

ATTACHMENT SUIT BLOCKS THE WORK

United Railways Sued by Oregon Traction Company Stockholders.

WRIT LATER RELEASED

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 lines when they reached the scene of operations yesterday.

W. L. Benham, president of the United Railways 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 and release the 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 southernly terminus at Hamilton avenue on Macadam road to Wood street, and on Water street from Moody to Columbia street.

L. Y. Keady was one of the original promoters of the Oregon Traction Company, which secured a franchise over several streets of the city, which were to be used as the terminals for an interurban line to Hillsboro.

Suit was brought by Keady a short time ago to collect money he claimed due him as assigned to the stockholders of the Oregon Traction Company.

"The claims represented in my suit 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 \$25,000 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 time that company's bonds were sold to the United Railways Company on the Courthouse steps a year ago.

President Benham's Statement.

W. L. Benham, president of the United 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 attempting to defeat the plans of the United Railways Company and in endeavoring to prevent the construction within the time allowed by the franchises have been, at the least, very questionable, and every effort has been made to discredit the company, in order that the allied interests may control the traction situation in and outside of the city.

"In view of the tactics that will doubtless be pursued, as our lines are being constructed and the interferences that have been made, it is deemed that the public should know what has been done and what is proposed by the United Railways Company, for we feel that the public has a right to know and does not intend that any independent line which is willing to demonstrate its good faith by spending its money in actual construction and in developing a good and efficient traction system in and around Portland should be thwarted.

"Overhead material is arriving and it 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, having been delayed over three months, and construction work on this line will be under way in a few days. This will connect between Twelfth and Front streets. The Twelfth and Pettigrove-street lines will be repaired, and connections will be made with Stark street as rapidly as the steel arrives. The engineering crews for interurban work will be placed in the field to complete local connections and to continuing work on the Hillsboro line as soon as the weather is settled.

Report to Judge Frazer.

On account of rain the picnic arranged for yesterday for the wards of

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A splendid collection of reproductions of the classic period styles—correct 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 conceded by authorities to be perfect.

LEVEY TAKES STEP BECOMES HEAD OF MAINTENANCE AND OPERATION.

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 discharged from the custody of the court, having fully lived up to their promises.

CARDWELL CASE IS ARGUED Attorney Hughes States Case for Defendant in Suit.

Arguments of attorneys were finished yesterday at noon in the Cardwell-Dalton ejectment suit, and the case was submitted to Judge A. F. Sears. His decision will not be announced for several days. Mrs. Helen E. Cardwell, trustee of the estate on Alder 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. C. Hughes." Many friends of both parties were in court.

Mr. Hughes based his principal argument on the fact that Mrs. Martha Dalton and her mother have occupied the Alder street property for 27 years, asserting that possession not having been claimed by Mrs. Cardwell within the 19 years specified in the statute limitation, there is no ground for Mrs. Cardwell to come in to assert title to the property at this time. He said that Byron F. Cardwell and James Cardwell bought this property as a home for their mother and sister for life; that while Mr. Buchtel or Byron Cardwell may never have said anything about the estate, this was understood and intended by their act.

Evelyn Booth Coming to Coast. NEW YORK, May 11.—Commander Evelyn Booth, head of the Salvation Army corps in America, has left the city for an extended tour in the West. Miss Booth will make addresses in the following cities in the order named: St. Louis, Kansas City, Des Moines, Florida, Chicago, Denver, Los Angeles, San Jose, San Francisco, Portland and Seattle.

LEVEY TAKES STEP BECOMES HEAD OF MAINTENANCE AND OPERATION.

MERELY CORRECTS BLUNDER Joint Rate Order of Washington Railroad Commission Formality.

GOES TO ST. PAUL OFFICE Third Vice-President of Northern Pacific Succeeded at Tacoma by H. C. Nutt, Now Superintendent at Detroit, Mich.

Clyde B. Atchison, of the State railroad commission, accompanied by E. G. Miller, statistician for the commission, and T. D. Van Heekeren, secretary of the transportation committee of the Chamber of Commerce, made a trip through the terminal grounds yesterday to ascertain the true state of affairs in the yards, where there has been extreme congestion for months. Commissioner Atchison wanted first hand information on conditions and took Mr. Van Heekeren along for a guide.

Under the latter's direction, the transportation committee of the Chamber of Commerce is introducing a system of expediting business in the terminal yards that is bringing order out of chaos and clearing the tracks of idle cars.

Each morning the numbers and initials of all the cars on the team tracks are posted in the car service department by the terminal company. This list serves as a directory to the transfer companies, who can send a wagon directly to any car that is to be unloaded.

Reports by the transportation committee on the subject of terminal congestion will be made at the end of May to General Manager O'Brien and General Superintendent Buckley, of the Harriman lines, and to Manager Lyons, of the terminal company. It is said that the plan of personally visiting shippers who are slow in unloading cars has had such beneficial effects that 41 cars in now the averages unloaded daily on the team tracks, or 12 more than the former daily average.

LEVEY TAKES STEP BECOMES HEAD OF MAINTENANCE AND OPERATION.

about 1,200 and the yards have been jammed full of late.

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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 legality of the order placing it in effect is to be removed by including all railroads, both steam and electric, in the order promulgated.

COMMENCE WORK AT ONCE Harriman Assembling Laborers to Build Line to Sound.

Indications are that work will be commenced on the Oregon & Washington line from the Sound to Portland, within the next two weeks. Orders have been given for assembling crews on the Peninsula, and work is to be begun very soon on the approaches to the tunnel. Contracts for this work are understood to have been let to the Pacific Coast Construction Company.

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.

TULL & GIBBS COMPLETE HOUSE FURNISHERS YOUR CREDIT IS GOOD MAKE YOUR OWN TERMS

Will Inspect O. R. & N. System.

J. P. O'Brien, general manager of the Harriman lines in this territory, expects to leave the city tonight in his private car Oregon for a trip over the Washington 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.

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Making Tour of Coast.

Charles Gow, financial representative in Europe for the Pennsylvania Railroad, is making a tour of the coast, visiting the various branches of the system.

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Marine Notes From Victoria.

VICTORIA, B. C., May 11.—The steamer Georgia, of the Canadian-Mexican line, was reported from Mazatlan today. She left again for San Francisco April 27, reached William Head quarantine station tonight and will arrive in port tomorrow.

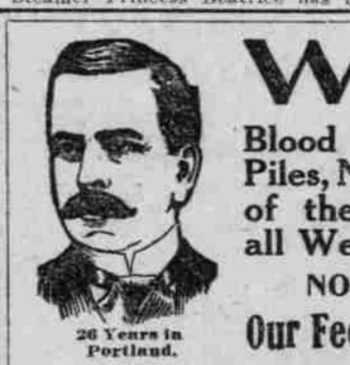
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