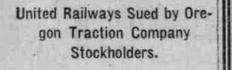
THE SUNDAY OREGONIAN, PORTLAND, MAY 12, 1907.



BLOCKS THE WOR

ATTACHMENT SUIT

RELEASED WRIT LATER

President Benham Files Bond With Sheriff and Construction Gangs Resume Their Labors-Plaintiff Makes Statement of Case.

A surprise awaited the construction crew on the United Railway Company's crew on the United Railway Company's lines when they reached the scene of operations yesterday. They were pre-vented from going to work, as the result of attachment proceedings brought by L. Y. Kendy and stockholders of the old Gregon Traction Company in a suit to recover about \$46,000, the amount of claims as the result of the United Rail-Ways Company's nurchase of the Oregon Ways Company's purchase of the Oregon Traction Company's lines a year ago. W. L. Benham, president of the Unit-

ed Ballways Company quickly called a meeting of officials at the office of the company's attorney, A. C. Emmons, and arrangements were made to furnish a bond arrangements were made to furnish a bold and release the attachment. The bond for the full amount of the claim was signed by the United Railways Corpora-tion, Herman Wittenberg and Walter H. Moore, as principals. The party then called on Sheriff Stevens, filed the bond with him, and secured the release of the attachment. attachment.

Construction Work Resumed.

The construction work was continued after noon President Benham says the attachment was spite work on the part of persons who do not want his company to build the road.

The track has been completed from the The track has been completed from the southerly terminis at Hamilton avenue on Macadam road to Wood street, and on Water street from Moody to Columbia street. At the northerly terminal on Front street the line is completed from the Steel bridge to a point near Ash street. All the necessary rails and mathe Steel bridge to a point near Ash street. All the necessary rails and ma-terial are on the ground, and they were anarked with notices of the attachment. L. Y. Keady was one of the original promoters of the Oregon Traction Company, which secured a fran-chies over averal streets of the city, which were to be used as the terminals for an interurban line to Hillsboro. A mention of the track was laid but disportion of the track was laid but dis-continued on account of financial re-verses. The franchise and property was furned over to the United Rallways Company.

Suit was brought by Keady a short time ago to collect money he claimed duo him as assignee of the stockholders of the Oregon Traction Company. The case is set for trial on May 27. Mr. Keady said last night:

"The claims represented in my suit against the United Railways Company are against the United Railways Company are for money owed Eastern people who hold sight drafts in the form of notes for money due. In addition to these claims, there are debts amounting to \$5,000 and supposed to be covered by a certified check at the Merchants National Bank, issued to W. J. Muir as trustee for the Oregon Traction Company at the for the Oregon Traction Company at the ilme that company's property was sold to the United Rallways Company on the

Courthouse steps a year ago. "Although this money was due im "Although this money was due im-mediately and payable on the certified check, it has never been paid, and the debts are still owing. These creditors include the Fortland Rallway Company. Joint Rate Order of Washington up to their promises. After the reports were finished, Dr. Paul Rader, editor of the Christian Advocate, addressed the boys. Judge Frazer said that it was one of the most Railroad Commission Formality. **Becomes Head of Maintenance** Traffic officials of the Harriman roads see no special significance in the an-nouncement of the Washington Railroad the Hibernia Savings Eank, Ashley & Rumelin, Merchants National Bank, Anderson & Duniway, Irwin-Hodson Company, W. T. Muir, Dr. J. T. Walls, and W. I. Walls, and Operation. Commission that it will abandon the joint rate of wheat order now in effect and successful meetings of the court over held, and that he was greatly encour-nged by the manner in which the boys were endeavoring to make men of institute a new order amounting to the same thing. The result will be no change in policy, but is thought here to mean and W. J. Walls." President Benham's Statement. GOES TO ST. PAUL OFFICE themselves. that the present order, which is contested W. L. Benham, president of the Unit W. L. Benham, president of the Unit-ed Railways Company. last night made the following statement: "The construction and certainty of early completion of the lines of the United Railways has developed strong opposition from the existing railway interests. The methods pursued in at-tempting to defeat the plans of the United Railways Company and in enin the courts, will be replaced by an edict of the Commission which will have no CARDWELL CASE IS ARGUED points that can be attacked in that manner. "It is simply to do over what was not done correctly in the first place," said an official of the Harriman lines yesterday. "As I understand it, the joint rate is to be retained and all question of the legal-ity of the order placing it in effect is to be removed by including all ratiroads, both steam and electric, in the order pro-Attorney Hughes States Case for De-Third Vice-President of Northern fendant in Suit. Pacific Succeeded at Tacoma by Arguments of attorneys were finished H. C. Nutt, Now Superintendtemping to deleat the plans of the United Railways Company and in en-deavoring to prevent the construction within the time allowed by the fran-chises have been, to say the least, very questionable, and every effort has been made to discredit the company, in or-der that the allied interests may con-real the traction dimension in and out esterday at noon in the Cardwellent at Detroit, Mich. Dalton ejection suit, and the case was submitted to Judge A. F. Sears. His decision will not be announced for "The first order last year was attacked because it did not include electric rall-roads in its provisions, and this was held several days. Mrs. Helon R. Card-Clyde B. Aitchison, of the State railroad well, trustee of the estate on Alder ommission, accompanied by R. G. Miller, der that the alled interests may con-trol the traction situation in and out-side of the city. The remarkable spec-tacle was recently presented by a rep-resentative of the 'alled interests' standing before the City Council, restreet, the plaintiff in the case, was street, the plaintiff in the case, was in court with her aged mother, and Mrs. Martha Dalton, the defendant, listened attentively to the arguments of her lawyer, E. G. Hughes. Many friends of both parties were in court. Mr. Hughes based his principal argument on the fact that Mrs. Mar-tha Dalton and her mother have oc-cupied the Alder street property for it was asserting that neasesion not to be discriminating against some railstatistician for the commission, and T. D. roads. "I connot say whether the new order will be attacked by the railways. I sup-pose nobody would know about that until the complaint is filed and it is seen whether the right procedure has been followed." Van Heekeren, secretary of the transportation committee of the Chamber of Commerce, made a trip through the questing them to force the independ-ent line to turn over its completed Front-street line to them, because, as be termed it. 'It was essential to their terminal grounds yesterday to ascertain the true state of affairs in the yards, followed. where there has been extreme congestion for months. Commissioner Aitchison enterprise. "In view of the tactles that will doubtless be pursued, as our lines are being constructed and the unisrepresen-tations that have been and may be made, the public should know what ST years, asserting that possession not having been claimed by Mrs. Cardwell within the 10 years specified in the statute limitation, there is no ground for Mrs. Cardwell to come in to assert BUILDS DEPOT AT LINNTON wanted first hand information on conditions and took Mr. Van Heckeren along Northern Pacific Also Puts in New for a guide. Under the latter's direction, the trans-Sidetrack. has been done and what is proposed by the United Railways Company, for we feel that the public believes in fair play, and does not intend that any inde-pendent line which is willing to demtitle to the preperty at this time. He said that Byron F. Cardwell and James Cardwell bought this property as a house for their mother and sister for life; that while Mr. Buchtel or Byron portation committee of the Chamber of Sideurack. The Northern Pacific is building a depot at Linton and a sidetrack 300 feet long, made necessary by the location of the Willamette Box & Lumber Company, em-ploying 30 men. The lumber company has trebled its output. It pow employa 25 men and its payroll is about 515,000 a month. The payroll of the box factory is about \$0000 a month. Beal estate has ad-vanced in valuation being worth about four times what it was a year ago. Many new buildings are going up. Dan Merx is to put up a \$7000 hotel. Sales of real estate have been large for the past month. Commerce is introducing a system of expediting husiness in the terminal yards that is bringing order out of chaos and is clearing the tracks of idle cars. This home for their mother and sister for life; that while Mr. Buchtel or Byron Cardwell may never have said any-thing about a life estate, this was un-derstood and intended by their act. In 1889, he said, Mr. Baird secured a purchaser at \$16,000 for the prop-erty, and went to Byron F. Cardwell was quoted as saying at that time that he would not accept the offer as he would act sell that it was true Mrs. Dalton did agree to accept another home. If she gave up the oid one, but that she did not agree to relinquish any rights in the Cardwell property years. Mr. Hughes called sttention to the fact that the action to compel Mrs. Dalton to leave the place might have here bought years ago, but not nowpendent line which is willing to dem-onstrate its good faith by spending its money in actual construction and in developing a good and efficient trac-tion system in and around Portland should be throttied. "The Front-street line is nearing completion and will be finished within 20 days. This will give the United Railways five miles of track within the city limits. "Overhead material is arriving and to is expected the new locomotives will be in operation for handling freight over this line within 60 days. "The first shipment of rails for the Flanders-street line has arrived, hav-ing been delayed over three months. month. It is confidently expected that an elec tric railway will be built along the hank of the Willamette to Linnton before long. The field for an electric carline is consid-Flanders-street line has arrived, hav-ing been delayed over three months, and construction work on this line will be under way at an early date. This will connect between Tweifth and Front streets. The Tweifth and Pet-iggrove-street lines will be repaired, and connection will be made down Stark street as rapidly as the steel ar-rives. The engineering crews for in-terarban work will be placed in the field to complete location preparatory to continuing work on the Hillsboro line as soon as the weather is set-tied. We believe that the construc-tion and policy of the United Rail-ways during the coming season will amply demonstrate to the people of Portland that this company is acting in entire good faith, and we further-more believe that the people of Port-ind will meet us half way and refuse to sanction any tactics of aggrandize-ment or monopoly on the part of those who have already secured from the city, without price, inestimable public privileges." ered very inviting, and that it will occupied is thought to be a certainty. will be COMMENCE WORK AT ONCE fact that the action to compel Mrs. Dalton to leave the place might have SATE. barrioli to have the plate many mark we been bought years ago, but not now-that it was too late: that the law makes no provision for recovery in such cases, and that no grounds now existed for recovery. Each morning the numbers and initials Harriman Assembling Laborers to of all the cars on the team tracks are posted in the car service department by the terminal company. This list serves as Build Line to Sound.
< Build Line to Sound. "If there is any question as to the matter of adverse possession," said Mr. Hughes in closing, after citing several parallol cases, "your henor has only to rely on the statutes in this case. Dan J. Malarkey, counsel for Mrs. Cardwell, is confident that his client will win the suit. Evelyn Booth Coming to Coast. to sanction any lactics of aggrandize-ment or monopoly on the part of those who have already secured from the city, without price, inestimable public privileges." Report to Judge Frazer. On account of rain the picnic ar-ranged for yesterday for the wards of



CLASSIC REPRODUCTIONS IN HIGH-GRADE FURNITURE

A splendid collection of reproductions of the classic period stylescorrect examples by the recognized leaders in the making of fine furniture in America, including a number of antique pieces and reproductions from Europe, in the designs that characterize the various periods in the history of furniture construction, and which today are conceaded by authorities to be perfect. This extensive showing is unequaled in its broadness of variety in any city in the West, and represents our efforts of many months in selecting and bringing together productions from the famous Grand Rapids, Mich., manufacturers of high-grade furniture - Berkey & Gay, Royal Furniture Co., Oriel Cabinet Co., Wm. A. Berkey, Retting Furniture Co., and the Cabinetmakers' Co., W. K. Cowan, of Chicago; Barnard & Simonds, Palmer & Embry, Nathan & Gianini, of New York; L. N. Brunswig, of Paris; Wm. Birch, Limited, of London, and D, Nap, Candiana, of Venice. Our fifty floor is resplendent with this exclusive gathering of "furniture of character and aquality," parlor suites and odd pieces in the beautiful French period styles of Louis XIV, Louis XV and

Louis XVI, and the popular English designs of Hepplewhite, Sheraton and Chippendale, in mahogany, walnut, violet wood and gold leaf. Luxuriously upholstered and massive pieces for the library and living-room in the solid mahogany. Handsome bedroom suites in the stately colonial. Dining-room suites in the Italian, Flemish and Spanish Renaissance, and in the Colonial and Sheraton. Hundreds of odd and novel pieces for all rooms-Colonial hall clocks, massive and lighter Colonial designs in writing desks. Martha Washington sewing tables, reception-room pieces in the richly carved Queen Anne and Elizabethan period designs, solid mahogany pedestals and jardiniere stands, piano benches and music cabinets, the latter in beautifully figured walnut; parlor and curio cabinets richly carved and plain designs. Through the completeness of our stock of decorative materials-wall papers, wall fabrics, etc., and our modern facilities, we are enabled to carry out correct ideas in interior decoration to conform with any selection of furniture.



Marine Notes From Victoria.

VICTORIA, B. C., May 11. - The

steamer Georgia, of the Canadian-

Maxican line, was reported from Ma-ratian today. She left again for Sa-lina Cruz affer landing cargo. The steamer is making the initial voyage

the Juvenile Court was postponed, but over 75 of the probationers reported to Judge Frazer in courtroom No. 1. The court listened to written reports from each boy. With few exceptions great improvement was noted in each case, and two boys were dismissed from the custody of the court, having fully lived TAKES STEP

MERELY CORRECTS BLUNDER

yards

orders to report here, and are coming in from Hermiston in numbers. They understand they are to be put to work on the Peninsula on the Oregon & Washington work above described. With the Portland & Seattle bridg-ing the two rivers and digging a deep out across the Peninsula, the com-mencement of the Oregon & Washing-ton work will make the district be-tween the Willamette and Columbia one of the busiest in railrond construeone of the busiest in railroad construc-tion in the Pacific Northwest. Plans of the two rival systems are for a large amount of work during the

will reach Portland today at 4:30, leaving tonight for Puget Sound. Mr. Gow is making a trip of the Coast to familiarize himself with financial conditions here. route, arrangements having been made with the steamer Indianapolis for the carriage of mails.

Steamer Yangtse, of the Blue Funnel line, arrived today and after landing 59 Japanese passengers, proceeded to

Tacoma. The steamer Riojun Maru, of the Nippon Yusen Kalsha line, which left Yokohama April 27, reached William Head quarantine station tonight and will arrive in port tomorrow.

season. Will Inspect O. R. & N. System. J. P. O'Brien, ganeral manager of the Harriman lines in this territory, expects to leave the city tonight in his private car Oregon for a trip over the Washing-ton branches of the O. R. & N. system. The trip is said to be a usual inspection jaunt. He will be away from the city for a number of days. a number of days. Making Tour of Coast. Charles Gow, financial representative in Europe for the Pennsylvania Railroad, OZOMULSION GUARANTEED Under the Food and Drugs Act June 30th, 1906-Serial No. 332. **OLD** and YOUNG Suffer alike from General Debility. It is a very common disorder, and results from a variety of causes. It should not be confounded with fatigue, which is transitory. is transitory. In General Debility, the weakness, wheas arrested, will gradually increase and finally become permänent. For this reason great care must be exercised in the use of the proper remedy. What is wanted is something that will restore the lost energy and build up the system. This can be had in Ozomulsion The Cod Liver Oil Emulsion "Par Excellence." It renews the appetite, restores the nerve tone and enriches the impover-ished blood. It is a food as well as a medicine, and supplies the nourishment neces-sary to enable the organs of the body throat, call at once. to properly perform their functions-which means perfect health. Oxomulsion is the kind Physicians Prescribe for Colds, Coughs, Con-semption and all Pulmonary Troubles; Scrofula, General Debility, Loss of Flesh, Ansemia and all Wasting Diseases. For sale by all druggists. There are two sizes-Sez and 16 or. Bottles; the Formula is printed in 7 larguages on such. OZOMULSION LABORATORIES 548 Pears Street, New York. TEA



SPECIAL NOTICE

If you are suffering from any of the diseases mentioned, or from any disease of a chronic, nervous or blood nature, come and see us, or write us a full description of your trouble, and let us tell you what your trouble is, and just what we can do for you. We have cured thousands who have been pronounced incurable by others, and will CURE YOU for less money than you can be treated for by any specialist in Portland or the Northwest.

NESSES OF MEN

If you have violated the laws of health and are conscious of a constant drain which is undermining your system, come to us before you become a nervous and physical wreck. If you are weak, gloomy and despondent, have bad dreams, depressed, lack ambition and energy, unable to concentrate your thoughts, lack vim, vigor and vitality, come to us at once. Our treatment will tone up your nervous system and overcome all weaknesses, and positively restore you to strength and health. We have cured thousands of weak men.

BLOOD POISON, ULCERS, SORES, SWOLLEN GLANDS

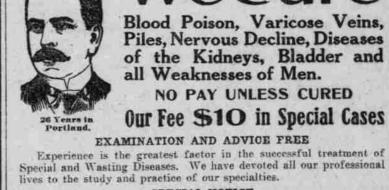
Cured to stay cured. Our treatment is scientific and rational, and will eliminate every vestige of poison from your system. If you have sores, pimples, deep ulcerations, falling hair, sores in the mouth and

WE WANT EVERY MAN IN THE COUNTRY WHO IS AFFLICT-ED TO WRITE US ABOUT HIS AILMENT.



Old Dr. Grey's Sanitarium

was a royal indulgence two-hundred years ago. 'Tis yet. Test preser returns your meaner if you den't Whe Schilling's Best: we par kim. Test preser returns the second state of the second



NEEVOUS DEBILITY, LOST VITALITY AND ALL WEAK-