

# RAILROADS SETTLE PORTLAND DISPUTE

## Hill and Harriman Agree on Terminals and Big Improvements Coming.

### JUICY PLUM FOR OREGON

#### Conference Results in Compact Similar to Harriman-Santa Fe Deal. North Bank Road Was Disturbing Factor.

(Continued From First Page.)  
declared. "The building of the North Bank road was a disturbing factor. There has been a great many details to settle in regard to the putting in of new work in and about the big Union Depot which has been erected in Portland. The officials of our lines and of Mr. Harriman met this afternoon and all differences were adjusted."  
At the Polo Grounds, Mr. Hill was joined by Mr. Harriman, and for a time the latter's attention was taken from the game by a sort of supplemental conference in a snug corner of the clubhouse at which J. P. O'Brien, of the Oregon Railway & Navigation; Zera Snow, legal adviser of the O. R. & N.; C. H. Carey, the Northern Pacific lawyer in chief; L. C. Gilman, Mr. Hill's personal assistant; and F. B. Clarke, president of the Spokane, Portland & Seattle road, were present.

#### No Questions of Policy Settled.

It was given out after the conference that Oregon had drawn a big plum, the big men having decided to let the sums of money in new construction about the terminal there.  
"It all happened as I said," repeated Mr. Hill. "The people of Oregon will understand what I mean when I say that the situation has been cleared up. What we did today was to discuss details—the advisability of laying a track here, and taking up a track there, and like matters. There were no questions of policy or of rates to be settled."  
Mr. Hill and his wife will go to Del Monte for a few days, his private car leaving Burlington as part of the Harriman special.

### HELP PORTLAND, SAYS ELLIOTT

#### President of Northern Pacific Is Pleased With Compromise.

"I have not been advised of the terms of the reported compromise that has been effected between the Hill and Harriman interests regarding the terminal situation in this city," said Howard Elliott, president of the Northern Pacific in his private car, the Harriman special, as he conferred in San Francisco, was to let me know in a general way the result of today's conference, but I have not received any news from there.  
"I trust the report may prove entirely reliable. I always have believed that there is common sense in the minds of the terminals of both the Hill and Harriman lines and a satisfactory adjustment of the controversy can only result to the advantage of the commercial interests of your city. During the last two years we have made a number of proposals to the Harriman interests looking to a settlement of the terminal controversy. In the same length of time the Harriman people have submitted proposals for an adjustment of the question. I sincerely trust that the matter has been adjusted permanently as a result of today's conference."  
Mr. Elliott and party reached Portland yesterday morning from Seattle, after a week's visit through Idaho and Washington. The party consisted of Mr. and Mrs. Elliott, Miss Edith Elliott, Howard Elliott, Jr., Mrs. A. McLaran, of St. Paul, and R. F. Perkins, of the firm of Bond Goodhue, Boston, Mass.

The party left St. Paul Sunday, March 14, and has been over some of the Northern Pacific lines, in Montana, through the Palouse country, up the Clearwater River to Grangeville on the Camas and Nez Perces Prairies, and over the newly constructed line from Lewiston to Pasco, of which the Northern Pacific has a half ownership. From that point the party passed through the Yakima Valley and spent several days at Puget Sound points.

Mr. Elliott and party will leave Portland this morning for a daylight ride up the Columbia River over the North Bank Road, via Pasco to Spokane, and thence east to New York, where the president of the Northern Pacific is due a week hence. But for this important engagement, Mr. Elliott admitted last night he would have prolonged his visit in this city for another day at least.

Mr. Elliott's personal party this morning in its trip up the Columbia will be joined by the following persons: A. D. Charlton, assistant passenger agent of the Northern Pacific; H. M. Adams, general freight and passenger agent of the Spokane, Portland & Seattle; H. Russell, assistant passenger agent of the road; N. D. Miller, the engineer who built the road from Vancouver to Kennewick; A. H. Stern, of the firm of Reed & Stern, architects of the Paul and New York; Ray Morris, editor of the Railway Age Gazette, and F. W. Dewart, of Spokane, lawyer and personal friend of Mr. Elliott.

### MEANS ONE PORTLAND DEPOT

#### Settlement of Terminal Cause of General Satisfaction.

News that the vexed terminal tangle here has been settled by the rival railroad interests that have held the matter up for so long will be received here with no little satisfaction. It means that all Hill and Harriman passenger trains will use the Union depot, and it may follow, although details are not yet known here, that the new freight terminals of the North Bank road will be used with the other terminal property and all roads will use the same tracks. This would give the whole city unexcelled terminal facilities.

This problem has caused endless worry to local officials for a long time, and no little inconvenience to the public. This annoyance was bound to increase with the traffic through this gateway.

The terminal row has been in the hands of the "higher-ups" according to Coast officials, for the past six months or more. The New York offices of the roads affected were grappling with the problem while local officials were deploring the lack of progress and wishing it had been left in their hands.

The time had arrived when the Hill people found it necessary to do something to provide for passengers over the new Spokane, Portland & Seattle Railway. They could not run their trains into the Union station and the

temporary passenger waiting rooms made out of a freight shed at Seventh and Hoyt streets are entirely inadequate to the demands upon them as well as out of keeping with the importance of the road. The Hill people were ready to erect a separate passenger station, so Louis Hill announced himself here recently, but were unwilling to begin this structure if there was any chance of making up with the terminal company and getting the use of the present Union depot. The Hill officials wanted the matter settled speedily, so they could use the terminal depot, or else go ahead with their own building in case the desired settlement could not be made.

Other matters entering into the settlement are unquestionably the Harriman line to Puget Sound, the use of the Hill bridges in crossing the Columbia and Willamette rivers and the apparent invasion of Eastern Washington by the North Coast, a Harriman line.

It is not unreasonable to guess that some offer may have been made to the Hill officials that, if they will put their local terminals into the general track in North Portland, which has so far been refused, and make concessions in regard to the line to Puget Sound, the Harriman people will turn over to them the North Coast and keep out of Eastern Washington with other immediate construction.

It is regarded as unlikely that any truce will be made by the magnates that will bind the Hill interests to desist from building further roads in this state. That time is believed to have passed when the Hill people pledged their word not to enter this state with other railroads, now that they have a direct interest in the development of traffic to Portland.

The history of the terminal war is quite generally remembered. It started in the Hill and Harriman roads splitting the blanket and the removal of the new North Bank road to terminals of its own. Processes of various kinds had been brought by the rival companies in court and injunctions had been issued that bound both parties hand and foot in acquiring or disposing of terminal property already held.

Negotiations looking to a settlement have been on by the officials of the Northern Pacific Terminal Company, the Northern Pacific Railway, the Spokane, Portland & Seattle Railway, the Southern Pacific Company and the O. R. & N., the lines interested, for months past.

Undoubtedly mutual concessions were made by both companies in arriving at a settlement of the terminal problem. What these were or what the "plum" referred to is could not be learned here last night. Undoubtedly, however, it means the establishment of a big terminal here, ample for all trade needs of the city for years to come. Interests will have equal shares, and will bear the cost of upkeep together. Whether too close an alliance between Mr. Hill and Mr. Harriman will be much of a "plum" for this state remains to be seen.

### CASTRO HARD PROBLEM

#### FRANCE HOPES TAFT WILL NOT ALLOW HIS RETURN.

#### London Predicts He Will Stir Up Andean Tribesmen, but No Opposition Comes.

LONDON, March 27.—(Special.)—Cipriano Castro's theatrical, though ignored by the French government, promises to furnish perplexing problems for the Washington administration unless the Caracas authorities act with unexpected energy against the turning "Black Eagle and the Andes." Paris journals hope President Taft will not neglect any step calculated to prevent the return to the old disorderly regime which flouted the United States and Europe insolently and helped to bogger and oppress the people. "With health restored and his swarthy Andean tribesmen in readiness to follow him," says a London reviewer, "Castro is far from being a negligible factor."  
The report that the British government has been inquiring concerning the intention of Castro to land at Port of Spain, Trinidad, is not true. The Foreign Office shows no interest in the movements of Castro and prefers to await developments. Castro left Paulliac yesterday on the steamer Guadalupe.

WILLEMSTAD, March 27.—The Venezuelan government has issued a decree setting forth that the remains of Antonio Parodes, which now lie on the banks of Orinoco River, are to be transferred to Caracas and interred in the National Pantheon. Parodes was a nationalist against ex-President Castro, was captured in February, 1907, and executed.

### BEAVERS LEAVE TRAINING

#### MCCREDIE MORE THAN PLEASED WITH TEAM.

#### Says It Is 50 Per Cent Better Than Last Season—Preliminary Game Today With Vernon.

SAN LUIS OBISPO, Cal., March 27.—The Portland baseball team, of the Coast League, left for Los Angeles today after a month of preliminary training in this city. Although no diamond practice has been possible for the past few days, owing to the rain, the men are in excellent condition, and Manager Walter McCredie is delighted with their appearance. Before leaving, he said: "I am more than pleased with the prospects for the coming season. The men are 50 per cent better than when we started last season. The infield is better, the catchers are all I want, the pitchers are young but reliable and the outfield is more formidable than ever."  
Portland will play a preliminary game at Vernon tomorrow, and the season opens against the Angels at Los Angeles Tuesday.

### La Grande 14; Elgin 2.

LA GRANDE, Or., March 27.—(Special.)—The La Grande High School today defeated the Elgin nine at Elgin 14 to 2. The locals have a long schedule prepared for this season, that includes all Eastern Oregon teams.

### Dr. Canfield Ill.

NEW YORK, March 27.—Dr. James H. Canfield, librarian of Columbia University, former chancellor of the University of Nebraska, and at times connected with several other Western universities, is in St. Luke's Hospital here in a serious condition, suffering from nervous shock and apoplexy.

### FREE ASTHMA CURE.

D. J. Lane, a noted chemist at 172 Lane building, St. Marys, Kansas, manufactures a remedy for Asthma in which he has so much confidence that he sends a \$1 bottle to anyone who will write for it. His offer is that he is to be paid for it if it cures and the one taking the treatment is to be judge.

Spring style shoes, Rosenthal's.

# HARRIMAN SILENT ABOUT RETURNING

## Refuses to Discuss Rumor He Will Devote Duties on Lieutenants.

### CALIFORNIA VISIT ENDED

#### Says Health Is Good and Pays No Attention to Wall-Street Rumors—Condemns Building of Skyscrapers.

SAN FRANCISCO, March 27.—Edward H. Harriman is scheduled to leave for New York at 11 o'clock tonight, and his special train, carrying the party that accompanied him on his two months' tour of the South and West, should reach the Atlantic Coast within a week, if his present plans are not changed.

Apparently unconcerned with transportation and finance, Mr. Harriman spent the entire day at Burlingame, a few miles from San Francisco, and while considerable of his time was taken up in consultations with officials of several roads, the greater part of his day was devoted to recreation. In the morning he tramped the muddy lanes that divide the country estates of the millionaire colony. In the afternoon he watched a polo match at Frank C. Crocker's home, and tonight he and his party were entertained at a farewell dinner given by Mr. and Mrs. W. H. Crocker.

### Will Not Talk of Retirement.

During his stay in the neighborhood of San Francisco, Mr. Harriman has steadfastly refused to subscribe to current rumors relating to the state of his health and his impending retirement. When asked today if he contemplated transfer of any of his duties and cares to a governing board composed of his lieutenants, he said:

"I do not longer pay attention to reports of that character emanating from Wall street. You may recall that I have heretofore refrained from affirming or denying that particular statement, and I do not think there will be any early change in my attitude."  
Mr. Harriman repeatedly declared that his health was not seriously impaired since his arrival here, now said reported increase in weight, now said to be 135 pounds, several times affirmed that he would return to Wall street in better physical shape than he has been for a long time.

While the members of the party have seen little of reconstructed San Francisco since their arrival from the South, Mr. Harriman was disposed to criticize local business men because of the immense amounts involved in office buildings. He said that the railroad builder did not spare New York or Chicago, saying:

### He Condemns Skyscrapers.

"Before the fire here, people lived in homes. Now the tendency is toward the immense cases and towers of office structures. It has resulted in the wiping out of neighborhoods and districts, as it has elsewhere. The skyscrapers in the business district result in congestion, while it leaves vacant corners that should be the sites of buildings of more modest height. Your far from being a negligible factor."  
The report that the British government has been inquiring concerning the intention of Castro to land at Port of Spain, Trinidad, is not true. The Foreign Office shows no interest in the movements of Castro and prefers to await developments. Castro left Paulliac yesterday on the steamer Guadalupe.

When the subject of a union depot in San Francisco was revived by one of the newspaper men, he spoke somewhat bitterly, advising that the people be educated to meet the Southern Pacific Company half way, and adding:

"You cannot deny that when we make investments of this magnitude we add to values in the neighborhood. But everywhere we have announced an intention to buy or build, these people put obstacles in the way or try to hold us up. I am not prepared to say that we have in contemplation any new projects involving expenditures, but the railroads will keep up with the procession."

### Harriman Dislikes Sunday Sports.

SAN FRANCISCO, March 27.—E. H. Harriman frowns on Sunday sports, declaring that he would rather not attend a polo match which it was suggested might be played at San Mateo tomorrow. When Mr. Harriman was on Coronado a few days ago, he became interested in the game, and offered a cup to be played for at Burlingame by the Ranelagh, Bryn Mawr and Burlingame teams today. It was found that as several of the players were astray in shipping in the South, and one of the Ranelagh team could not be located last night, the game must be postponed, and it was then suggested that it be played Sunday.

"I would rather not attend a game

### No More PILES

#### No Matter How Bad Your Case Is or How Long You Have Had It, Pyramid Pile Cure Can Cure It.

#### Free Package Sent to Prove It.

Half of the suffering and torture of piles has never been told. Whether your particular case of piles is almost too excruciating for any mortal to bear, or if you are tormented by unbearable itching and bleeding or whether you have only a moderate case of piles, there is positive relief, and quick, too, in Pyramid Pile Cure. You need not take for granted all we say about our Pile Remedy. We want it to speak for itself.

That is why we say to every person suffering from piles or any form of rectal disease, send us your name and address and we will gladly send you a free trial package of the marvelous Pyramid Pile Cure. After using the trial you will hurry to your nearest druggist and get a 50 cent box of Pyramid Pile Cure, now admitted by you to be one of the most wonderful remedies and cures for Piles ever known. Instant relief can be gotten by using the marvelous Pyramid Pile Cure. It immediately reduces all congestion and swelling, heals all sores, ulcers and irritated parts. It renders an operation absolutely unnecessary.

Send your name and address to-day for free trial package to Pyramid Drug Co., 138 Pyramid Bldg., Marshall, Mich.



# BEN SELLING LEADING CLOTHIER

#### on Sunday," said Mr. Harriman, and that settled it.

#### LEAVE WORK TO LIEUTENANTS

#### Latest Wall-Street Rumor About Harriman's Plans.

NEW YORK, March 27.—Wall street and men prominent in railroad circles are inclined to accept as a fact the report from the Pacific Coast that E. H. Harriman will form a special consulting board with a view to relieving himself of some of his vast duties.

"This, however, does not mean that

Mr. Harriman would take any less interest in the activity of the systems. J. J. Hill resigned the presidency of the Great Northern, but continued to dominate the road more than ever.

Mr. Harriman, it is said, would, as chairman of the boards of the roads of the Union Pacific system, be an actively identified as ever with the control of those properties, but would concern himself with broad questions of policy to the exclusion of matters of detail.

#### BROWN IS THOUGHT HIDING

#### Accused Los Angeles Broker Seen in San Francisco March 18.

SAN FRANCISCO, March 27.—Harry D. Brown, the Los Angeles broker, ac-

cused of swindling residents of that city out of over \$200,000, is thought by the police to be in hiding, either in this city or near by, as he is known to have been here on March 18.

On that day he was taken to the Seal Rock house, on the ocean beach, by the chauffeur who brought him up the Coast. No trace of Brown has since been found by the detectives working on the case.

#### LIQUOR DEBATES INTEREST

#### Mayor Rose and Dr. Dickie Asked to Hold Third in Cincinnati.

CINCINNATI, O., March 27.—So widespread is the interest in the joint debates on the question of the liquor traffic between Mayor Rose, of Mil-

waukee, against prohibition, and Dr. Samuel Dickie, representing the Prohibition party, that the Personal Liberty League and the Manufacturers' Dealers' League today issued to Mayor Rose an invitation to hold the third of his public debates in Cincinnati.

#### KILLS WIFE AND HIMSELF

#### Boston Newspaper Man Enacts Double Tragedy in Public.

BOSTON, March 27.—A startling tragedy was enacted in the White House Garden near the entrance of the Boylston-street subway tonight. Suffering from nervous trouble, Lawrence R. Boyle, a well-known newspaper man, shot and killed his wife and then ended his own life by the same means.

# COOS COUNTY ORCHARD TRACTS

## \$150 Per Acre Will Advance Again in April \$100 Down, \$10 a Month

We plant, cultivate and take care of for 4 years FREE. Come in and see us now or telephone and one of our men will call.

Good selections near townsites getting scarce. Two hundred acres sold in four days.

We farm between the trees and give you 50 per cent of the net profit.

Railroad is assured. Don't wait for the next advance but come now and save \$100 per acre.

Pick out your tract and go down on our free excursion and spend your vacation.

Cheap lumber to build. Open Sunday.

THE OREGON COAST CO. Portland, Oregon.

Dear Sir: Please send me your booklet on how to get an apple orchard free.  
Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_

# The Oregon Coast Co.

302-304 Wells-Fargo Bldg., Portland, Or.  
A 3237 Main 5641