

MILWAUKEE PREFERS HILL AS ITS ALLY

Will Enter Portland Over O. R. & N. Tracks and Not by the Northern Pacific.

GREAT CHANGES SOON TO BE MADE IN FIELD HERE

Both Milwaukee and Northwestern Roads Heading Towards Coast With This City Selected as Their Western Terminus.

There will in the next year or two be transformations in the transcontinental railroad situation in the Pacific northwest that will startle a good many people, but not the running of Chicago, Milwaukee & St. Paul trains down the north bank of the Hill road, unless the Milwaukee people should get control of the Northern Pacific railroad, said a prominent railroad man today.

It is known to be a constant struggle going on between opposing railroad elements for control of the Northern Pacific, and quite recently the holders of Milwaukee securities have their possession an amount within 10 per cent of the controlling majority of Northern Pacific stock.

But it is said the chance of the Harriman-Rockefeller financial family for the ownership of the Northern Pacific is very remote, and that when the Milwaukee's Pacific coast extension reaches Wallula its trains will be run into Portland on the Oregon Railroad & Navigation company's tracks until such time as its own line is completed down the north bank of the Columbia river to Lady's Island, where it ultimately will bridge the Columbia and come into Portland on the tracks of the Oregon Water Power & Railway company. At the coming session of congress a charter will be asked, it is said, by the O. W. P. company for a bridge at Lady's Island.

To Water Over O. R. & N. The decision of the Northern Pacific to make the north bank line double track and the Columbia river bridge a double track structure, as announced exclusively in The Journal, was promptly met by the Harriman people, who have decided to double track the O. R. & N. from Wallula to Portland. This plan has been matured at New York and will shortly be announced in Portland. It means the theory that the Milwaukee, which is the most sympathetic ally of the Harriman roads in intermountain and Pacific coast territory, will use the O. R. & N. as a temporary expedient for entrance to Portland when the westward extension of the road reaches Wallula.

As soon thereafter as can be done, the road will be constructed down the north bank, the bridge at Lady's Island, and the Milwaukee will come into this city on its own rails. It is said the Seattle spur of the road is of first importance in construction, as it penetrates the

heart of the Hill territory, and at sound points the Milwaukee expects to meet the most determined opposition. The main line to Portland can, it is said, be constructed more leisurely, as there is no opposition in sight after the long finger rights of way for the Wallula Pacific are secured.

After the Lady's Island bridge will come a line directly to the sound on the north bank of the Milwaukee and the Harriman road and used to run their trains between Portland, Seattle, Tacoma and Bellingham. It is known that President Williams of the Seattle & Pacific Coast line is projecting his road northward on Puget sound to Bellingham bay.

Route of Milwaukee.

Along with the semi-official announcement that the Milwaukee's Pacific coast extension will be made from Evans instead of Chamberlain, South Dakota, comes the tip that Billings, Butte, Anaconda and Lewiston will be touched by the line now finally surveyed. This practically determines the route, and settles the question of a spur to the Yellowstone park from some point in Montana north of the Yellowstone river, as the road will cross the Northern Pacific at Billings and take a direct route westward to the coast. The line surveyed is practically 1,500 miles to the Columbia river and is nearly 200 miles shorter than either of the Hill roads from St. Paul to Portland.

The Milwaukee's close affiliations with the Harriman roads is no surprise to railroad men who have had to do with traffic affairs in the last five years in the west and have noted the gradual shifting of the Union Pacific and passenger traffic from the Northwestern to the Milwaukee system in the middle west. For 15 years the Northwestern enjoyed a preferential agreement with the Union Pacific, the union proved a strong advantage for both roads. In the last two years the alignment has changed. While the Northwestern still carries "Union Pacific" on its shield, the Milwaukee banner has required the same token and the lion's share of traffic emoluments that go therewith.

Interests Do Not Clash.

The fact that territorial interests of the Milwaukee and Harriman lines do not conflict in any degree explains the case, even if it were not also a fact that the securities of both systems were not held by the same financial powers. The building of the Milwaukee into Pacific coast territory is taken among railroad men as a distinctly anti-Hill reinforcement, although not necessarily a Harriman reinforcement. It has transpired that, since the Northwestern is a close relative of the Vanderbilt system, its projection into Pacific coast territory may prove to be a flanking force against both the Union Pacific and Milwaukee.

The Northwestern has completed preliminary survey of two routes across Oregon, one of them ending at Marshfield. The fact that Frank G. Bantz, a well-known Marshfield financier, has waded a banner called to Chicago to consult with Marvin Huggitt, president of the Northwestern, gives strong color to the report that the Northwestern will have the bank, the bridge and the Milwaukee, which is the most sympathetic ally of the Harriman roads in intermountain and Pacific coast territory, will use the O. R. & N. as a temporary expedient for entrance to Portland when the westward extension of the road reaches Wallula.

SHINGLE MILLS OF THE NORTHWEST CLOSE DOWN FOR WATER

Four Thousand to Five Thousand Men in Oregon Thrown Out of Employment and as Many in Washington—Fear of Overproduction the Cause of Closing.

Practically all the straight shingle mills in the states of Oregon, Washington, California and British Columbia will close down tonight and remain idle for a period of two months. The action is a result of concerted movement among Pacific northwest manufacturers of cedar shingles to prevent overproduction during the winter months, when building operations in the eastern states are shut down and there is no demand for their product.

The shingle mills bureau, which has headquarters in the Alaska building, Seattle, has issued an official announcement, stating that the action of the bureau is supported by 90 per cent of the shingle mills of Washington. It is said that practically all the mills in Oregon and California are backing up.

There are between 400 and 500 shingle mills in Oregon, exclusive of the lumber mills that make shingles from by-product. The straight shingle mills employ from 10 to 40 men each. It is estimated that the shut-down in Oregon will put from 4,000 to 5,000 men out of employment during the months of December and January, and a similar number in Washington.

PEOPLE CHEER AS WHEELS BEGIN TO REVOLVE

Opening of Big Industry at Estacada Signal for Vast Gathering.

(Special Dispatch to The Journal.) Estacada, Or., Nov. 29.—George W. Morrow, acting for the management, at 2:30 o'clock yesterday afternoon pulled the throttle and started the machinery at the Estacada Brick & Tile company's plant at this city amid the cheers of hundreds. A few minutes later finished pressed brick, in everything except the finishing, were passing from the ponderous machines. It was a gala day in Estacada. All the stores and all places of business closed their doors from 3 to 4 o'clock in honor of the event and several hundred people of the city gathered at the plant to see the big wheels go round.

A banquet was prepared as a surprise to Manager Belknap by the employees of the factory. As invited guests were the mayor, the members of the city council and a score of the prominent citizens of the city. Informal speeches were made by Mayor Reed, Dr. Haviland, Superintendent Smith, Manager Belknap and several of the employees.

TWO HUNDRED MEN ON IRRIGATION DITCH

(Special Dispatch to The Journal.) Echo, Or., Nov. 29.—The Finnish irrigation project, near Echo, between the Umatilla and the Columbia rivers, is being pushed to completion as rapidly as possible, about half of the ditch being now completed. About 200 men are employed on the ditch, and efforts

WOMAN'S COURAGE SAVES HER PURSE

Miss Minnie Harris Grabs Pickpocket and Holds on Till Detectives Arrive.

To the courage and presence of mind of Miss Minnie Harris, the police owe the capture last night of a noted criminal, "Red" Henderson, alias "Red" Wilson, who was caught and held by her after he had picked her pocket of a purse containing \$20. The crook was arrested at Mace's market, Fourth street, near Morrison, by Detectives Welch and Hartman.

Miss Harris had just made a purchase and taken the money to pay for the article out of her purse, which she returned to her pocket. Henderson was standing near her and she felt him draw his hand out of her pocket.

HOLDS UP AND WHIPS HIS SUSPECTED RIVAL

Walla Walla, Wash., Nov. 29.—

Choosing to take the law into his own hands, G. W. George, a state line farmer, held up at the point of a pistol the alleged destroyer of his happiness, William Wilson, on the county road west of Walla Walla Tuesday night while Mrs. George sat in a buggy watching him beat Wilson with the butt of a buggy whip.

Basketball Game.

(Special Dispatch to The Journal.) La Grande, Or., Nov. 29.—The members of the High school basketball team left today for Pendleton, where they will play a Thanksgiving game with the team of the Pendleton High school. The La Grande lineup is as follows: Center, Lele Wilson; guards, Bonnie Forrest and Ethel Gulling; forwards, Maud Cotner and Hattie McMurray; substitutes, Grace Hopper and Beatrice Green.

Best Killings on Earth.

(Special Dispatch to The Journal.) Henry D. Baldwin, Supt. City Water Works, Shullsburg, Wis., writes: "I have tried many kinds of liniment but I have never received much benefit until I used Ballard's Snow Liniment for rheumatism and pains. I think it is the best liniment on earth. 50c. and \$1.00. Sold by Woodard, Clarke & Co."

LABUAN'S CREWS NOT THANKFUL

Gold Thief Enters Captain's Room and Secures Wages of Officers and Men.

MOST DARING OF LONG SERIES OF SUCH THEFTS

If Money Is Not Recovered Master of Ship Will Probably Lose the Entire Sum Out of His Own Pocket.

Captain Gardner, master of the British steamship Labuan, was the victim of a bold robbery last night while the vessel was lying at the bunkers of the Pacific Coast company, where she had gone to coal, losing \$400 in currency, a gold watch chain and a "spade ace" guinea valued at \$20, the police station was communicated with this morning and Detective Hartman was detailed to make an investigation. So far no clue to the robber has been discovered.

The captain came ashore yesterday afternoon and drew the money from a bank, intending to pay the other officers of the vessel and the crew this morning so that they might go ashore and enjoy a holiday. Returning to the steamer early in the evening he retired, leaving his clothes on a chair near the bed. When he awoke this morning he found that a 10 cent piece was the only money he had remaining. The money belonged to the owners of the vessel and if not recovered the captain will probably be obliged to make good the loss.

Inquiry by the detective brought out the fact that a man said to be about 5 feet 10 inches tall, with a dark mustache and wearing a dark slouch hat, was seen prowling around the dock last night. It is also said that the same individual was observed leaning against the door leading to the captain's room late in the evening.

Detective Hartman says that many circumstances surrounding the case caused him to become skeptical that the robbery had been committed. He asserts that the skipper failed to explain to him satisfactorily why he had been so careless in handling so large amount of money and had left it in the pocket of a garment thrown across a chair while he was sleeping.

Captain Gardner's friends on the waterfront are positive that he was the victim of a daring robbery. The steamer arrived here about a week ago from Japan and is under charter to Mitsui & Co. to load flour and grain for the return trip.

The following other ship robberies have occurred in the local harbor during the past two weeks: Captain Anderson of the American ship Henry Willard, relieved of \$140 and watch and chain; Captain Clark of barkentine Portland, robbed of watch and chain; Captain Nelson of schooner Virginia, robbed of gold watch and chain, and Captain Verbing, robbed of watch and chain.

MRS RACHEL SOMMER EXPIRES AT ELGIN

ROANOKE REPORTED TO BE UNDER TOW

CORNELL HAS SMALL CHANCE OF WINNING

FUNERAL SERVICES FOR SEA CAPTAIN TOMORROW

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TO BUILD NEW ROAD TO MORROW COUNTY

Construct Independent Line From Pendleton to Pilot Rock and Beyond.

(Journal Special Service.) Pilot Rock, Or., Nov. 29.—A director of the Pendleton & Pilot Rock Railroad company announced yesterday that the company has perfected plans for financing the building of an independent line between Pendleton and Pilot Rock and the construction work on the new road will be commenced not later than January 1.

C. E. Roosevelt, proprietor of the Boston store and president of the Pendleton & Pilot Rock railroad, is now going over the proposed route buying up rights of way.

POLICEMAN FALLS INTO A RICH INHERITANCE

(Journal Special Service.) Jersey City, N. J., Nov. 29.—George Stratford, who had been a policeman in this city for the last two years at a salary of \$33.23 a month, left today for a home in California, after having resigned his position on the police force. Over night, so to say, he has become a rich man, and one of the prospective heirs to a fortune estimated at about \$1,000,000. Stratford's uncle, an Englishman named Thomas Critchlow, made an enormous fortune by some important inventions in railroad appliances, and, being an old bachelor, made an effort to find some one poor relative to let them enjoy part of his wealth, for which he had no use. George Stratford is one of the nephews of the old man and when his rich uncle invited him to come to him did not hesitate to pull up stakes in the east to drop into a well-feathered nest.

ARRESTED AT LA GRANDE FOR ALABAMA LARCENY

(Special Dispatch to The Journal.) La Grande, Or., Nov. 29.—Upon instructions received from Mobile, Ala., Chief of Police Rayburn arrested J. F. Hill as he came in on a train yesterday, on the charge of grand larceny. Hill is a relative of the late J. F. Hill, who was arrested in the east to drop into a well-feathered nest.

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POLICE KEPT DEAD CHINESE DEN

William O'Neal Knocked Down, Kicked, and Has Arm Broken in Chinese Resort.

JAMES ROBINSON LOST LIFE IN SAME PLACE

In a Row There Another Gin Fiend Was Badly Bruised, Scratched and Burned—Police Want License Revoked.

One man killed by accident, it is alleged, another man's arm broken, several men badly beaten and kicked and others made so sick by the liquor sold them that they had to receive police attention—this is the record in 10 days of a Chinese "gin joint" conducted by Hing Kee & Co., 86 Second street, only a half block from police headquarters.

Stirred to action by a bloody brawl last night in this den, which William O'Neal was knocked down and kicked and his arm broken, the police have determined to put the resort out of existence. Captain Slover made a report to Chief Critchlow, as did Patrol Officer Price recommending that the city council be asked to revoke its liquor license.

An investigation of the row last night led to Price placing R. Ross and George Robinson under arrest on charges of assault and battery. R. E. Ross and C. J. Dalby, who witnessed the assault, were taken to the city prison and detained as witnesses. They declare that O'Neal was knocked down by an assailant jumped on him and kicked him in the side.

When Price went to the "Joint" Jew Sing, the bartender, tried to prevent him from arresting Ross and Robinson, and in the struggle resulting was roughly handled by the policeman.

About a week ago James Robinson was taken to the hospital by the police, suffering from a fractured skull, due to falling or being struck in this Chinese saloon. He was unable to tell how he was hurt and died a short time after being taken to the hospital. The Chinese claim that he was intoxicated and in falling struck his head against a barrel.

"These Chinese joints" are the worst places in the city," said Captain Slover. "It would surprise the public to learn the number of unfortunate white men that frequent them. The vilest liquor on earth is served in these places, of which there are a half dozen. For a nickel a very large drink is served, and it takes only a few to place a man under its influence. Many drink China gin instead of whiskey, which is served as cheaply as the other poisonous stuff. I have recommended that these resorts be closed out, as they are prolific sources of crime and trouble."

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SAVED BURGLAR SAYS HE PROSECUTION ASK AN ARGUMENT

Rob Man of Watch and Valuables, Then Leaves Note in Explanation.

SAYS MAN WOULD HAVE BEEN BURNED TO DEATH

Found Lamp With Chimney Off and Oil Burning and Extinguished It, He Says, Adding Advice as to Care of Lodgers.

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DR. BULL'S COUGH SYRUP

Sample Sent Free

TAKE NO SUBSTITUTE.

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