

MORE DETAILS ON HILL LINE

Portland Journal Tells of New Company Organized at Olympia to Build Here.

The Portland Journal under big headlines prints the story of the organization of a railroad company at Olympia, Wash., and declares that J. J. Hill is thought to be behind it for the intention of getting a line to Coos Bay. The story of the organization of the company has been briefly told in The Times. The Journal's story which bears a Tacoma, Wash., date line, follows:

"Articles of incorporation have been filed here for the Pacific-Oregon Railway & Navigation Company. It is thought by railroad men that James J. Hill is behind the corporation, although the incorporators are all Tacoma men.

"The articles state the company will build railroad lines in Washington, Oregon, Idaho and California and transact a steamship business between this city, San Francisco, Portland and other Pacific coast ports.

"The promoters of the enterprise say one of the first steps of the new company will be to construct a railroad from the Coos Bay country, Oregon, 60 miles inland, traversing a rich agricultural country. Marshfield or North Bend will most probably be the ocean terminal of this road.

"A. E. Law, one of the incorporators, was for many years a leading official of the Northern Pacific railroad in the west.

With the filing of articles of incorporation in Tacoma for the Pacific Oregon Railway & Navigation company, generally regarded as being a corporation backed by James J. Hill, it is believed that the railroad builder has commenced active preparations for the invasion of the Harriman territory in Oregon and California.

"The articles state that the company proposes to build railroad lines in Washington, Oregon, Idaho and California and transact a steamship business between Tacoma, San Francisco, Portland and other Pacific coast ports. All of the incorporators, who are Tacoma residents, are regarded as Hill men, and A. E. Law, one of them, was for nearly 25 years a leading official of what are now the Hill lines.

"Promoters of the enterprise have stated that one of the first steps made by the new corporation will be the construction of a railroad from the Coos Bay country in Oregon, 160 miles inland. Marshfield or North Bend will probably be the ocean terminal of the road.

"Mention of Coos Bay in connection with a Hill line lends color to the prognostication made some time ago that Hill would secure possession of the United Railways line from Portland to its projected terminal at Tillamook. With this connection from Portland to the coast Hill could very easily construct a line down the coast, a route which he has long been given credit for having selected, to Coos Bay, and thence south into California and to San Francisco. The proposed inland line would allow the tapping of the greater part of Central Oregon.

"Portland railroad men agree with Tacoma officials in the belief that the Pacific Oregon Railway and Navigation Company is a Hill project and means not only his invasion of the Harriman territory in Oregon, but also that in California and possibly Nevada. There is not any doubt but that Hill has for long tried to fix upon some feasible route through Oregon to California and that proposed from Portland to Tillamook and thence south is thought to be the best possible.

"Local officials of the North Bank, Great Northern and Northern Pacific assert that they know nothing of any such plans."

BIDS WANTED.

Bids will be received by the undersigned up to 12 o'clock noon, Wednesday, March 31, 1909, for the hauling of 88 piles from Mill Slough to the Eagles lots on Sheridan street, and the driving and capping of same to the proper elevation as per architects specifications.

C. C. GOING,
A. D. HALL,
F. LOWE,
Committee.

"EASTSIDE" is a winner.

RECORD BROKEN BY ALLIANCE

Steamship Arrives Today From Portland After Making Her Fastest Round Trip.

The Alliance arrived in early this morning from Portland after making one of the quickest round trips she has ever made between Coos Bay and the Columbia River ports. The Alliance crossed out at 8 o'clock last Thursday night after taking on a big cargo of wool, three carloads of sashes and doors and other miscellaneous freight. She reached Portland early Saturday morning, took on over two hundred tons of freight and left there on schedule time Saturday evening. Despite the southeast wind that she had to buck down the coast, Capt. Parsons succeeded in reaching the Coos Bay bar before daylight. The delay last week was occasioned by the delay caused by the annual inspection. No one expected that the Alliance would be able to make up the lost time in less than two trips but Captain Parsons decided that he would show them what the "Old Reliable" could do and he did, even to the surprise of Agent H. W. Skinner.

The Alliance will sail at 7 o'clock from Marshfield and 8 o'clock from North Bend tomorrow for Portland. Among the incoming passengers were the following:

Harry Evans, Wm. G. Nelson, Geo. Erdman, Jas. Barker, J. E. Pettit, W. R. Field, Mrs. C. Lenet, Robt. Bradbury, Robt. Frederick, Jr., J. B. Liggett, H. R. Kirkendall, Mrs. H. R. Kirkendall, Ruby Kirkendall, Inez Kirkendall, E. R. Snyder, Frank Ferland, O. Ferland, Mary Ferland, Geo. Kuss, L. Allehoff, C. C. Cox, J. A. Brockman, T. Crawford, Miss C. Huden and twelve steerage.

CRAZY SNAKE ON WAR PATH

Creek Chief and Negro Allies Cause Trouble In Oklahoma.

(By Associated Press.)

MUSKOGEE, Okla., March 29. — Up to noon, no encounter had occurred between the State Militia marching on "Crazy Snake" and his band of Creek Indians and negro allies, according to the best information available here, and the troops are still pursuing the reds. It is reported that Crazy Snake, fearing arrest, made his escape and deserted his followers and is now on his way to Washington to intercede with the "Great Father."

LYONS LOSES OUT.

Taft Withdraws His Appointment to Alaska Position.

(By Associated Press.)

WASHINGTON, D. C., March 29. — President Taft has withdrawn the nomination of W. R. Lyons to be district judge of the Alaska First Division.

HE IS NOT ENGAGED.

Theodore Roosevelt, Jr., Denies Rumor.

THOMPSONVILLE, Conn., March 29. — Theodore Roosevelt, Jr., today stated that it is not true that he is engaged to Miss Munn of Washington.

CHICAGO WHEAT HIGHER.

(By Associated Press.)

CHICAGO, March 29. — May wheat, \$1.19 1-8; July, \$1.06 1-4; September, \$1.00 3-8; December, \$1.00 3-4.

NORTH BEND COMMENCEMENT.

Superintendent Raab has been notified that President P. L. Campbell of Oregon University at Eugene has accepted the invitation to deliver the address at the North Bend High School commencement exercises this year. The pupils who will complete the course this year are Ralph Coke, Marion Reynolds and Mildred Root.

ALLIANCE SAILS 7 O'CLOCK TUESDAY MORNING FOR PORTLAND.

HARRIMAN AND HILL CONFER

(Continued from page 1.)

bearing Mr. Harriman, Miss Mary Harriman, E. E. Calvin, vice-president and general manager of the Southern Pacific Company, Dr. and Mrs. Dixon, Mr. and Mrs. Golet, Dr. McKenzie, Superintendent Ahearn, of the Coast Division of the Southern Pacific Railroad, and a corps of secretaries and clerks, arrived last night. Mr. Harriman announced his intention of remaining several days to take the baths.

Shortly after Mr. Harriman's party arrived in rolled the private car of Louis W. Hill, president of the Great Northern Railway, bearing Mr. Hill and his family. Mr. Hill brought his automobile, and it was announced that he intended to remain a week or two, automobiling and bathing.

But Mr. Hill had not been here a day when he announced his intention to leave here for Los Angeles to attend an important conference between Great Northern officials which will be held in San Francisco, chiefly in reference to the extension of the lines of that company. There was recently incorporated at Tacoma the Pacific Oregon Railway & Navigation Company, and it is hinted that the company may be seeking an entrance into San Francisco, or at least to Coos Bay.

"I can't say anything about the new company," said Mr. Hill this afternoon, "for I don't know enough about it. I will leave Paso Robles Friday morning for San Francisco. That same afternoon there will be a conference with officials of the Great Northern from Portland, Seattle and Tacoma, who are to meet me there. I can't give out any statement as to the Coos Bay line or any other proposed extensions. Perhaps after the conference there will be some announcements."

This sudden change in Mr. Hill's plans was followed by a change equally sudden in Mr. Harriman's movements. He will leave for Del Monte in his special car, but expects to remain there but a day and then go north to Burlingame. Mr. Harriman gives every appearance of being in good health. He was about the hotel, and when he stepped upon a scale platform he tipped the beam at 135 pounds.

The question which naturally suggests itself to the inquirers about the hotel is: Was this conjunction of two great planets in the railroad firmament accidental and did they decide to fly in different directions lest they give color to the impression that it was intentional? Or was it intentional and did they hold a conference which may have a great bearing on the rivalry of the two systems and to which the conference announced by Mr. Hill has some relation? Or did one or both of them learn something of importance about the plans of the other which caused them to get busy?

Mr. Hill's announcement of a conference of Great Northern officials shows that there is more than appears on the surface in the incorporation of the Pacific Oregon Railway & Navigation Company. Whether it is contemplated to run a steamer line to Coos Bay and San Francisco, connecting with the North Bank Road at Portland, or to extend that road down the coast to Coos Bay or up the Willamette Valley and across the Coast Range to that point remains to be developed.

In Close Conference.

A special dispatch from San Francisco March 26, says: That the Harriman and Hill Railroad forces are getting together and that an agreement in regard to Oregon affairs is impending is apparent. After E. H. Harriman and Lewis W. Hill, president of the Great Northern, had met at Paso Robles, they came on to San Francisco together on Mr. Harriman's private train and were in conference most of the time. After their arrival here they were met by H. C. Nutt, general manager of the Northern Pacific; J. P. O'Brien, of the Oregon Railroad & Navigation Company and Southern Pacific in Oregon; E. E. Calvin, vice-president of the Southern Pacific, and William F. Herin, an arranged in an informal talk, which occupied half an hour, for a conference to take place between Mr. Hill, Mr. O'Brien, and Mr. Nutt for the purpose of discussing traffic affairs.

Beyond simply stating that such a conference would take place the officials refused to give any information as to what the probable result of the conference would be, preferring not to make public any of their plans until after they have held their

meeting.

The presence of Mr. O'Brien and Mr. Nutt implies clearly that the conference will relate to points where the Harriman and Hill lines come into competition in Oregon and Washington. There is still time to make a traffic arrangement in regard to business between Portland and Puget Sound, for construction of the Harriman extension northward from Portland has not progressed so far but that more money would be saved by abandoning some of the work already done than by completing the line. Joint use of the Northern Pacific between Portland and Seattle would require a double track the whole distance. It would also involve the pooling of the terminals in Portland, Seattle and Tacoma and the use of the same passenger and freight stations by both systems. It would mean interchange of traffic between the North Bank Road of the Hill system and the Harriman lines in Eastern Washington. How the North Coast Road, control of which by the Harriman system has been recently admitted, would figure in the deal is doubtful. Much grading has been done and for long stretches it parallels the Northern Pacific. Where it is an improvement on that road in grades, curves and distance, it may be worked into that road by some trade.

Leave Oregon to Harriman.

It may safely be taken for granted that any treaty of peace between the two systems would contain a stipulation that no further invasion of Harriman territory should be made by the Hill forces. Therefore any new railroads in Oregon would be built by the Harriman system. In consideration of this forbearance the Hill lines may be given traffic rights on the Harriman lines to San Francisco, if not by the running of through trains at least by the issue of through tickets and baggage checks.

Since Mr. Harriman has been almost constantly in the company of Louis W. Hill, president of the Great Northern, whose private car was attached to the Harriman special at Paso Robles and who accompanied the Harriman party to this city, Mr. Hill was uncommunicative when asked why he had curtailed his visit to Paso Robles, explaining that he had come north in order to discuss matters of general interest with Mr. Harriman. The two railway presidents probably will remain in this close companionship until Mr. Harriman's departure for the East.

AEROGRAM.

From Seattle, Washington, March 27th, 1909.

To O. L. Hopson, Marshfield, Ore. Received notice from headquarters, under no consideration give options at present price, only way party can secure stock at twenty-five dollars is by making application and at least twenty-five per cent settlement on same, may wire you any day, stock has advanced at least five dollars per share.

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