

HILL CONSTRUCTION  
PAVING ARE EAST

Empire Builder Believed to Be  
Projecting Line to Every  
Pacific Coast Port.

GETTING READY FOR CANAL

Northern Lines to Be Placed in Sit-  
uation to Grasp Vast Traffic to  
Interior That Will Follow  
Opening of Waterway.

Now that contracts are to be let  
within a few days for an extension of  
311 miles of the Oregon Trunk Line  
Highway southward; that the activity  
of surveying crews in the Maitland  
canyon is admitted to be backed by James  
J. Hill; that the United Railway is  
known to be owned by the Great North-  
ern magnate and to be heading toward  
Tillamook Bay; and that there is reason  
to believe that the same interests  
now own the Pacific & Eastern, head-  
ing from Medford into the Cascade  
mountains and the Oregon Electric,  
speculation is once more general as to  
the Empire Builder's basic plan of  
operations in Oregon.

In spite of the repeated denials by  
local representatives of the Oregon  
Trunk that California has not been  
considered as a railway field, the report  
will not down that Hill is headed for  
San Francisco. It is recalled that in  
the earlier days of the Oregon Trunk  
construction, building south of Madras  
"had not been considered." Then a  
point as far south as Bend was fixed  
as a definite place to be reached with  
extensions beyond that point yet to be  
taken up. Now it is definitely  
announced that the road is to be  
extended to the northern boundary of  
the Klamath Indian reservation which  
takes the line to no practicable  
terminus and undoubtedly that the  
Oregon Trunk is to go on to Klamath  
Falls so soon as rights-of-way through  
the reservation can be secured.

Hill's Friends Investing.  
Men close to Hill have been making  
large investments in Lake County and  
in the vicinity of Lakeview. The  
friends have about closed the deal for  
the purchase of the Willamette Valley  
and Cascade Water grant which  
will mean an expenditure of about \$7,  
000,000. Other interests allied with Hill  
have been investing at Coos Bay and  
Eugene.

These straws have convinced men  
who have studied the railway situation  
and the effect the completion of the  
Panama Canal will have on it, that  
definite plan is on foot for building a  
network of interior rail feeders to  
every inch of any consequence on the  
Pacific Coast.

Extension of the Oregon Trunk Line  
to Klamath Falls will put the road at  
the headwaters of the Willamette River  
and also at the head of a feasible  
railway route down the Klamath River  
and the Ocean Shore line to Eureka. The  
prospective law of the United States  
provides an opening for reaching the  
headwaters of the Pitt River which  
would supply a water grade into the  
Sacramento Valley and provide a fea-  
sible route to San Francisco.

The construction work that has heretofore  
progressed under the United  
Railways has, with the transfer to Hill,  
taken on new life. Porter Brothers  
have been given the contract for com-  
pleting the Astoria-Medford line, and  
also at the head of a feasible  
railway route down the Klamath River  
and the Ocean Shore line to Eureka. The  
prospective law of the United States  
provides an opening for reaching the  
headwaters of the Pitt River which  
would supply a water grade into the  
Sacramento Valley and provide a fea-  
sible route to San Francisco.

Already the Hill lines touch tide  
water at Madras, B. Blaine, Fel-  
lingham, Everett, Seattle, Tacoma,  
Olympia, Aberdeen, South Bend, Port-  
land and Astoria, and it now looks as  
if it were possible to connect up with  
Tillamook Bay, Coos Bay, Eureka and  
San Francisco.

Effect of Panama Canal on Roads.  
A lesson on the effect that the  
completion of the Panama Canal will  
have on the railway traffic is to be  
found in the recent reduction of freight  
rates on canned salmon from the Pacific  
Northwest to points west of Chicago.

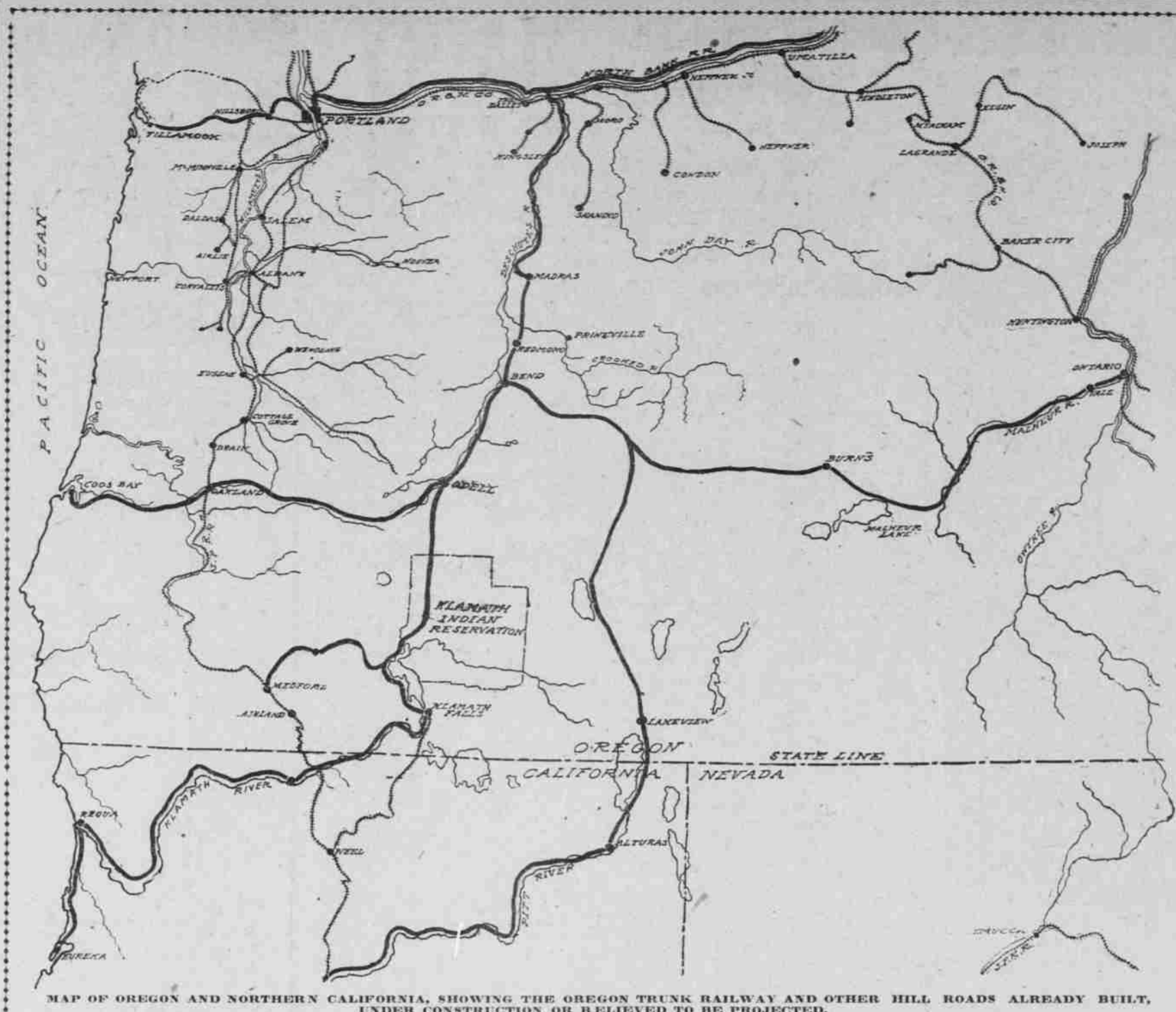
Prior to last year the railroads en-  
joyed practically a monopoly of the  
canned salmon traffic to the East. Last  
year tramp steamers made great in-  
roads on the business. Thousands of  
cases were loaded on shipboard, car-  
ried around the Horn, transhipped at  
New York and laid down at Missouri  
River points at rates less than the pub-  
licly advertised rates for the all rail  
haul Eastward. After canvassing the  
situation the railroads discovered that  
they could not profitably compete with  
the tramp steamer that would compete  
with water haul and rail transshipment  
to points East of Chicago. The best  
they could do was to cut rates to  
points as far east as the Middle West  
metropolis.

Completion of the Panama Canal,  
it is believed, will put the railroads up  
against water competition in similar  
form on all manner of shipments, ex-  
cept perhaps the goods of high weight,  
bound, that now take the long rail  
hauls. The volume of rail traffic, it is  
predicted, will move from the interior  
to each coast, and from the coasts to  
the interior.

Interior Freight via Canal.  
For instance, freight destined from  
Philadelphia for Butte, Boise, Salt  
Lake, Denver and other interior cities  
will take the canal route to some Pacific  
Coast port and be transhipped by  
rail, instead of taking an all-rail route  
to destination. Non-perishable freight  
from the Far West, interior and Pacific  
Coast destined to Chicago, Kansas City,  
St. Louis and other Middle West points,  
for the most part will come to a Coast  
port and go by steamer to some At-  
lantic port, where it will be transhipped  
by rail to destination.

Tide water connection, it is believed,  
will become invaluable to the railroads  
that are now carrying all rail trans-  
continental traffic. By some it is  
believed that the Empire Builder is  
figuring just on this matter and is pre-  
paring his rail systems to meet the  
impending change in conditions.

Yerkes Rugs Go Cheap.  
NEW YORK, April 9.—Disappointing  
low prices marked the sale of the  
Yerkes art collection in the opinion  
of experts, although the aggregate  
of purchases mounted high. Thirty  
Oriental rugs, offered in the afternoon,  
brought \$285,350, said to be about half  
the real value. Thirteen pieces of tape-  
stry swelled the afternoon total to  
\$328,900. Last night's sale of the  
Yerkes collection, which included a  
\$148,100, bringing the figures to date  
up to \$2,924,450. High prices included  
\$55,000 for a silk carpet from the Ar-  
abian mosque; \$63,000 for a 40-foot Por-  
tuguese state carpet; \$27,000 for the great  
mosque carpet of Ardabil; \$19,000 for  
a Bagdad carpet, and \$17,000 for a tape-  
stry "Vulcan and Venus."



MAP OF OREGON AND NORTHERN CALIFORNIA, SHOWING THE OREGON TRUNK RAILWAY AND OTHER HILL ROADS ALREADY BUILT, UNDER CONSTRUCTION OR BELIEVED TO BE PROJECTED.

VALUES ARE CHECKED

COMMISSION NEARLY THROUGH  
WITH O. R. & N. ROAD.

State Railroad Board Is Determin-  
ing Physical Quantities of All  
Oregon Rail Properties.

The State Railroad Commission has  
practically completed checking the  
physical quantities of the Oregon Rail-  
road & Navigation Company, according  
to Clyde B. Atchison, State Railroad  
Commissioner. For over a year the  
Commission has been engaged in de-  
termining the valuation of the physical  
properties of the railroads operating  
in Oregon and it is expected the work  
will occupy fully two more years.

The cost of replacing the lines in  
their present conditions and the details  
of the original cost are special lines  
the investigation will take.

The Commission now has complete  
testimony on the following smaller  
roads: Salem, Falls City & Western,  
Corvallis & Eastern, Walla Walla  
Traction Company.

Mr. Atchison said no attempt would  
be made to fix a valuation on the  
franchises of the respective roads un-  
dergoing investigation, the inquiry be-  
ing merely confined to a valuation of  
the transportation properties. It is  
not intended that there shall be any  
arbitrary values put on the properties,  
but thorough inquiry into costs and  
costs of upkeep is being made.

In addition to Mr. Atchison, three  
engineers are now in the field and for  
over a year have been working on the  
O. R. & N. A few days will see the  
completion of this road and attention  
will then be turned to the remaining  
lines. Among the lines to undergo the  
investigation are the Southern Pacific,  
Northern Pacific, O. R. & N. and their  
adjoining lines and feeders. There are  
also being considered about half a  
dozen smaller steam lines and the va-  
rious logging roads in Oregon, as well  
as the different trolley properties.

TEST SUITS TO BE BROUGHT  
Railroad Commission to Secure De-  
cision on Claim Disputes.

That in all probability a friendly suit  
will be instituted by the State Railroad  
Commission against the Harriman lines  
was indicated last night by W. W. Cot-  
ton, attorney for the O. R. & N. Cot-  
ton is expected to get a decision on cases  
that do not appear to be covered by  
the law. Cases where claims are made  
for refunds in shipments made in original  
packages and reshipped are among  
those it is desired to test in court.

A conference was held yesterday  
between Mr. Cotton and the Commission,  
when Mr. Cotton made it clear that the  
O. R. & N. will pay without further pro-  
cess of claims for refunds where it can  
be shown by shippers that the shipments  
came under the state ruling. These  
claims will aggregate several thousand  
dollars and blanks are now being pre-  
pared so that the work may be ex-  
pedited as much as possible.

BEACHES WILL BE EXPLOITED  
Railroad Will Advertise Oregon Re-  
sorts in Idaho and Montana.

Rates between Idaho and Montana  
and the beach resorts on the Astoria &  
Columbia River Railroad are now being  
figured out by H. M. Adams, general  
freight and passenger agent of the road.  
With the recent publicity campaign an-  
nounced by the road and the appropri-  
ation for the purpose, it is intended that  
an advertising campaign will be in-  
augurated in those states that will have  
the effect of giving Seaside, Gearhart and  
kindred resorts the greatest season they  
have ever known.

PORTLAND IN 6TH PLACE

BEATEN BY ONLY FIVE CITIES  
IN BUILDING PERMIT GAIN.

Seattle Shows Loss of 42 Per Cent  
Over March, 1909, and San Fran-  
cisco Loses 47 Per Cent.

Reports published by the American  
Contractor of the building operations  
throughout the country show Portland  
holds sixth place among all the cities for  
percentage of increase in amount of  
building permits and 11th place for  
the total amount of permits for March.

The percentage of gain over March,  
1909, was 64. Seattle showed a loss  
of 42 per cent. The country as a whole held up well,  
but it took the combined increases of  
Portland, Chicago, Philadelphia, Minne-  
apolis and Rochester to make good the  
\$5,000,000 loss shown by Greater New  
York. The following table of statistics  
shows Portland's remarkable  
standing as compared with other cities  
throughout the country:

City	March, 1910	March, 1909	Per Cent Change
Baltimore	899,275	732,290	30
Birmingham	448,507	358,847	189
Buffalo	928,900	664,000	39
Chicago	10,902,990	8,145,890	22
Cincinnati	247,230	194,973	25
Cleveland	1,192,204	1,163,983	2
Columbus	785,799	630,798	23
Dallas	1,022,398	819,417	24
Denver	1,121,900	1,040,739	8
Des Moines	107,785	117,773	7
Detroit	3,831,640	3,544,099	7
Grand Rapids	313,378	291,099	66
Hartford	523,920	511,829	145
Indianapolis	1,026,399	938,275	48
Kansas City	1,022,398	1,108,903	37
Los Angeles	1,719,921	1,154,728	48
Louisville	399,473	241,496	62
Manchester	199,473	78,983	25
Memphis	422,257	276,799	14
Minneapolis	1,326,149	1,192,329	39
Nashville	182,114	202,184	9
Newark	1,793,501	1,273,025	49
New Haven	350,934	264,895	4
New Orleans	392,216	341,900	11
New York	28,892,196	29,094,800	-1
Omaha	509,945	611,245	-18

Thousand-Acre Land Deal Closed.  
ASHLAND, Or., April 9.—(Special.)—  
Benton Bowers, a well-known capital-  
ist of Ashland, has just closed a deal  
for the purchase of 1000 acres of land  
near Eagle Point, 30 miles north of this  
city, from C. C. Beckman, of Jack-  
sonville, who has held it for many  
years. Mr. Bowers contemplates im-  
proving and subdividing the property.

MINISTER AND WIFE, WHO CELEBRATED THEIR GOLDEN WEDDING.



REV. AND MRS. A. A. DARLING.  
Rev. and Mrs. A. A. Darling celebrated their golden wedding Friday,  
March 25, at their home, 1074 East Seventh street North, with their children,  
grandchildren and friends. They were married 50 years ago in Michigan, one  
year after Rev. Mr. Darling had entered the ministry, and spent nearly 50  
years together "sowing the seeds of the gospel" on the frontiers of Northern  
Michigan. Both had been teachers before their marriage. Following their  
marriage they were sent to Northern Michigan to preach to the Indians and  
logging men. Rev. Mr. Darling learned to speak the Indian tongue. He en-  
tered the ministry when 25 years of age, and was married when 26 years old.  
Three years ago Rev. and Mrs. Darling came to Portland, as their children  
had come before, and will spend their remaining years here. Their children  
are: A. F. Darling, Portland; A. J. Darling, Estacada; Mrs. E. Healey, Texas;  
Mrs. Lettie Knickerbocker, Portland. Rev. H. B. Hiale, who was associated  
with Rev. Mr. Darling in Michigan, was present at the golden wedding celebra-  
tion, and some other friends of other days. Rev. Mr. Darling is 75 years  
of age and his wife 73, and both enjoy excellent health.

STATION NAME MADE ISSUE

Railroad Commission Hears White  
Salmon-Bingen Controversy.

To determine whether the Spokane,  
Portland & Seattle Railway station  
shall be called Bingen or retain the  
name of White Salmon an inquiry was  
held at the Columbia River town Fri-  
day by the Washington State Railroad  
Commission. No decision was given  
and the commissioners will announce  
their verdict later.

White Salmon turned out an immense  
crowd to the station, and hundreds of citi-  
zens to receive the commissioners. White  
Salmon feels that on the result of  
the inquiry its status as a town  
will be determined.

When the railway was run through  
White Salmon, the station was built  
on the townsite of Bingen, owned by  
Theodore Saksdorf. The postoffice is  
also called Bingen. But on the prac-  
tically unanimous request of the citi-  
zens of White Salmon, the name was  
changed to that of the apple town.

On the tour made by the Washington  
Railroad Commission in May, 1909, Mr.  
Saksdorf appeared before the com-  
missioners and demanded that the name  
of the station be restored to Bingen.  
Although it was announced the rail-  
road company would have an oppor-  
tunity to prepare testimony, according  
to W. B. Kerr, attorney for the line,  
no such opportunity was offered and  
the road was arbitrarily ordered to  
make the change to Bingen.

The railroad, appealing from the de-  
cision, the Commission was advised to  
hold an inquiry by the Attorney-Gen-  
eral of the State of Washington. This  
inquiry held Friday was the result.

W. B. Kerr appeared for the Spo-  
kane, Portland & Seattle Railway  
and said the line wished the station to  
be called one and not two names. The  
town of White Salmon appeared as an  
intervenor. J. C. McInnis, Senator W.  
B. Freaby and Mr. Lewis, prominent  
White Salmon residents, as well as a  
number of other citizens, put forth  
claims for the retention of the present  
title of the station.

On the ground that White Salmon  
postoffice was known as Bingen and  
that the station was within the incor-  
porate limits of Bingen, Mr. Saksdorf  
demanded the change of the name to  
Bingen.

PERSONAL MENTION.

T. H. Gowley, of Tacoma, is at the  
Lenox.  
E. P. Smiley, of Warrenton, is at the  
Oregon.  
C. H. Klamath, of Albany, is at the  
Nortonia.  
D. White, of Baker City, is at the  
Portland.  
H. T. Bagley, a merchant of Hills-  
boro, is at the Perkins.  
A. Houghton, a drug man of Baker  
City, is at the Ramapo.  
Frank J. Thorn, a business man of  
Cotton, is at the Nortonia today.  
O. B. Aagaard, a L. Center mill-op-  
erator, arrived at the Perkins last  
night.  
H. E. Coolidge, son of the L. Grande  
banker, will be at the Imperial over  
Sunday.  
F. L. Dunbar, ex-Secretary of State,  
came up from Astoria yesterday and  
registered at the Portland.  
Will R. King, one of the Justices  
of the Supreme Court, is down from  
Salem and is at the Imperial.  
F. W. Settlemier, grower of nursery  
orchard stock at Woodburn, will be at  
the Oregon for a few days.  
George Graham, proprietor of the  
Iroquois Hotel, of Toronto, is the guest

**STORES FOR RENT**  
We have several stores for rent  
in new blocks, situated in fine  
locations for business.  
**Corner 8th and E. Morrison**  
and also at  
**Corner 7th and E. Burnside**  
Long leases can be given and the  
rent is low. Apply to  
**GEVURTZ & SONS**  
173-175 First St.

**Real Estate at Public Auction**  
TUESDAY, APRIL 12, AT 1 P. M. SHARP  
**BEAUTIFUL 1/4-ACRE TRACTS  
CLOSE IN, WEST SIDE**  
Only 20 minutes' car ride on Oregon  
Electric (Salem and Hillsboro lines).  
This is one of the most picturesque  
tracts along the Salem Electric Line,  
with grand view, building restrictions  
and fine car service. This beautiful  
property will more than treble in value  
in a short time. Very liberal terms.  
**FREE TRANSPORTATION.** Come,  
bring all your friends. Train will leave  
Jefferson-street Station at 12:10 P. M.  
**M. E. LEE** 411 CORBETT BUILDING.  
PHONE MAIN 6860.

of Phil Metschan at the Imperial. Mrs.  
Graham accompanies him on a tour of  
the West Coast.

Dr. Arnold Lindsay and wife have  
returned from Los Angeles and are  
located at the Hotel Franklin.

H. C. Friendly, fruitgrower at Hood  
River, will be at the Perkins over Sun-  
day. He is accompanied by Mrs.  
Friendly.

E. C. Morgan, an insurance inspector  
from San Francisco, is at the Seward  
while making an examination of risks  
in this city.

Eben T. Wells, interested in the man-  
agement of the Home Telephone Com-  
pany at Tacoma, will be at the Seward  
over Sunday.

Vice-President C. Carstensen, of the  
New York Central Railroad, will ar-  
rive at the Portland this month, ac-  
companied by his family.

H. C. Bowers, manager for the Hotel  
Portland and district president of the  
National Hotelmen's Association, left  
yesterday for Los Angeles.

N. K. Clarke, a former Portland ho-  
telman, now located at the Dalles, is  
at the Seward. He is accompanied by  
his daughter, Miss Exley.

I. Burpee, a well-known engineer and  
promoter of irrigation projects, who  
makes his home at the Dalles, came  
to the Cornelius last night.

Mrs. E. Phelan, widow of the Seattle  
capitalist, who was largely interested  
in Portland real estate, is staying at  
the Ramapo for a few days.

E. G. Butler, largely interested in  
business enterprises at Kelso, was  
among the Southwestern Washington  
people at the Oregon yesterday.

A. H. Griffin, proprietor of the Hotel  
Washington at Aberdeen, and one of  
the best-known caterers on the Coast,  
is at the Oregon, accompanied by his  
wife.

Miss Mabel Bean, a niece of Judge  
Bean, of the United States Court, came  
down from Salem yesterday and in  
company with Miss Mabel Dove is reg-  
istered at the Imperial.

J. D. Sullivan, who is engaged in the  
placer mining operations of Southern  
Utah, came in from Salt Lake yester-  
day and with Mrs. Sullivan secured  
quarters at the Cornelius.

L. W. Herrick, among the well-  
known merchants of Aberdeen, is in-  
vestigating Portland wholesale stocks.  
He is accompanied by his wife and  
daughter. They are at the Perkins.

Charles H. Rowley, assistant man-  
ager of the Nortonia, left yesterday to  
attend the meetings of the National  
Hotelmen's Association at Los Angeles.  
Mrs. Rowley will accompany him.

A. C. Parlett, manager of the Eagle  
Lye Company, of Milwaukee, arrived  
at the Lenox yesterday on an inspec-  
tion tour of business conditions in Ore-  
gon. He is accompanied by his wife  
and daughter.

E. B. McKeeber, formerly editor of  
the Moline, Ill., Daily Mail, is visiting  
his brother-in-law, Dr. D. A. Watters,  
pastor of Patton Methodist Episcopal  
Church, Mr. McKeeber has sold his in-  
terest in the Mail.

E. E. Kiddle, of Island City, grand  
high priest of Oregon grand chapter  
of Royal Arch Masons, arrived at the  
Portland yesterday and is accompanied  
by Nathan Kingsley, also high in rank  
in Masonic fraternity.

E. W. Dutton, of Atlanta, Ga., ar-  
rived at the Cornelius yesterday and  
will remain in the city this week. He  
is inspecting the Portland Coast head-  
quarters for a fire apparatus company  
in which he is an officer.

H. B. Litt, who has been in Portland  
for the past six weeks, left Thursday  
for New York to resume buying for  
the H. B. Litt establishment here.

After a short stay in New York Mr. Litt  
will sail for Europe in the company of  
John Clark Stratton, a prominent cos-  
tume designer, and will remain in Paris  
for some time.

OH Lands Withdrawn.  
WASHINGTON, April 9.—Secretary  
Ballinger today withdrew from all  
forms of disposition under the mineral  
or non-mineral public land laws ap-  
proximately 27,736 acres of land in  
Wyoming, which are supposed to con-  
tain deposits of oil. The withdrawal,  
it was said, was made in aid of legisla-  
tion affecting the use and disposal of  
petroleum deposits on the public do-  
main.

Mexican Sugar Yield Grows.  
GUADALAJARA, Mexico, April 9.—In  
the season 1909, the Mexico produced  
sugar to the amount of 143,179 tons, ac-  
cording to the Vista Asucarera, the an-  
nual sugar review of Mexico. It is  
estimated that the production of the  
present season, 1909-10, will reach 160,  
000 tons.

The work of compiling a magnetic sur-  
vey of Africa has been practically com-  
pleted.

**Real Estate Auction Sale**  
FRED PHILLIPS, Auctioneer  
**Waterfrontage and Townsite Lots**  
**GRAHAM CITY GRAHAM ISLAND**  
(Skidgate Harbor)  
Will Be Sold at Public Auction.  
Dominion Hall, Vancouver, B. C.  
**Thursday and Friday, April 14-15, 2 and 8 p.m.**  
Terms: 1/4 cash; balance 6, 12, 18 and 24; 6 per cent.  
Send for Booklet, Maps, Etc. Write to  
**FRED PHILLIPS, AUCTIONEER**  
324 Hastings St. West, Vancouver, B. C.