THE OREGON DAILY JOURNAL, PORTLAND, WEDNESDAY EVENING, JULY 24, 1907.



Attempt Being Made in East to Settle Wrecking of the Portland, Nehalem & Tillamook Railroad After Nearly Ten Miles of Road Had Been Graded.

The wrecking of the Portland, Nehalen & Tillamook railroad by Portland agents of E. H. Harriman, after nearly ten miles of the road had been graded by the Atlas Construction company, has become a subject of attempted compromise between Harriman's New York agents and M. Melville Walker, who re-

cently filed a suit against Harriman in New York on behalf of the London financiers concerned in the financing of

financiers concerned in the inflation of the proposed road. It is alleged that construction of the road was stopped by refusal of the pres-ident of the company to sign and deliver the bonds to the contractor, and the contracting company was disbanded and given large and profitable contracts on Harriman railroad construction work elsewhere

Barriman's Hand Soon.

Earriman's Hand Seen. The Tillamook railway project subse-quently taken up by F. E. Lytie, has always been regarded as a Harriman project in disguise, and recent appear-ance of Oregon Short Line cars in con-struction service between Hillsboro and the coast range, have in a measure con-firmed that impression in the public mind.

firmed that impression in the public mind. It has been stated by Mr. Lytle that neither Harriman nor the Southern Pa-cific has an interest in or control of the stock of the Tillamook road how be-ing built by him, but that since the money was furnished through the Union Trust company of San Francisco, the bonds may be in possession of anyone who desires them as an investment. It follows that so long as interest is paid on the bonds and the stock remains in possession of Mr. Lytle the road can be controlled by him. His relations to the Harriman roads, however, have been close for many years. He was formerly in employ of the O. R. & N. to the Harriman roads, however, have been close for many years. He was formerly in employ of the O. R. & N. as station agent at The Dalles, and was later one of the bullders of the Col-umbia Southern, which was partly fi-nanced and ultimately purchased by Warriman Harriman.

Harriman. At the present time the Oregon laws differ from those days in regard to rail-poad traffic arrangements between con-necting lines. It is not necessary for a feeder line built by independent capital to depend wholly upon the whim of the main line management for its existence and operation. The laws provide that a main line may be compelled to give reasonable traffic connections and rates. On this point William Reid, promoter of the Tillamook road, that was wrecked by Harriman agents, has sent the fol-lowing reply to a newspaper statement credited to Mr. Lytle: nections can easily be, with joint rates, obtained from all railroad companies in Oregon, by either the Pacific Rail-way & Navigation company, controlled by Mr. Lytle, or the Portland-Oregon Seacoast Railway company's line, owned in London and Los Angeles, or by any other independent line which is build. other independent line which is build-ing or may build in good faith. In Oregon the days of monopoly of railway building are gone, and free trade in railways is the rule, so long as the Oregon and interstate commerce commissions and the Killingsworth law commissions and the Killingsworth law are in existence

MULE BORN ON FREIGHT TRAIN

"In the Oregonian of July 22, the fol-lowing statement appears:

In the Oregonian of July 22, the for-lowing statement appears: "Regarding the connection between the Southern Pacific and Pacific Rail-way & Navigation company at Hills-boro, it is & well known fact that ar-rangements for a connection were start-ed by the officials of the Portland, Ne-halem & Tillamook railway. "Pardon me for saying this statement is absolutely incorrect. The Killings-worth law took effect beginning June, 1905, and we commenced construction in July. Under that law the Southern Pacific was then compelled, nolens volens, to allow us to connect with their line at Hillsboro, or we could force it. Consequently, neither my exe-cutive committee nor I ever asked traf-fic connections at Hillsboro. Indeed, it was the fact that we didn't ask same, and that Edward Records, president of Athas Construction company, very fooltion that traveling men have had up with the Oregon railway commission and the Harriman lines is expected to be reached within a few weeks. William McMurray, who has been in Chicago several weeks discussing matters with the head of the traffic department of the Harriman roads, is due to reach

and that Edward Records, president of Atlas Construction company, very fool-ishly wrote a letter--now in my posses-sion--saying his company would build an exclusive connection with the North-ern Pacific alone, that caused all the trouble and stoppage of work. About that time Mr. Harriman passed through Portland on his way to Japan, and a few days thereafter, when Mr. Records demanded his \$600,000 bonds for full payment of the 20 miles of graded road, these bonds were unsigned and delivery refused. home early next week, and further ac-

tion on the mileage rate question will then be taken. It is desired by traveling men that mileage be sold good for use on all the roads, and that mileage presented on Oregon Short Line trains be good for checking baggage to points on the O. R. & N., or vice versa. The transcontinental railroads have been slow to grant any concession in these bonds were unsigned and delivery refused. "It is strange that whenever an inde-pendent line is started it is credited as a Hill or a Harriman line. Whether E. E. Lytle is building his line for the Southern Pacific's benefit or not is nobody's business. He got our grade from the directors, and I admire his pluck in since pushing the work ahead. The public might as well say, as they been slow to grant any concession in the matter of interchangeable mileage tickets, while roads in the middle west have taken action in response to repluck in since pushing the work ahead. The public might as well say, as they do now at Astoria, that the Portland-Oregon Seacoast railway must be a Northern Pacific line, but I solemnly assure you it is not, and no correspond-ence has been had with it or with the Harriman lines either. Since the Kil-lingsworth law took effect, and the Oregon railroad commission was cre-ated, compulsory traffic and other con-nections can easily be, with joint rates.

have taken action in response to re-quests from mercantile organizations. The first of July the middle west roads agreed to continue sale of interchange-able mileage. Heretofore interchangeable tickets have been sold at the rate of \$50 for 2.000 miles, but a rebate of \$9.50 was paid to the original purchaser if the ticket were used exclusively by him according to the rules. Attorneys of the western lines, from Chicago to Den-ver, were unanimously of the opinion that it would be illegal under the interthat it would be illegal under the inter-state commerce law to sell an inter-changeable ticket at a higher rate than 2 cents a mile in any state where that is the maximum fare allowed by law. Accordingly, passenger officials de-cided that it would be necessary to re-duce the price of the 2,000-mile ticket to \$40. The abolition of the refund feature makes it unnecessary to main-

Shortly Now.

FOR SEVERAL WEEKS

William McMurray, Who Has Been

in Chicago Several Weeks With

Head of Traffic Department of the

Harriman Roads, Due Here Soon.

Settlement of the mileage rate gues-

MATTER DISCUSSED

to \$40. The abolition of the refund feature makes it unnecessary to main-tain the mileage bureau of the Western Passenger association, which now has about 75 employes. The Central Passenger association, with jurisdiction north of the Ohio river from Chicago and St. Louis to Buffalo, has decided to continue to sell its interchangeable mileage tickets at a rate of \$25 for 1,000 miles and pay a refund of \$5 to the purchaser if the ticket is used exclusively by him for interstate trips. AFTER MARE IS KILLED BY ENGINE

States that now have a 2-cent fare law are as follows: Iowa, Illinois, Indiana, Minnesota,

Iowa, Illinois, Indiana, Minnesota, Missouri, Nebraska, Arkansas, Pennsyl-vania and West Virginia. States hav-ing 2½-cent fare are North Dakota and Wisconsin. In New York, where travel is the heaviest per mile radius, the general rate is still 3 cents, but is practically 2 cents in effect between New York and Buffalo and many other points within the state. On a ranch near Troutdale there is | there are a number of valuable mares and imported jacks. The O. R. & N. railroad runs through the farm. Recently one of the mares, in foal,



SPECIAL SALE> Settlement of Mileage Rate **Question May Be Reached**

Men's and Boys' Clothing



Men's Outing Suits at One-Half

MEN'S \$10 OUTING SUITS	\$ 5.00
MEN'S \$15 OUTING SUITS	
MEN'S \$20 OUTING SUITS	\$10.00
MEN'S \$25 OUTING SUITS	

Men's Three-Piece Summer Suits

ENORMOUSLY REDUCED. \$25.00 SUMMER \$15.00 SUITS \$20.00 SUMMER \$13.50 SUITS..... \$15.00 SUMMER SUITS.....

Boys' Summer Clothing

AGES 8 TO 16 YEARS.

\$2.50 BOYS' WOOL SUITS	\$1.95
\$3.95 BOYS' WOOL SUITS	
\$5.00 BOYS' WOOL SUITS	
\$6.50 BOYS' WOOL SUITS	\$4.95

Golf Shirts

50 dozen Men's Golf Shirts for 39c this sale BOYS' 50c Golf Shirts, SPECIAL..... 35c

WHEN YOU SEE IT IN OUR AD, IT'S SO



a rapidly moving freight engine. Though born under such peculiar circumstances the young mule is thriving as few young mules do and has every prospect of leading a long and useful life. Dr. W. C. Bolt of Troutdale vouches for the story of the mule's birth. He and other residents of Troutdale were eyze-witnesses. Near that town the firm of Campbell eye-witnesses. Near that town the firm of Campbell & Swigert, formerly connected with the City & Suburban railway of Portland, own a large stock farm. On the farm STREETCAR EMPLOYES

a mule colt that was actually born on a rapidly moving freight engine. Though

THE SMILE

THE SMILE That won't come off, appears on baby's face after one lottle of White's Cream Vermifuge, the great worm medicine. Why not keep that smile on baby's face If you keep this medicine on hand, you will never see anything else but smiles on his face. Mrs. S., Black-well, Oklahoma, writes: "My baby was peevish and fretful. Would not eat and I feared he would die. I used a bottle of White's Cream Vermifuge and he has not had a sick day since." Sold by all druggists.



Little Liver Pills.

Must Bear Signature of

TOO MUCH MONEY FOR

SPECIAL MAIL SERVICE

There will be no special mail service between Portland and Eureka. John H. Hollyday, acting second assistant postmaster-general, has declined to make any appropriation for such serv-ice as requested by the Portland cham-ber of commerce. Under the present conditions mail for Eureka must be shipped from Portland to San Francisco and thence sent back up the coast. It was decided by the department that the amount of mail transmitted between Portland and Eureka did not warrant the extra expense of a special service.

BATHS CLOSED WHILE

PONTOON IS REPAIRING

One of the pontoons at the free swim-ming baths was found to be leaking and has been hauled onto the ways at Sup-ple's boatyard for repairs. The pon-toon will be thoroughly recalked and towed back to the baths, which will be again opened to the public the latter part of the week. In the meantime the baths will be closed.

Building Permits.

See Pac-Simile Wrapper Below

Very small and as one to take as sugar CARTER'S FOR HEADACHE. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION Purely Vegetable. Meret Ford CURE SICK HEADACHE.

pril I began taking Cascarets the course of a week I noticed isappenr and at the end of sir trouble me at all. Cascarets for me. I am entirely eured and "George Eryder, Napoleso, O.

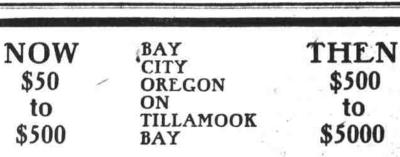


LE. TEH MILLION BOXES



and it is certain that the event will be one long to be remembered. The picnic will be attended by all of the employes of the railway company and their friends and the general public. The committees in charge of the ar-rangements are as follows: General committee—Oscar Stanley, chairman; A. C. Burns, O. W. P.; James Morgan, East Ankeny; A. M. Singleton, Savier; C. J. Anderson, Piedmont. Soliciting committee—Chester Curry, Theodore Shankland, Henry Hewitt, John Stiltes, Gooth, Patten, Ingalls, James Thomas, George Huston, George Marshall, N. E. Tyrrell Frank Alger, C. J. Anderson and W. V. Horton.

at



Substantially, the above headlines forecast the history of an investment made now in Bay City, Oregon. Without a railroad, visited seldom by steamships and hitherto inac-cessible to any medium of economical freight transportation, Bay City has thrived upon its wonderful dairying interests. Now, with a railroad crawling rapidly from and to-ward it, Bay City holds within itself the possibility of scores of fortunes. These can be accumulated only by intelligent action right now. Lots can be purchased in Bay City for from \$50 to \$500. When the road is completed, Bayocean Park is running, steamship companies are competing with each other for the almost inexhaustible supplies of timber around Bay City, and the sawmills are humming night and day to cut 30,000,000,000 feet of spruce, hemlock and fir, if lots have not increased ten fold, the trend of progress will have altered its course. Verily, Bay City cannot escape the magnificent destiny that fortuitous circumstances have ar-ranged for it. If, you have \$50 or \$500, there is not an in-vestment you can make that will come nearer to increasing ten fold in five years than property in Bay City, Oregon.

Building Permits.
C. M. Zadow, two-story flats, East marker, two-story flats, East Sevente-enth bergen East Twenty-filth, \$5,000; J. G. Malone, K. Sorry duelling, East Sevente-enth bergen East Taylor between thirty-eighth and East Alder, the seventh, \$150; A. H. Clare, one-story dwelling, East Taylor between thirty-eighth and East Thirty-is the set Thirty-eighth and East Thirty-is the set Thirty-is the set Taylor between the set the seventh, \$100; Healy Investment compared to the seventh state, \$60; A. M. Clare, one-story dwelling, Albina avenue, two-story dwelling, Albina avenue, two-story dwelling, two-story dwelling, and the seventh, \$150; A. M. Clare, one-story dwelling, and the seventh, \$150; A. M. Clare, one-story dwelling, and the seventh state, \$160; T. Manon, two-story dwelling, and the seventh, \$150; A. M. Clare, State, \$150; A. M. Clare, State, \$150; T. Barrett, repairs weather the seventh and Morgan, and the salt-story dwelling. Northrup between Sixteenth and Analy the between East Thirty-is the between Houland and Morgan, \$1,000; W. F. Burrett, repairs brick, 136
Form street, \$150; J. A. M. Sale, \$150; J. Barrett, repairs ind a half-story dwelling. East Forty-sixth be-story dwelling, between Houland and Morgan, \$1,000; W. F. Burrett, repairs brick, 136



With one of these you can and will feel like

TAKING A VACATION AT HOME

Because you can have as little heat as you wish. It will make perfect cooking a simple matter and save you a lot of fuel.

Although we have higher priced ones there is no more economical gas stove made. It is manufactured of the best material and is conveniently arranged. Remember, this gas stove is only \$10 this week.

