

### LOCAL MEN STRENGTHEN CASE AGAINST SYSTEM

#### Government Attorney in Harriman Traffic Investigation Seems Well Satisfied.

#### NO COMPETITION AT ALL, SAY OREGON SHIPPERS

#### Ashland Is Now Division Point and All Traffic Is Routed East by North or South Lines, According to Comparative Profits.

The object of the interstate commerce commission's investigation of Union Pacific and Southern Pacific—to prove a division of territory, practical control of transportation, traffic and elimination of competition—is said to have been accomplished in the Portland hearing. Not all of the Portland witnesses were examined, for the reason that their testimony was not necessary in completing the government's case.

At the conclusion of the examination of R. B. Miller, general freight agent of the Harriman lines in Oregon, yesterday afternoon, Attorney C. A. Severance, for the commission, was asked by the witness if he had further witnesses to examine. Severance then made this sensational statement:

#### Miller's Testimony Valuable.

"I have yet a number of witnesses that I had intended to call, but their evidence is not necessary now. The witness whom I just examined has admitted all that we came here to prove."

The drift of the investigation tended to show that the Union Pacific controlled the southern Pacific is exercised, in Oregon at least, at the expense of stockholders of the Southern Pacific, as well as for the purpose of throttling competition previously enjoyed by the Willamette valley between the O. R. & N. and Southern Pacific lines. Why division was made at Ashland, that thereafter has been in effect at Ogden. All Southern Pacific business north of Ashland destined for points east, through Ogden, Omaha, Kansas City or St. Louis, was made at Ashland that thereafter has been in effect at Ogden. All Southern Pacific business north of Ashland destined for points east, through Ogden, Omaha, Kansas City or St. Louis, was made at Ashland that thereafter has been in effect at Ogden.

#### Now Freight Is Routed.

Mr. Miller, after admitting that he was the actual head of the freight traffic departments of both Southern Pacific and O. R. & N. lines in the Pacific northwest, told how the freight was routed by one line or the other to the eastward, and the divisions of the revenues that were derived therefrom by the two systems.

Hops moving from Salem to the Atlantic seaboard, and for the Southern Pacific's gulf route, and if they cannot be secured for that they are routed via Portland and over the Union Pacific to the east. The haul from Salem to Portland, via the Oregon gateway, costs the shipper 25 cents per hundred pounds, and the Union Pacific receives the remainder of the charge to Omaha, \$1.50 per hundred.

#### Saving Two Masters.

Mr. Miller also admitted that the arrangement as to division of revenues on this business was made by Ben Campbell, acting for the O. R. & N. and for the Southern Pacific, both of these gentlemen at that time being subject to the orders of J. C. Stubbs, representing the consolidated lines.

#### Two Wholesalers Testify.

Alexander Kerr, a wholesale grocer in Portland, testified that there is no longer competition for eastern shipments between the Southern Pacific and Union Pacific lines, and both are now represented by the same solicitors in Portland. W. A. Breyman, a manufacturer of saddles, gave similar testimony. He said in former days his horse was shipped from the east entirely by water route. In former years the horses could get steamer service from San Francisco to Portland. Mr. Breyman formerly lived at Prineville. He gave a good account of the interior Oregon country from personal knowledge.

#### System Broke Promise.

H. Wittenberg cited the failure of the O. R. & N. company to extend the Columbia Southern into central Oregon as an instance of the many promises broken by the Harriman management. He said some years ago the business men of Portland were told that if Oregon people would show their faith in central Oregon by subscribing to \$300,000 of the bonds the Harriman people would invest money and build into the interior. In response to this proposal he became one of a few Portland business men who subscribed

the sum of \$300,000 in about 24 hours. But the line has never been extended. Mr. Cotton asked who made the proposition, and the witness replied that it came from men very close to the Harriman management. After asking Mr. Cotton and Commissioner Lane, Mr. Wittenberg named T. B. Wilcox and W. M. Ladd as the men who proposed the subscribing of the funds. Referring to the water lines between Portland and San Francisco, Mr. Wittenberg said:

#### Boats Discontinue Service.

"Prior to 1901 we were solicited for business by solicitors from the Southern Pacific and water lines to San Francisco. The Union Pacific had a splendid line of boats between Portland and San Francisco. Today the water lines are so obsolete that they refuse to take shipments. The rates have advanced 80 per cent. The rail rates between same points have not yet been advanced, but we are expecting that to happen. We severely criticized the train service between Portland and San Francisco, Portland and Omaha, and Portland and Spokane, and cited the inadequacy of the dinner service between this city and Spokane, where a good steak and one darkie are provided to feed 100 passengers en route. He said if the Harriman lines had used in extending their branches and improving service the same energy they have used in obstructing the building of the Hill road on the north bank, Oregon would now have many miles of new railroad.

#### Discriminate Against Oregon.

Mr. Teal was asked concerning matters contained in reports he had prepared as attorney for the transportation committee of the chamber of commerce. He gave as his authority for the figures therein the official reports of inspectors of the commerce and fish commission and the commerce and fish commission and the commerce and fish commission. He said central Oregon is an empire containing 50,000 square miles, much of which is resourceful; that a state like Rhode Island could be lost in some of the territory and that the present railroad policy that would leave this region undeveloped, and said that while Oregon had remained at a standstill in Washington had doubted its population; that if Oregon had been given rail transportation merited by its resources it would today have a population of a million and a half. In a colloquy, Mr. Cotton over construction of branch lines he stated that the Columbia Southern had been built to Shianko by E. E. Lytle, Drake O'Reilly and associates. Mr. Cotton insisted that it was O. R. & N. money that built the road, but Mr. Teal allowed that it was the brains of the other fellows.

"I think it was the brains of the men who furnished the money," said Mr. Cotton.

#### Then it was a poor quality of brains that conceived the road to be built and then bought it in at a fat profit to the builders," retorted Mr. Teal.

#### Harriman Extensions Planned.

It was brought out that the Harriman management is at the present time constructing or preparing to build additional lines in Oregon, including the Coast Bay line, the Klamath line, the branch from Elgin to Wallowa valley, the extension to Pilot Rock, and the line surveyed through central Oregon to Vada.

The latest O. R. & N. map of Oregon was in frequent use on the witness stand. Mr. Cotton's continued endeavor was to show that the Harriman management is building lines wherever traffic is to be developed, that the expenditure, and that the much discussed route of the Union Pacific via Huntington and the Southern Pacific via Sacramento and Ogden are still open to all business men who desire to use them. To nearly every witness he put the question:

"Is there any embargo on your shipping via the Ogden gateway if you desire to ship your goods to the west? The answer was in the negative."

#### Locked Ogden Gateway.

The evidence given yesterday by W. C. McBride, general agent for the Oregon gateway, illuminated this point to the satisfaction of the shippers. Attorney Severance produced a circular issued by the Southern Pacific freight department in September, 1906, which gave orders to accept no more shipments for the Southern Pacific railway in Oregon to be shipped via the Sacramento and Ogden route. Explaining the effect of this circular, which closed and locked the Ogden gateway as a direct result of the consolidation of the Southern Pacific and Union Pacific lines, Mr. McBride said:

"1905 the Willamette valley produced 27,000 bales or 350 car loads of hops. Of this crop 180 car loads were moved east by the Southern Pacific via the Sacramento and Ogden route, and 90 car loads went east via Portland and the Union Pacific. Our lines were working for business at Ogden both east and west."

#### Ashland Division Point.

"In 1906 the Harriman consolidation, only 35 car loads of hops were moved east via Ogden route. The remainder went via Portland and the O. R. & N. Today this business is nothing as compared to 1901. There is no market for hops in the activity of our soliciting agents. No business now goes via Sacramento and Ogden that I know of."

The division point now is Ashland. All business north of that point moves via Portland and the Union Pacific system. Lumber shipments via the Ogden gateway are very light. The cause is the adverse influence of Southern Pacific and O. R. & N. agents, who place his order for a car with the local agent. Under normal conditions Willamette valley hops would move east via the Sunset route. They are now being moved by the Ogden gateway until the last year, when they were moved via Portland and O. R. & N.

#### No More Rivivals.

W. C. Till, Louis Lachmund and Frank Linn, Salem hop dealers, testified as to the difficulty of securing cars, the facility of routing their shipments in any manner opposed to the wishes of the railroad agents, and the fact that they were being solicited by rival agents of the Union Pacific and Southern Pacific systems since the consolidation in 1901. "Up to a year ago most of the hops went via the Sunset route," said Mr. Lachmund. "The Salem agent notified us about six months ago that the railroad company preferred that the hops go east via the Union Pacific. No hops are now being shipped via the Sunset route. In former years the hops of a competing line would often come and help weigh and label a hop shipment. Competition was hot. There has been none of this since 1901. The D. & N. G. agents come around, but when we ask for a routing via the D. & N. G. we are told that the shipment would have to go in a D. & N. G. car if sent that way, and there are no cars of that company available."

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### SMART SET DIVORCES ON TRIAL IN NEWPORT

#### Couple Who Took Milch Cow With Them on Their Honeymoon Tour to Hawaii to Be Separated, as Are Several Other Couples in Ultra-Fashionable Set.



Captain and Mrs. Glenn Collins.

(Journal Special Service.)  
Newport, R. I., Jan. 24.—Three sensational divorce cases are to be tried here during the coming supreme court session. They are of especial interest owing to the social prominence of the women, who are the petitioners.  
One is Mrs. Glen Collins, another Mrs. Charles Hall and the third is Mrs. W. R. Garrison of Tuxedo and New York City, who was Miss Constance C. Condit.  
Mrs. Collins was Miss Nathalie Schenck, whose marriage, supposedly a feature in the ultra-fashionable set not many months ago. Their voyage to Honolulu, with a specially provided milk cow, created much comment. Mrs. Hall is the wife of Major Charles Hall and was formerly Miss Mary Brady, daughter of the late Judge K. James T. Brady, a widely known jurist.  
The most interesting case, from the legal viewpoint, is that of Mrs. Estes. As Miss Henrietta Vandever, she married Benjamin Estes of Fall River, a brilliant civil war leader and socially prominent. They separated and Estes remained without the formality of a divorce Bigamy and divorce proceedings were instituted by the first wife, but were strangely discontinued. Estes left his second wife and went to San Francisco in 1893 to live. He was badly injured in the San Francisco earthquake and died at Fall River, leaving a large property to a nephew. His first wife now petitions to have his late divorce from her set aside and that the nephew be compelled to return the Estes estate to herself and son.

### NEW MEN TO SIT IN SENATE

#### Personnel of Nation's Upper House Considerably Changed for Next Session.

#### TERMS OF THIRTY SENATORS EXPIRE

#### Many Old Timers Come Back Without Opposition—Some Famous Statesmen Left at Home—More Millionaires Chosen.

(Journal Special Service.)  
Washington, Jan. 24.—The personnel of the United States senate is to be considerably changed as a result of the elections that have taken place in the legislatures of numerous states during the past two weeks. The choice has not been made in practically all of the states, thus making it possible to draw a lineup of the membership of the upper house as it will stand after the adjournment of the present session.  
The 39 senators whose terms will expire March 4, are: Russell A. Alger of Michigan, J. Frank Allee of Delaware, Augustus O. Bacon of Georgia, Joseph W. Bailey of Texas, J. W. Benson of Kansas, James H. Barry of Arkansas, C. S. Blackburn of Kentucky, Henry E. Burnham of New Hampshire, Edward W. Carmack of Tennessee, William A. Clark of Montana, W. Maury Crane of Massachusetts, William M. Cullom of Illinois, Jonathan P. Dolliver of Iowa, John F. Dryden of New Jersey, Fred T. Dubois of Idaho, Stephen B. Elkins of West Virginia, Murphy J. Foster of Louisiana, William P. Frye of Maine, Robert J. Gamble of South Dakota, John M. Gearin of Oregon, Anselm J. McLaurin of Mississippi, Thomas S. Martin of Virginia, Joseph H. Millard of Nebraska, John T. Morgan of Alabama, Knute Nelson of Minnesota, Thomas M. Patterson of Colorado, Furnifold M. Simmons of North Carolina, Benjamin R. Tillman of South Carolina, Francis E. Warren of Wyoming and George F. Wetmore of Rhode Island.

### ASK GOVERNMENT TO BUST COPPER TRUST

(Journal Special Service.)  
New York, Jan. 24.—At a meeting here representatives of the smaller metal dealers in New York, New Jersey and New England organized the Northwestern Metal Dealers' association and decided to call on United States attorney General Bonaparte to bring suit to prevent the formation of a combination of copper mining companies alleged to be now forming. The following telegram was authorized and sent to the attorney general at Washington:

"Proposed copper mine trust most harmful to us. Beg you to investigate this in the interests of middle men and customers. Have sent particulars by mail."

### OLIVER MAY GET PANAMA CONTRACT

(Journal Special Service.)  
Washington, D. C., Jan. 24.—After an extended conference, the White House it was decided to reject the bid of Oliver & Bangs, who proposed to complete the construction of the Panama canal for \$75 per cent of the total estimated cost, in favor of Anson M. Bangs of New York city is concerned. While no official statement was given out of the White House it can be authoritatively stated that if W. J. Oliver of Nashville makes an entire, reasonable and satisfactory arrangement with some other contractor who is financially responsible, he will be given the contract for the construction of the canal.

### OFFICERS PRESBYTERIAN CHURCH, GRANTS PASS

Grants Pass, Or., Jan. 24.—Bethany Presbyterian church of this city held its annual business meeting and elected officers for the year. The election, as is the custom, was the occasion for the annual church banquet, a sumptuous spread being prepared, and over 100 attending. The officers elected are: H. C. Kinney and Theodore E. Cramer, elders; H. W. Ireland, treasurer; George H. Warren, secretary; J. C. Voehrl, clerk; H. C. Kinney, Sunday school superintendent; Elbert Yeatch, assistant superintendent.

### JOURNAL PHONE IS 7173

All Departments Can Now Be Reached Through Number.  
Call Main 7173 when you wish to telephone to any department of the Journal.  
A private exchange has been installed in the Journal office with enough trunk lines to accommodate the constantly increasing demands upon the telephone service.  
Tell the operator whom you wish to speak to, and she will connect you at once.  
Remember, Main 7173 is the new number of all departments of the Journal.

### ONE CAPITAL WITH MANY CONDEMNATION CASES

Record of a Busy Session of Superior Court at Kalama.

(Special Dispatch to The Journal.)  
Kalama, Wash., Jan. 24.—The last act of the session of the superior court just ended was the passing of sentence on Fred Miller for the murder of Frita Dirks at Castle Rock last October. Miller was sentenced to be hanged March 22 at Walla Walla.

### WANT LICENSE MONEY ALL LEFT AT HOME

(Special Dispatch to The Journal.)  
Fondleton, Or., Jan. 23.—Mayor Fee and members of the city council at the last council meeting expressed themselves against the passage by the legislature of the bill which has been introduced having for its purpose the converting of a part of the money received by cities from saloon licenses into the state treasury. The subject was brought up by the mayor and resolutions were adopted in opposition to the measure.

### PURITY OF PROCESS

Means Excellence of the Preparation.

Think of the enormously difficult task of having every tablet of Cascarets of the many millions of tablets sent out to the world the same as every other tablet, equally as dainty, sweet, palatable and equally effective as a medicine.

Think of nearly ONE HUNDRED MILLIONS of boxes of Cascarets sold in the last eleven years, all on the pure merit of this wonderful preparation, and every tablet of nearly a BILLION TABLETS having exactly the same Purity, Quality and Medicinal Merit as the rest of them. It is the PURITY OF PROCESS that made this seeming miracle possible—purity in the sense of exactness, nicety, care and selection.

When, in 1896, Cascarets were first created, the purpose of its makers was to make the best Bowel Remedy ever designed and compounded. The preparation was to be pure and harmless, made by PURE PROCESSES, and sold under a pure promise that it would accomplish always what was claimed, with the alternative of a guaranty or money refunded.

What stronger argument than the favor of millions of satisfied friends, of whom hundreds of thousands have been relieved of great sufferings, can be offered to him or her who has not tried Cascarets when in trouble? The slightest attack of irregularity, costiveness, colic, headache, flatulency, all the signs of impending CONSTIPATION should be heeded as a warning, and immediate recourse be taken to that great preventive of disease, Cascarets.

The specific purpose of Cascarets is not alone as a treatment for the cure of Constipation, but even more so, to keep the entire food-canal clean and antiseptic, destroying all disease germs before they can form a lodging and start their iniquitous activity.

## COLDS THAT HANG ON

So frequently settle on the lungs and result in Pneumonia or Consumption. Do not take chances on a cold wearing away or take something that only half cures it, leaving the seeds of serious throat and lung trouble.

# FOLEY'S HONEY AND TAR

Stops the Cough and heals the lungs and prevents Pneumonia and Consumption

Consumption Threatened  
C. Unger, 211 Maple St., Champaign, Ill., writes: "I was troubled with a hacking cough for a year and I thought I had consumption. I tried a great many remedies and I was under the care of physicians for several months. I used one bottle of FOLEY'S HONEY AND TAR. It cured me, and I have not been troubled since."

Cured Hemorrhages of the Lungs  
A. M. Ake, Wood, Ind., writes: "Several years since my lungs were so badly affected that I had many hemorrhages. I took treatment with several physicians without any benefit. I then started to take FOLEY'S HONEY AND TAR, and my lungs are now as sound as a bell. I recommend it in advanced stages of lung trouble."

Three Sizes—25c, 50c, \$1.00. The 50-cent size contains two and one-half times as much as the small size and the \$1.00 bottle almost six times as much. REFUSE SUBSTITUTES.

SOLD AND RECOMMENDED BY ALL DRUGGISTS

### OSTEOPATHY FOR A LIMITED TIME \$10.00 Per Month!

Kirkville Infirmary of Osteopathy, room 12 Grand Theatre building, Washington and Park Dr. Sommer, graduate in medicine and osteopathy and formerly professor at the Still College of Osteopathy, manager.

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