now run on the Mount Scott line every 15 minutes and it is expected that a ten-minute service will begin within a short time. Complaints have been frequent in the past from the residents of the Mount Scott district as to the inadequate car service and the company has been asked to furnish better facilities. A large number of new cars are being built in the shops of the O. W. P., and with their completion more frequent service will be possible.

### Motor-Car in Repair Shop.

The Southern Pacific motor-car has been taken off the Oswego run temporarily and has been placed in the Southern Pacific shops on the East Side for minor repairs. The Oswego local has resumed its run on that line until the motor-car is again able to operate, when it will be put back to work. The motor-car performed satisfactorily for a time but parts of the engine proved weak. These are now being strengthened and within a short time the car will be ready for service.

### Takes Charge at Estacada.

T. W. Sullivan, hydraulic engineer for the Portland General Electric Company

## GUESS WHO? SHE WOULD BE MISS COLUMBIA—No. 5



An embarrassment of captivating candidates for the positions of Queen and Columbia in the industrial parade of May 23 now confronts the board of judges. The contest will come to a close May 12. "I think I shall resign," declared one of the judges, "for when the choice is made, and I am known as one of the judges, the future to me looks dark and uncertain and I shall be probably without an occupation or hope of reward. I should hate to vote a political ticket of pretty girls, for how would one ever be able to reconcile himself to a choice among so many beauties of the various types that are found in Oregon? All types of graces are represented fully in the present contest, and all possess special claims for consideration." S. H. Friedlander is to be the Prime Minister for the occasion on which democratic royalty will reign supreme for a day. He has secured the costumes and many beautiful jewels, which will be displayed within a short time. He is an arduous task, to manage the floats and the royal party, and the details of the parade, and his long experience with such matters is an assurance that it will be done creditably. The Prime Minister wants names of young ladies to serve as attendants on the Queen's court in the floral float and also for Miss Columbia, who will represent the spirit of the Nation. Who will volunteer?

## SAN FRANCISCO IN RUINS

### Realistic Photographs of Fire and Earthquake Damage.

The recent earthquake and fire which did so much damage to San Francisco are being revealed in most realistic form by Mr. Mayer, the photographer, who, during the terrible catastrophe, at the risk of his life, took over 100 views of the wrecked portion of San Francisco.

Last night Mr. Mayer, at the request of the citizens of Portland, opened the Silex Theater in the Imperial Hotel, on Washington street, and turned away thousands of persons desirous of witnessing the realistic scenes of San Francisco in ruins.

The scenes will be revealed every day for a short time, between the hours of 4:30 and 11 P. M., at the Imperial Hotel, 231 Washington street. These are the exact scenes Mr. Mayer presented to a large audience recently at the White Temple, in this city.

### Milwaukee Bandmen All Work.

The Milwaukee band, which had been engaged to go with the carmen's picnic Friday to Estacada, owing to some misunderstanding did not go, but instead had a picnic of their own. It was not an outing, but was full of interest and enthusiasm. Nearly all the members gathered at their hall which is being fitted up and which was formerly the pioneer schoolhouse, and put in the day in lathing the inside preparatory to plastering. At noon the wives and sweethearts brought to the hall a fine luncheon, which was spread in the building, so that what the band lost in not going on the excursion they more than made up at home. The band will have an excellent home when the improvement now under way are completed. A stage is being built at one end and the floor will be raised so that the hall will be fitted for dancing. It will also be used for public purposes, and yield a revenue to the band as well. When the building is completed the band will dedicate it in an appropriate manner.

## FIVE THOUSAND ASSURED

### SENATOR GEARIN SO TELEGRAPHS I. N. FLEISCHNER.

### Oregon Delegation is Confident of Appropriation for Willamette Valley Irrigation Experiments.

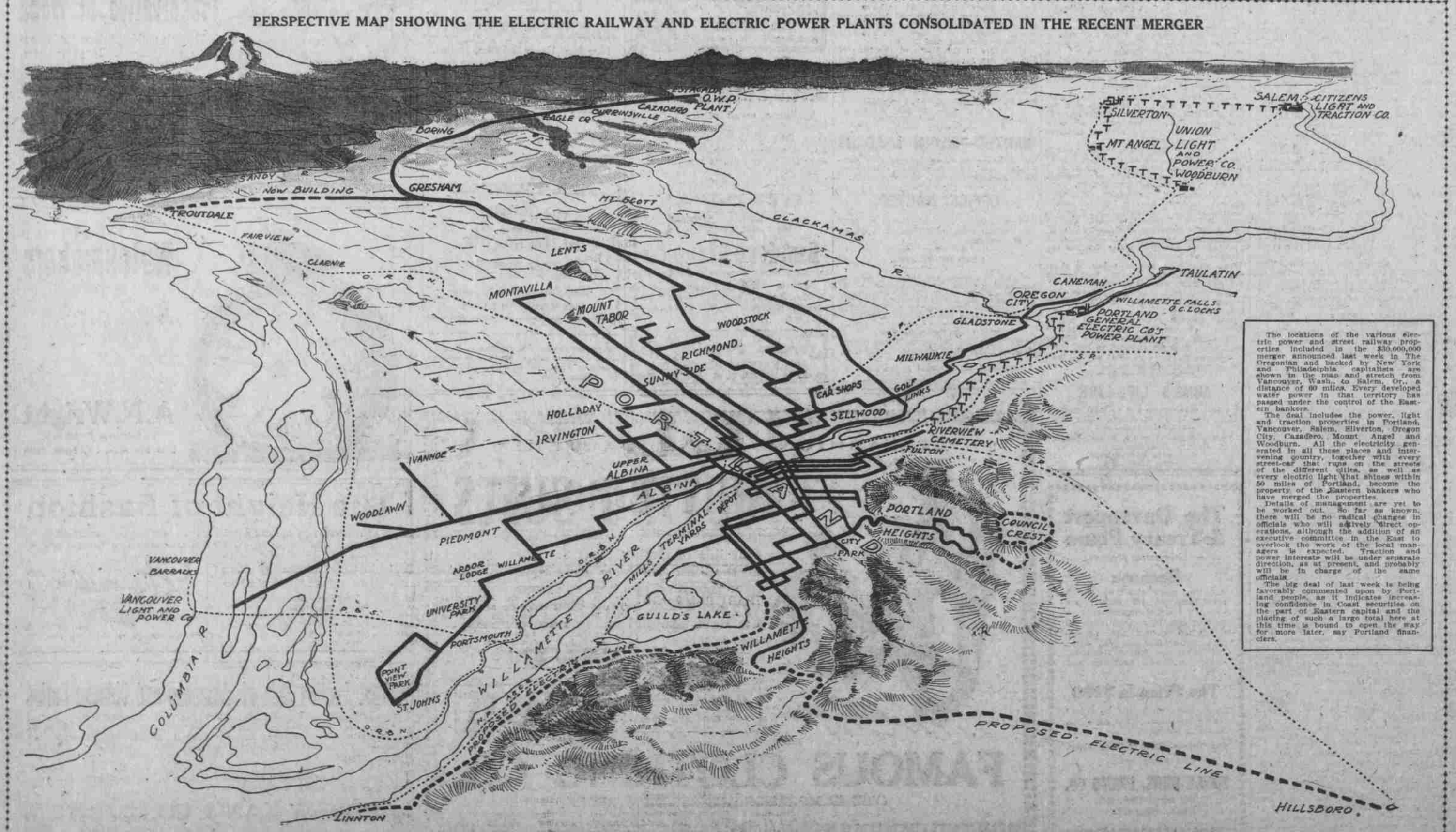
I. N. Fleischner, acting president of the Board of Trade in the absence of President Wallis Nash in the East, received a telegram from Senator Gearin last night which gives assurance of the appropriation of the \$5000 asked by the Board of Trade for the proposition of the drainage and irrigation experiments in the Willamette Valley under the direction of Engineer A. P. Stover, irrigation expert of the Department of Agriculture.

The Oregon delegation at Washington was asked by wire two days ago to urge the appropriation of \$5000 for the work and already responses have been received from all three representatives of the state at the National capital. Congressman Hermann wired on Friday that the appropriation had passed the House and gone to the Senate, where it would be passed by the agricultural committee.

The telegram received yesterday from Senator Gearin follows: "I have arranged with Senator Fulton and California and Tennessee Senator Frazier is to offer amendment in Senate to carry appropriation up to \$125,000. This will provide for Oregon requirements. We judge it better amendment should be offered by Tennessee Senator Fulton and I will take care of it."

"JOHN M. GEARIN" The \$125,000 referred to represents the total appropriation asked for experiment and irrigation work in Oregon at this session, the \$5000 asked for experiments in the Willamette Valley having been added. The \$5000 was necessary for the experiment, as the experts were appointed by the senate had been made up and sent in to the House and unless funds were forthcoming the engineer could do no good. If the appropriation goes through, as is expected, Engineer Stover's experiments can go ahead immediately.

## PERSPECTIVE MAP SHOWING THE ELECTRIC RAILWAY AND ELECTRIC POWER PLANTS CONSOLIDATED IN THE RECENT MERGER



The locations of the various electric power and street railway properties included in the \$30,000,000 merger announced last week in The Oregonian are shown in this map. The map shows the main and street lines from Vancouver, Wash., to Salem, Or., a distance of 60 miles. Every developed water power in the territory has passed under the control of the Eastern bankers.

The deal includes the power, light and traction companies of Vancouver, Salem, Silverton, Oregon City, Cascade, Mount Angel and Woodburn. All the electricity generated in all these places and interconnecting lines, together with every street-car line, runs on the street of the different cities, as well as every electric light plant within 50 miles of Portland, become the property of the Eastern bankers who have merged the properties.

Details of management are yet to be worked out so far as is known, there will be no radical change in officials who will actively direct the operations, although the addition of an executive committee in the East to oversee the work of the post managers is expected. Traction and power interests will be under separate direction, as at present, and probably will be in charge of the officials.

The big deal of last week is being favorably commented upon by Portland people, as it indicates increasing confidence in the business sense of the part of Eastern capital and the placing of such a large total business in this time bound open the way for more later, say Portland financiers.