

PULLS THE SPIKES UP THE FINGERS

Oswald West Finds Harri-man's West Side Roadbed in Bad Condition.

DEPOTS ARE INADEQUATE

Track Sinks in Many Places When Passenger Trains Pass—Commissioner Recommends Improvements to Dilapidated System.

SALEM, Or., Feb. 29.—(Special.)—That the roadbed of the Southern Pacific's West Side division is in very bad condition; that the ties work up and down in the soft soil when trains pass; that in some places the spikes can be pulled out with the fingers; that many of the ties are too short to be serviceable, and that depot facilities are inadequate, are facts stated by Railroad Commissioner Oswald West in a report made today concerning his observations when he walked the track from Corvallis to Portland, early in the week. West carried with him a notebook and a hammer. He chopped into nearly every tie and timber the condition of which could not be determined by outward appearance. He made extensive notes of condition of rails, plates, ties and ballast. His report follows:

On February 11, 1908, a disastrous wreck occurred on the West side division of the Southern Pacific Company near Forest Grove, Or. The accident has been widely discussed by the people and the press and much has been said with reference to the condition of the road. On my inspection of the road, some company accused of negligence on the road condemned as unsafe and dangerous and on the other we have the positive assertions of the railroad officials that the road is perfectly safe for the traffic to which it is subjected, and that the statements made as to its dangerous condition are unjust and unwarranted. The traveling public therefore looks to the Railroad Commission for the facts. For the purpose of enabling the Commission to learn the true condition, I have made an inspection by train, and on my return from Corvallis to Portland, and beg to report as follows:

The reports of the company show the main line and sidings to be laid with the following weight rails:

| | |
|-------------------------------|---------|
| Main Line..... | 60-lb. |
| 40-pound steel..... | 17,500 |
| 50-pound steel..... | 156,549 |
| Total..... | 96,520 |
| Sidings..... | 1,000 |
| 40, 50 and 56-pound iron..... | 3,565 |
| Total..... | 11,225 |

Fifty-pound rails, branded "P. S. Co." and manufactured in 1870, are used from Corvallis to a point near St. Joseph, where they connect with Krupp steel rails. Like weight and date, which extend over perhaps two miles of road and connect with 50-pound #10 rails near Carlton. These 50-pound rails, especially those made by the P. S. Co., have worn remarkably well. They were manufactured nearly 20 years ago and have been in use nearly every where, yet holding the surface, which, are apparently as good as the day they were laid. Between St. Joseph and Carlton, about where the P. S. Co. and Krupp rails connect, I found a few broken ones which have been spliced.

The 50-pound steel which extends from a point near Carlton to a point near Beaverton is made up of a job lot of old steel bearing dates from 1882 to 1891, and I think a few rails of an older date. From Carlton to a point near Forest Grove most of the rails appear to have worn remarkably well, in fact are very little worn; but from the point to where they connect with the 50-pound steel near Beaverton, there are many badly worn rails, the result, undoubtedly, of service on the East Side or main line. I found a few of these rails had been broken at some time and spliced. A great many short rails are to be found. I am unable to say why they were cut, unless it be because of cracks obtained while in use on the main line. A great many of the joints are bad—some of the rails being bruised or badly cut.

The 40-pound rails in use on a point near Beaverton over the Hill into Portland bear the date of 1891 and appear to be in good condition except that some are pretty badly worn on heavy curves.

Two angle bars are used at joints on the 40-pound steel except for a short distance near Forest Grove where three found rails are used. Here a plain plate is used on one side of the joint and a plain plate on the other. An angle bar and plain plate are used at joints. This is a distance in and out of Forest Grove and at a few other points between Forest Grove and Beaverton, but from there on into Portland and Beaverton, angle bars are used at joints. I found the angle bars as a rule in good condition and, except at switches, very seldom found a cracked one. But where the angle bar and a plate were used it was not unusual to find one of them cracked—usually the plate. It is the duty of the section men to remove these cracked plates and I find as a rule they are given close attention. At the time of the wreck a great many plates near Forest Grove were found broken. In fact I believe there were twice as many broken plates on that section as could be found on all other sections between Portland and Corvallis. Many of these near Forest Grove have been removed, but there still remain a number which should receive attention. If the section foreman on this section will give as close attention to these matters as the other section foremen appear to do there will be no cause for complaint.

Where the 50-pound rails are connected with heavier ones, many broken joints are to be found and broken bars and plates are quite common. This is a matter which should be given attention. It has been stated that at certain points a mistake was made in the examination condition was said to exist an examination shows an angle bar and plain plate are used at joints. A person walking along the track might overlook the plain plate for the reason that it lies on close to and is hidden by the ball of the rail.

Bolts. The bolts at the joints continually work loose and a bolt is often found missing. This section men appear, however, to be giving them pretty close attention and I think there is nothing to fear from this source. In many cases where rails have been cut it appears but one hole has been bored in the rail; this means that three bolts through the plates at the joints. This, however, may not be a serious objection, but it undoubtedly would be a safer joint if another bolt was added.

Spikes. There are a great many loose spikes to be found along the line and at many points—more particularly between Corvallis and Forest Grove, where the ties are not so good—they can be pulled out with the fingers. Loose spikes are also common where the ties are good. This is the result of the light rails and soft roadbed. The passing trains work them loose as fast as the section men can drive them, and repeated driving will soon leave loose spikes even in sound ties.

Tie Plates. The plates are used on some bridges and trestles which have been lately removed many at a few points in the track between Hillsboro and Portland.

Ball Braces. No ball braces appear to be used except on some of the switches and on a few

curves on the hill near Portland. A number of the latter are broken.

Ties. The ties used are 7th and 6th, treated for ties and about 2000 are used to the mile. The reports of the company show 23,146 ties to have been laid during the year ending June 30, 1907; this amounts to over a per cent of all ties in the track. There have been continued renewals since the said date.

Between Corvallis and McCoy the ties at many points are in a poor condition and need attention. There have been renewals at many points, but they have not been sufficient. There are some 1895-6-7 ties and many others which have served their time and should be removed.

From McCoy to Portland the ties as a rule are in good condition. Some new ties have been put in lately, but there has been but little change since the date of the wreck. The contractor will convince any reasonable person that they are as good as are to be found in the main line or any other line. It is true that weak ties are to be found here and there and these appear to be receiving attention. The defects in the ties on this road are all shown up for the reason that they are not covered with ballast as on the main line. They are scattered here and there by derails, broken brake beams, fire and checking, and at many points in city limits they are bruised by wagon and truck wheels and do not look very good; but if one takes the trouble to chop into them he will find them as a rule perfectly sound.

I found ties occasionally that were checked and split nearly in two, but after careful examination found them sound and I can see no good reason why they should be removed. The condition of the ties on the track and the constant churning in the mud is another reason why the ties on this road take on a rotten appearance.

Many ties between Corvallis and McCoy should have early attention and there should be some renewal between McCoy and Portland, but when this is done I think no fair-minded person can say the ties on this road are not in a safe condition.

Roadbed. The roadbed in my opinion is the worst feature about the road. There is a little gravel and cinder ballast nearly all along the line, but not enough to do much good. The roadbed is soft and in places, and a passing train will sink in a second or many hours' work of a section crew. Standing on the track and watching a passing train will convince any one that the roadbed, tie plates, etc. are useless unless the roadbed is first given attention. A great deal of good drainage work appears to have been done this winter, but there are still many places where the drainage is poor and the track is soft. The constant churning of the ties in the soft mud has left many low places in the track and these are among the causes of derails.

Bridges. There are three steel and four wooden bridges on this line. The steel bridges are about 150 feet and the wooden bridges 60 feet in length. They appear to be well constructed and in a safe condition. Inside guard rails are used on the bridges.

Trestles. At the date of the company's last report there were 80 trestles on this line with an aggregate length of 18,106 feet. A number of them have since been filled and others are in course of being filled. Most of the trestles are in first-class condition, but there are some in poor condition. I have advised that these will receive attention at an early date. Very few of the trestles have inside guard rails.

An examination of certain trestles which were reported as being supported by piling which were in a rotten condition revealed the fact that the rot which was visible was merely a surface rot when cut away the posts appeared to be perfectly sound.

Trestle 3 B in South Portland was said to be in bad shape. This conclusion was reached undoubtedly from the fact that the wooden guard rails were in need of repairs. It seemed to me that this bridge is well constructed and in a good condition. The timbers about the date of 1904-5 and appear to be perfectly sound. A portion of the old guard rails has recently been renewed. These wooden guard rails are not knocked over and injured by these trucks at times when the platforms are crowded. This is a matter which should receive attention.

Section Gangs. This division appears to be divided into seven sections and averages about seven and one-half miles to the section. The crew consists of a foreman and from three to four men.

Depots. At a number of stations along the line better depots are badly needed. Many of them were built years ago when the needs of the communities were not so great and are now inadequate. The platforms of many of these are very narrow and there is not sufficient room for the handling of the express and baggage trucks. It is a wonder that these trucks are not knocked over and injured by these trucks at times when the platforms are crowded. This is a matter which should receive attention.

Conclusion. While conditions on this road are not as bad as reported they are such as to justify a demand for improvement in the road. The Commission should see that they are made at an early date.

OSWALD WEST, Commissioner.

In connection with the report of Commissioner West I beg to report that on February 12, 1908, I made a careful examination of the track between Forest Grove and the scene of the wreck, and on February 13, 1908, I made a careful examination of the track between Forest Grove and Beaverton. I found that since the wreck some considerable work has been done in putting the road in better condition. About 24 defective plates have been replaced and a number of new bolts have been inserted in place of defective ones. The roadbed is also being improved. On February 27 about ten plates remaining in the track, which, in my judgment, were defective and should be replaced. The damage caused to the track and trestle 26 H by the wreck had been repaired and the roadbed improved.

I have examined the track between Portland and Forest Grove with considerable interest. It is a matter which should receive attention. The scene of the wreck concerns the roadbed and track between these three points my observation coincides with his.

(Signed) C. B. AITCHISON.

CUSHMAN WOULD MAKE PILES' JOB

Tacoma Congressman Plans to Enter the Senatorial Race in 1910.

WIDELY KNOWN IN STATE

Judge Reid Wants to Go to Congress and Cushman is Willing to Make Room—Contest With Piles Promises Excitement.

OLYMPIA, Wash., Feb. 29.—(Special.)—That Francis W. Cushman is laying his plans to enter the race for election to the United States Senate in 1911 against Samuel H. Piles is declared with a strong degree of positiveness by some of the leading politicians of the Southwest. Congressman Cushman's plans have been



Francis W. Cushman, Who Desires to Succeed Sam H. Piles in the United States Senate From Washington.

come known, more or less, at this time, because of the drawing near of this year's political campaign. There has been some talk of opposition to Cushman in his district this year, and it is claimed that he has offset some of this opposition by confiding to more than half a dozen friends that he intends to make this his last campaign for the lower House of Congress and that he has an ambition to succeed Senator Piles of Seattle.

Judge Reid Ambitious. Tacoma has a strong aspirant for congressional honors in Superior Judge George T. Reid. Judge Reid was one of the leaders in the recent campaign for the State Legislature in 1906 and 1907. He was appointed to a vacancy on the bench in Pierce County by Governor Mead. Judge Reid, it is understood, does not care to remain on the bench indefinitely, having a preference for legislative work. Friends of Judge Reid have received an assurance from Congressman Cushman that the latter desires only one more term as Congressman. There would be little hope for any man in trying to overcome Cushman's popularity in the Southwest Congressional District this year, and Judge Reid will be well content to wait another two years.

Labor Opposes Cushman. If Cushman has any opposition in his district this year it will likely be raised by the laboring element. As in the case with Congressman Jones, there has been considerable criticism of Cushman's attitude on labor measures in Congress by union labor leaders. Several weeks ago, at the time of a gathering of labor leaders in Tacoma, a self-constituted committee waited on Stanton Warburton, former State Senator, and invited him to enter the race against Cushman. Warburton took the matter under consideration and nothing more has ever been heard of it.

Cushman Friendly to Jones. Cushman is looked upon as being in sympathy with Congressman Jones in the latter's attempt to defeat Senator Levi Ankeny for re-election, but he is not expected to take any active part in the senatorial contest this year. If Jones is elected, his sympathies, it is anticipated, will be more openly expressed and will be favorable to Cushman, as between Cushman and Piles there is no rivalry. Cushman's obligation to Senator Ankeny for assistance in Piles' election by the Legislature of 1905 is well known and is rapidly becoming a factor in the Jones and Ankeny contest. Hence, Jones, if successful, will not feel bound to observe neutrality when Cushman seeks to defeat Piles.

Promises Lively Contest. With the direct primary law in existence, Cushman is probably the most formidable candidate that could be put forth against Piles. He is not only equipped with acquaintance, but oratorical ability. Piles also possesses these two qualifications of the strong candidate, with probably a smaller personal acquaintance than Cushman in Eastern Washington. On the other hand, Piles has the Seattle spirit back of him, and back of the Seattle spirit is the metropolis of the state. There would be no weak-knee for either candidate, and with the senatorship practically the only office of importance at issue, a Piles-Cushman fight would bring about the liveliest off-year campaign ever held in the state.

Smashed by Jump From Train. HOOD RIVER, Or., Feb. 28.—(Special.)—Arthur McHenry, of Portland, is confined to the Cottage Hospital in this city as the result of an attempt to alight from a moving passenger train yesterday while it was passing over the bridge across the Hood River. McHenry jumped from the train when it was near one of the abutments to the bridge and fell 40 feet to the ground below. One of his legs was badly fractured, his head cut and several teeth knocked out. It is feared he may also have sustained internal injuries.

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JOLT FOR COLEMAN

Students Refuse Again to Indorse Retiring President.

ADJUST TRIBUNE'S AFFAIRS. Pendleton's Morning Daily Once More on Paying Basis. PENDLETON, Or., Feb. 29.—(Special.)

SHOW INTENSE INTEREST

Effort of Willamette Trustee to Have Blank Resolution Reconsidered Defeated—Pay Up Dues to Get Chance to Vote.

SALEM, Or., Feb. 29.—(Special.)—A second effort to secure from the students of Willamette University a resolution commending the work of ex-President Coleman, has failed. A student probably every member of the student organization present, a rising vote was taken and the movement was defeated. A few days ago a letter was received from Rev. Mr. McDaniell, of Portland, a member of the board of trustees, who addressed a letter to the student-body asking them to reconsider the action of a week ago, when the students adopted a blank report submitted by a committee appointed to draft resolutions of appreciation. Dr. McDaniell told Dr. Coleman's work here, as he viewed it, and asked the students to adopt resolutions thanking Coleman for his efforts in behalf of Willamette University.

When this letter had been received, a meeting of the student-body was called and it was announced that only members of the student association in good standing would be admitted to the meeting. That there was intense interest in the question presented is evident from the fact that students voluntarily paid up arrears of dues amounting to \$75 in order that they might attend the meeting. When the students assembled, the purpose of the meeting was stated and Dr. McDaniell's letter was read. When the reading was finished, a student moved that the meeting adjourn. On the viva voce vote the chairman could not determine whether the motion had carried. A standing vote was taken and the motion carried by three or four majority. As a motion to adjourn is not debatable, the expected discussion of the merits of the question did not take place.

While students have various reasons for their attitude, the majority in favor of adjournment was apparently secured by the argument that Coleman's retirement was the result of a controversy in the board of trustees and that the students have nothing to do with it.

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"Benjamin" Young Man's Suit

as well as acting as editor. He is a thoroughly experienced and practical newspaper man, and has succeeded in placing the Tribune on a paying basis with bright business prospects for the future.

Jolax, Wash.—Bryan Westcott, aged 35 years, died at Garfield today. Mr. Westcott came from England 40 years ago, making a fortune in the Nevada mines and locating in Whitman County 20 years ago. He had retired from farm work and was acting president of the Bank of Garfield.

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vacuum cleaning apparatus, which naturally insures the highest possible degree of sanitation. In a word, nothing has been overlooked which would tend to make this building the one place where dentists and doctors should be located. In other cities, this idea has worked out with great success, and it is the belief of the owners that an equal success may be had in this city.

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AGENT WILL BE AT THE BUILDING UNTIL NOON TODAY

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