

DEALERS ARE UNIT FOR HILL LINES

Franchise Wanted for Competitive Company, Settlement of Rates Secondary.

DELAY ANGERS MERCHANTS

All Agree That Right to Common Use of East First Street Is Key to Railroad Situation—Other Roads Wanted, Too.

A delegation of representatives of five large shipping firms on the East Side, including the J. I. Case Thresher Company, Scott-Munell Implement Company, R. M. Wade & Company, River Chilled Plow Company and A. Averill Machinery Company, called on Mayor Rushlight Thursday and tried to convince him that it would be better for the shipping interests that a franchise be granted for the Hill lines on East First street now and the question of switching charges could be settled afterward.

A number of interviews were obtained yesterday morning on the East First-street franchise among the shippers, business men and residents on the East Side. Several did not care to be quoted. Edw. Newbin, an expressman from a considerable number of Edward Newbin, manager of R. M. Wade & Co., "Without exception, as far as I can ascertain, all the shippers want the city to grant the Hill lines a franchise on East First street. I have talked with most of them and this is their sentiment. The Mayor contends that the railroads should settle the switching charges before the franchise is granted on East First street. Unless the Hill lines do get a franchise on East First they will always be at the mercy of their opponents. Under the present conditions there are constant delays in getting cars for shipments. We think that the Mayor is wrong and that the franchise on East First street should be granted before the question of switching charges is settled. These may be settled afterwards. This is the judgment of the shippers with whom I have talked. The Mayor called our attention to the fact that the franchise asked by the Hill lines only extends to East Main street. I think, as do the other shippers, that the franchise, or common-user provision, should extend to East Market street. Otherwise several large shipping firms will not reap advantage.

Invasion by the Hill lines of this district is one of the greatest progressive movements of the times for the future of Portland. We don't care especially for the Hill lines, but we think they would do the same as the Harrimans are doing if conditions were reversed, but we want both lines in here."

Delay Is Amazing. D. H. Stowbridge, of Stowbridge Hardware Company, said it is simply amazing that there should be any delay in granting the Hill lines a franchise on East First and such other streets as they are entitled to on the East Side in the first place meant much to Portland. It was a general business uplift along the line, and now when the Hill lines propose to spend millions in Portland at a time and place needed they are held up, delayed and badgered by the City Council and Mayor. They need the franchise on East First street as the key to the situation. At the present time business men are under a great handicap on the East Side. If we ship by the Hill lines now, we are in the result, a franchise on East First street on the same basis as the Harrimans have, and then the shippers will not be delayed. The Harrimans discriminate now and will continue to discriminate every time we ship on the Hill lines.

"There is probably not another city in the country where such a situation could occur. It would not stand a minute in Seattle. Councilman Schmeer says that the Hill lines can have anything they want but East First street, East First street is the key to the whole situation. That is the street where there should be common-user provisions, where both companies should have equal rights. For the land and the East Side need the Hill lines. They will spend a lot of money. Every business man, every citizen who has the interest of the district at heart, should make his wishes known to the Mayor and Council in no uncertain way. I am more interested in this matter than any other public question at this time. The Harrimans do not own East First street. It belongs to the people and not the railway company. Give the Hill lines a franchise on East First street; the switching charges are secondary."

A. H. Averill, of Averill Machinery Company, "I certainly favor granting the Hill lines a franchise on East First street. It will give us better service over there." Common-User Provision Necessary. D. I. Cooper, of Cooper & Co., "I favor granting the Hill lines a franchise on East First street. We had our house at Kilton and we had our own line, and moved here to get better transportation service. The common-user provision is necessary. I have not been here long enough to experience what other shippers have experienced, but they tell me that they have been subjected to great delays. F. Freeman, of F. Freeman & Son, with space in the same warehouse, told me he had experienced much delay, and authorized me to speak for him in favor of granting the Hill lines a franchise on East First street. Two lines on equal grounds will serve the district better than one."

George T. Collins, of H. S. Gite Wholesale Grocery Company, "I have explained the situation repeatedly to the City Council. We want the Hill lines to have a franchise on East First street on the same basis as the Harrimans. At present there are constant delays. We rarely can get shipments made on time. We believe that the Council should grant the franchise, and that the matter of settling the switching charges come afterwards."

W. E. Burdett, manager Oliver Chilled Plow Works, remarked: "We feel that the City Council should grant the Hill lines a franchise on East First street, so that one railway will not have the full control of that avenue. The Southern Pacific wants to retain control and make a switching arrangement with the Hill interests, but the shippers are opposed to that. With such an arrangement as that the Harriman Pacific would be in full control and could give its cars the preference over the Hill cars. By granting a franchise and establishing a common-user provision both would be on the same basis and no preference could be shown."

Unfair Dealings Charged. O. M. Scott, of the Scott-Munell Implement Company, "We feel that the

City Council is not dealing fairly with the Hill lines in delaying granting their franchise and are acting very unjustly with the East Side in not granting a common-user provision. This delay is expensive to the Hill people, who are entitled to consideration. Joseph Supple, shipbuilder, on East Water and Belmont streets, in favor of granting the Hill lines a franchise on East First street. At present we are bottled up completely. John H. Nolta, president of the North-Portland Commercial Club, said: "I believe that the Hill lines ought to be admitted to the East Side exactly on the same basis as the Harrimans, which has been held for streets there for more than half a century. Let there be common-user provisions established on all the streets, including East First, and give the Hill lines a franchise to build their own lines if needed, so both companies will have the same privileges."

Question of Which Company Shall Assume Railroad Per Diem Switching Charge for Use of Tracks Cause of Halt.

BUILDER OF FIRST STEAM VESSEL ON WILLAMETTE PASSES AWAY.

Isaac A. Gove. Isaac A. Gove, a pioneer of 1856, who died at Good Samaritan Hospital August 13, was buried yesterday in Spring Grove cemetery, after funeral services at Holman's undertaking chapel, conducted by Rev. W. B. Hinson. Mr. Gove was born in York County, Maine, in 1823 and joined the "49ers" for California. He came to Portland in the following year and took up his trade as a cooper. He was one of the builders of the steamer Lot Whitcomb, the first steam vessel to run on the Willamette river. His surviving children are: Mrs. Alice A. Orchard, Portland; Mrs. Olive Burch, Nacotta, Wash.; Athens W. Gove and Winifred Gove, Portland, and Dr. Howard Gove, Prineville.

legues. The Hills have spent vast sums on the East Side in acquiring property, which they desire to develop as soon as they get a franchise. Now, it does seem to me that there should be no difficulties in the way of an agreement between the Hill and Harriman interests, as both sides had set together in the upbuilding of the City of Portland. I am confident that the heads of these great lines could be made to get together if the commercial interests of the city and the leading men would pave the way. I have been told that much of the difficulty in settling the trouble over the railway bridge has been caused by peanut politicians and that the whole matter could have been settled quickly but for their interference. We need the Hills and the Harrimans; let them have the same privileges."

Banker Says "Too Much Fighting." H. H. Newhall, president of the East Side Bank, "I cannot understand why there should be delay in granting the Hill lines the franchise they are asking for. The streets owned by the Hill lines or any of the streets, although they have been here a long time, I should think that the heads of these two great lines could get together and settle the question of switching charges and all other questions, and not spend so much time fighting each other. The Hill interests have spent a lot of cash on the East Side, and they will get into that territory in spite of any opposition that may come up."

C. A. Bigelow, of Markel & Co., "It would be a great mistake not to grant the Hill lines a franchise on East First street, and place them on equality with the Harrimans, letting neither have advantage over the other. The railroads will be wanting to come into Portland, and we shall be just as willing to work for them. No special privileges are wanted for the Hill lines. A franchise is wanted on East First street, as that is the key to the whole situation."

Fred A. Dunham, "I should say give the Hill lines a franchise on East First street, and let the question of switching charges be settled afterward. They will then be on an equality and can settle the charges. At present the Harrimans hold the key to the situation, and will continue to do so until the Hills have equal rights to East First street. Of course, we need the Hill lines on the East Side. A. W. Currier, Grand avenue merchant, said: "Give the Hill lines a franchise on East First street first, and let the question of switching charges be settled afterwards." "I attended the meeting of the City Council and was amazed at the attitude of several members of the Council, especially that of Councilman Joy, who had his hammer out for everything. What have we to do with the switching charges? Let them be settled by the common-user provision. The Hill lines have equal rights on East First street, which is the key to the situation."

SEA'S TURBULENCE SEEN

Seaside Visitors Gratified at Sight as Whitecaps Are Watched. SEASIDE, Or., Aug. 17.—(Special).—A heavy sou'wester, acting in conjunction with the strongest tides of the year, has been churning up the ocean in a special manner, in such a way as to gratification of hundreds of residents of interior cities, whose ambition it has been to witness one of the majestic storms that occasionally sweep the Pacific.

Few people get the opportunity to be near the beach while one of Winter gales is raging, and although the Summer population is always anxious for a big blow, it is seldom that there is any variation from the mild breezes and days of sunshine. It is only after a lapse of several years that the present moody spell shows itself on the sea in the Summer, and wondering crowds line the shore gazing at the dashing surf, and watching the struggling gulls. Beyond the shore surf the water is broken by whitecaps as far as the eye can see.

CARD OF THANKS. The wife and family of the late William B. Dalton wish to thank their many friends for their kindness and sympathy, and beautiful floral offerings during their bereavement. MINNIE DALTON, W. J. DALTON, E. L. DALTON.

Great shoe sale at Rosenthals.

CONFERENCE ENDS ONLY DEADLOCK

Hill and Harriman Interests, Called by Mayor, Fail to Agree.

YOUNG REFUSES PROPOSAL

Question of Which Company Shall Assume Railroad Per Diem Switching Charge for Use of Tracks Cause of Halt.

The question of which company shall assume the railroad per diem switching charge for use of the Hill tracks on East First street, yesterday resulted in the Hill and Harriman interests abandoning hope of reaching a settlement in the East Side controversy. Representatives of the O. W. R. & N. Company, the Southern Pacific Company and the North Bank Railway Company met with Mayor Rushlight and Councilman Burdett and attempted for more than two hours to effect a settlement, but when the meeting adjourned the question was as far from being settled as before the conference was called. As a result the Hill interests will appear before the City Council tomorrow morning and ask that the proposed franchise covering East Side freight tracks be granted. They will ask that East First street, along which the Harriman main passenger line extends, be included in the common-user franchise and that the Hill cars be allowed to have all the freight privileges enjoyed by the Harriman cars. The per diem question which has entered into the controversy only in the last few days was the point of argument at the meeting.

Mayor suggests Plan. When Mayor Rushlight called the conference to order D. W. Campbell, general superintendent of the Southern Pacific, announced that he had a plan to suggest which would be final as far as his company was concerned. He said the company was willing to do all the switching on East First street for a rate of \$2.50 per car plus the per diem rate. He said his company would furnish the engines and crews and would handle the cars under instructions from the Hill interests. In addition, he would grant the Hill line any demurrage on cars which might accrue. This plan was opposed by President Young, of the North Bank Railway, on the ground that the proposition was not on a par with the switching arrangement between the Southern Pacific and the O. W. R. & N. Company. Campbell at the agreement there does not exact the per diem charges the Southern Pacific would inflict upon the Hill line under the proposed plan. He said that the rate is not charged against the O. W. R. & N., because the cars of that company are "at home" on the Southern Pacific tracks.

The per diem charge at present amounts to between 30 and 45 cents per car per day plus the per diem rate on side tracks. Under a new rule of the American Railway Association which is to take effect July 1, 1913, the rate will be increased to \$1.50 per car. The Hill interests wanted the Harriman interests to assume that charge while the Harriman interests demanded that the Hill interests pay that charge in addition to the switching charge of \$2.50 per car. It was on this point that the hitch came which resulted in a deadlock between the two interests.

Harriman Plans Ahead. While the per diem rate at present would amount to only 30 or 45 cents, the Harriman people insisted that it would increase to a passenger train rate, and that they had to plan ahead. They insisted that when the new per diem schedule goes into effect the switching charge under the Harriman demands would be but 70 cents a car, which rate they declared was unreasonably low and would cause the switching to be done at a great loss to the Harriman interests. The demurrage for cars which amounts to \$1 a day, the Harriman interests agreed to turn over to the Hill interests, which, they insisted, would offset to a degree the per diem rate. The proposed cars were allowed to remain on tracks more than 48 hours. After the question was gone into thoroughly the meeting adjourned with nothing accomplished. A subsequent conference of officials was held in the corridor at the City Hall with the same result.

The members of the City Council have been particularly anxious for the two interests to get together on switching charges on East First street, and officials admitted that the per diem rate is not charged against the O. W. R. & N., because the cars of that company are "at home" on the Southern Pacific tracks.

Court Tie-Up Foreseen. It is said the East First street phase of the question would come under Federal jurisdiction because it effects a transcontinental line inasmuch as the through interstate passenger trains of the Southern Pacific are operated over that street. Inasmuch as East First street would be a part of the general East Side franchise, it is thought, a Federal court proceeding would tie up the entire franchise.

The attitude of the Hill interests at the meeting may cause some of the members of the City Council, including Mayor Rushlight to change their minds as to the propriety of granting the East Side franchise. Under the switch plan proposed by the Harriman interests the Hill lines would be able to reach all points on First street, according to Mayor Rushlight, while the proposed common-user franchise would eliminate the Hill lines from certain important parts of East First street. According to a map showing the territory to be covered by the franchise the Hill line would be excluded from First street from Main street to Market street on the east end, and from the Flinders street on the north, thus eliminating a number of important warehouses.

A heated session of the City Council is expected tomorrow, when the question is discussed. RHUBARB GROWS TO TREE Cowlitz County Specialist Has Mammoth Vegetable Plants. VANCOUVER, Wash., Aug. 17.—(Special).—Rhubarb, resembling small trees, is being grown by Gus Goerig, near Woodland, in Cowlitz county, and he will have a number of specimens on show on exhibition at the Clark County Fair. Mr. Goerig makes a specialty of growing this vegetable and has reduced its culture to a science and a power to make money. From a small tract he was able to market enough plant to lift a big mortgage on his farm. The stalks are as tall as a child 10 years of age and a trio of children could hide under a mammoth leaf of the plant.

REED-FRENCH CO. EVERYBODY'S Taking Advantage of the REED-FRENCH CO'S GREAT CLOSING-OUT PIANO SALE

Table with 2 columns: Piano Model and Price. Includes \$200 Pianos (\$96), \$250 Pianos (\$129), \$300 Pianos (\$168), \$350 Pianos (\$207), \$450 Pianos (\$283), \$500 Player Pianos (\$297), \$525 Player Pianos (\$317), \$565 Player Pianos (\$335), \$600 Player Pianos (\$362), \$800 Player Pianos (\$477).

You Choose Between These Well-Known Makes: KNABE, HAINES BROS., KRELL-FRENCH, WILLARD, REED-FRENCH, HOWARD, LINDEMAN, JESSE FRENCH, STARCK, ARMSTRONG, BREWSTER, LAGONDA. and the latest and finest 88-note PLAYER PIANOS also a number of second-hand LUDWIGS, STEINBACH & DREHERS, KINGSBURYS, WASHBURNS, IVERS, etc., virtually given away

A \$1,000.00 Challenge

We will donate \$1,000.00 in cash to any charitable institution that Mayor Rushlight will name if this is not a legitimate, straightforward, bona-fide Closing-Out Sale. We state again in plainest words, that we will donate this sum if the Reed-French Piano Co. does not positively quit the retail piano business and close up shop just as soon as homes can be found for the fine Pianos and Player Pianos now on hand. We're sincere. We mean business. Our loss is your gain. We haven't a moment to lose now. Our lease expires August 31st—only 12 working days away. That's why we've slashed prices to the very bottom. That's why we're offering standard highest grade, well-known established Upright Pianos—Baby Grands—and the latest 88-

note Player Pianos at positively the lowest prices ever seen in this city or any other city—East—West—North—or South. We can say or do no more. The pianos are here—the reductions are genuine and there'll be scores of homes eager to get one. We urge you to act promptly. Come in at the earliest moment—the first thing tomorrow morning. While these bare cost prices ought to bring all cash, responsible parties will be granted weekly or monthly terms, if desired. Remember, too, that everything will be found exactly as represented or "Money Back." The manufacturers' WRITTEN guarantee will be given with each instrument. Act promptly and you'll save enough money to pay for the musical education of the entire family—and then some.

REED-FRENCH PIANO CO. Desks, Office Furniture and Fixtures for Sale—All or in Part. STORE OPEN EVERY EVENING UNTIL 10. SIXTH AND BURNSIDE STREETS

LIST OF FAIRS LONG

Seventy-Five of Them to Be Held in Northwest.

SEPTEMBER TO SEE MOST

Small Towns, Big Towns and Cities Included in List of Places Which Have Made Plans to Bring Off the Events.

Local county and district fairs will be held at 75 points in the Pacific Northwest within the next three months. At some of the smaller towns a few fairs will be held this month, but the majority of fairs, livestock shows and land products shows are scheduled for the month of September. The following is a list of fairs to be held in the Northwest this year:

- August: Seattle, Wash.—Western Washington Fair, August 10-24. Tacoma, Wash.—Lincoln County Fair & Festival Association, August 20-23. Glendale, Mont.—Dawson County Fair Association, August 24-26. Portland, Or.—Portland Fair & Livestock Stock Exhibit, August 26-31. Socia, Or.—Linn County Fair, August 28-30. September: Salem, Or.—Oregon Fair, September 2-7. Enterprise, Or.—Wallowa County Fair, September 2-7. Big Timber, Mont.—Sweet Grass County Fair Association, September 2-5. Cottage Grove, Or.—Grant County Fair, September 2-7. Lewistown, Mont.—Fergus County Agricultural Stock & Mineral Association, September 9-14. Vancouver, Wash.—Clark County Fair, September 9-14. Seattle, Wash.—King County Fair, September 9-14. Livingston, Mont.—Livingston Exposition, September 9-14. Livingston, Mont.—Park County Fair Association, September 9-14. Eugene, Or.—Second Southern Oregon District Fair, September 11-14. Gresham, Or.—Multnomah County Fair, September 11-14. La Grande, Or.—Union County Fair, September 11-14.

TUNNEL WORK TO START

COOS LINE PLANS FURTHERED BY LABORERS' ARRIVAL

Porter Brothers Establish Camp. Marshfield and North Bend Favor Bridging Bay. MARSHFIELD, Or., Aug. 17.—(Special).—Porter Brothers, railroad contractors, have brought 20 men to Wind Creek south of Gardiner, where the big tunnel of the Eugene-Coos Bay line is to be built. The contractors are establishing a camp preparatory to starting the tunnel work and the machinery and equipment is to be shipped at once to the Umpqua River. The fact that work on the tunnel is to be started is highly encouraging here, as the tunnel is between Gardiner and this place and assures the intention of the road building to this point. The chambers of commerce of Marshfield and North Bend have placed themselves on record as favoring the bridging of the bay by the Southern Pacific.

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upon your real estate if you so desire. We have funds to loan upon first mortgages where the security is good. Whether you need a few hundred dollars or a large amount on business property, we are in a position to assist you. Drop in and talk with the head of our REAL ESTATE LOAN DEPARTMENT.

Dark and Chilly Evenings

means that you will need additional lighting fixtures and supplies.

Also the fireplace may require new furnishings, such as spark screens, andirons, coal or wood grates. Be sure to bring measurements of fireplace opening, to assist us in securing the proper size appliances.

M. J. Walsh Co. 311 Stark Street Both Phones. Hartman-Thompson Bank. Four and Stark Streets. Corner of Commerce Building.