

# WEAKNESS IN PARENT

(Continued from Page One.)

The exact condition of this bridge over which four passenger trains pass daily, is well shown in the photograph in today's issue. Every time a train goes over the bridge more of this rotted and antique embankment is shaken down. The plating trembles ominously with the passing of each train. Perhaps nothing is more carefully watched by the section men on the ordinary railroad than the condition of the rails and the plates holding them together. On a mountain railroad, sounding in sharp curves and with notably lightweight rails such attention seems imperative. Walking up the track and crossing the first bridge beyond the town of Forest Grove the first thing that attracts the attention is the fact that in many cases the rails now in use are worn down on both edges. They have apparently been used on one side of the track until worn down to the point of danger. Then they have been placed on the opposite side so as to secure the wear out of the other edge of the rails.

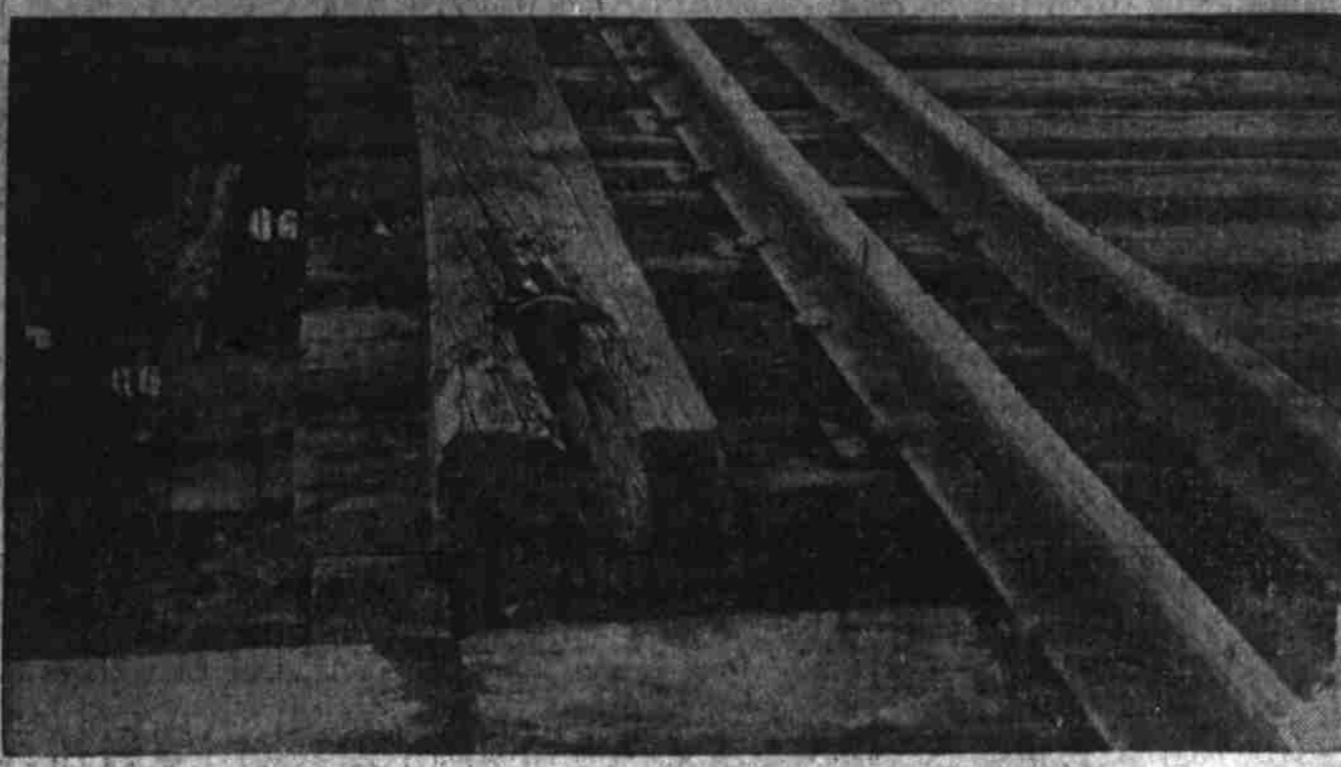
**Fish Plates Cracked.** Closer examination reveals the fact that nearly half the fish plates in use on the railroad are cracked. They are either broken straight down the center, making a direct break without support to the ends of the connecting rails, as is the plate shown in the photograph or they are cracked from top to one of the rivet holes. The cracks in the latter instances are of such a character that they leave the rails without support and without connection with the other rail. Not only are these cracked and broken fish plates found on the straight stretches of track but they also abound on the curves. The passing of a train throws the rails out of place, the car wheels striking the ends, bound up, and if the other wheels strike land on the next rail. Any unusual force would evidently throw the rail hopelessly out of place or break it, ditching the train. These cracked and practically useless plates are found on the trestles as well as on other portions of the road. Judging by the condition of the ties and the distinguishable year marks on the ends, the average tie in use on the west side branch is six or seven years old, and of common fir. This age is not unusual and the ties would be in good condition in all probability on a rock ballasted road. The fact is that the heavy mud and water, which runs them quickly and gives them no firm support.

**Spikes Are Loose.** It has placed them in the condition, where it is easy to walk along the track and pick out the spikes with the fingers. An accompanying photograph shows one of these spikes which was pulled up from the tie and the rail with no more effort than is required to take a pin from a cushion. Another plate, about 10 yards south of the Davis creek trestle near Forest Grove, was held down by three spikes. All of these spikes were pulled out without the slightest resistance, owing to the rotten condition of the ties. The jarring of the train, which loosened them, they were practically forced out of the wood and were lying across the trestle.

**Business Men.** A hit-or-miss plan of securing ties to the rails seemed to have been pursued over all the track covered by Journal reporters. In many places the rails were not fastened to the ties but the ties were supported by the rails. In other places the rails had worked so far away from the cross pieces that an umbrella could be forced between them with ease. The photograph shows one of these rails not 20 yards outside of the Forest Grove railroad yards, and on the main track of the railroad.

**Equipment Light.** The 300-foot trestle a quarter of a mile beyond the scene of last week's wreck is secured by girders that have rotted until they are falling apart. Several of the ties on this trestle have split entirely in two with the action of the weather, and give no support to the rails. One point that has been made by the railroad company in justification of its policy in that equipment on the west side branch is very light. It is true that a portion of the equipment is light—the old-fashioned short coaches in use when the road was constructed are used on the Forest Grove line. But on the other trains, the trains to Corvallis and Willits, from four to six heavy vestibule coaches are now

## CAMERA CATCHES DEFECTS IN SHERIDAN LINE.



Showing a Rotten "Protecting" Stinger on Bridge 3B, South Portland.

## PICTURE PROVES ROADBED IS WEAK.



Showing Bulge in Track at Bancroft Avenue. Here the Tracks Sink Perhaps an Inch When Trains Pass.

In use—coaches much heavier than anything run on the roads of the country when the west side branch was constructed, and it was this type of train which was wrecked last week.

### HEARING BEGUN

State Railroad Commission Begins Investigation of Wreck.

John J. Baxter of Forest Grove, whose sister-in-law, Mrs. Sara Bates, was killed in the Southern Pacific wreck last Tuesday evening, together with five-months' old baby, and John McDonald of McMinnville, is being examined by the state railroad commissioners who are meeting in the chamber of commerce auditorium this afternoon. In addition the trainmen who were in charge of the ill-fated Sheridan local are also being questioned by the commissioners in an effort to determine if possible who is responsible for the disaster. Several of the railroad officials who have been investigating the cause of the accident will also probably be called before the state official commissioners.

The section boss was examined at Forest Grove by the commissioners last week and owing to this fact it will not be necessary for him to appear before the examiners again. C. S. Hampton, a Chicago traveling man who was in the wreck and others who were among the passengers on the train at the time, have been requested to appear and give any information possible that in any way may lead to placing the responsibility where it belongs.

## EXCURSION PARTY LEAVES FOR SALEM

Portland Business Men Are Guests of Capital's Commercial Club.

An excursion party of over 100 Portland business men left the city for Salem at 2 o'clock this afternoon traveling in special cars over the Oregon Electric railway. The party occupied two special coaches and the regular coach that leaves Portland at that hour. The trip to Salem is in response to an invitation from the Salem Commercial club to participate in a formal celebration of the opening of the new electric line. The party will be met by a reception committee at Salem and escorted to the hotel. A few side trips about the city will be sandwiched in between 4 o'clock, the hour of arrival, and the time set for a banquet to be given this evening. The program will include addresses by prominent Salem and Portland men, and some of the representative business men from further up

the Willamette valley will also be heard from. About half of the party from Portland will return on the trolley car tomorrow morning and the remainder have reserved berths in two special Pullman sleeping cars that will be waiting to receive them after the celebration, to be attached to the incoming Southern Pacific train arriving in Portland at 8 o'clock tomorrow morning.

Tomorrow and Thursday will positively be the last days for discount on east side gas bills. Portland Gas Company.

## PORTLAND TAILOR TO TEACH AT CHEHALIS

F. L. Pierce of Portland has been appointed head tailor for the Washington State school for boys and girls at Chehalis, Washington, and will leave this week to take charge of his department. Mr. Pierce has lived in Portland 10 years and is well known among the tailors. He declares that the report that there is diphtheria in the Chehalis school is incorrect as he has just received word from F. S. Thompson, superintendent of the school, that there is but one sick inmate and he has not diphtheria. There are several cases of the disease in the city of Chehalis, however.

Governor Folk of Missouri expects to begin his active campaign this week for the seat of United States Senator William J. Stone.

## MAYOR COUCH NOT A CANDIDATE

Office-Seekers at St. Johns Are Hiding and Good Jobs Go Seeking.

Mayor Couch, the present incumbent in the St. Johns city hall, will not be a candidate to succeed himself at the approaching city election April 6. Mayor Couch stated positively to a Journal reporter yesterday that under no circumstances would he run again. When asked what candidates were in the field for the mayoralty he professed complete ignorance of those seeking to dominate the political situation.

While there are no announced candidates for the office, there are several names which have been mentioned prominently in that connection. J. F. Hendricks, proprietor of one of the city hardware stores, and a considerable property owner on the Peninsula, has been spoken of in some quarters as the Republican nominee. He is not in the field openly, however. The probable ticket of the Good Government league is in a still more unsettled state. The name of H. W. Brice, a former councilman, has been used as a probable candidate, but not authoritatively as yet.

**Seeking Will Run.** City Attorney Greene has stated that he will not be a candidate for the office, which he has held as the mayor's appointee through the past three administrations. The attorneyship is now elective, and G. J. Perkins, a prominent lawyer and secretary of the Commercial club, has made known his willingness to accept a nomination for the office. In respect to the other offices, all information is vague and far from authentic or trustworthy. What the composition of the different tickets will be, what party will obtain the balance of power, no one pretends to know at present. At all events, the general opinion prevails that with the exception of Recorder Esson, who by long experience is an invaluable man in the city hall, and is generally popular in all quarters, the April election will see a complete change in the personnel of the city government.

The question of the ferry purchase, the city dock and public park, the issue of bonds to cover them, and the petition to incorporate new territory with the present city, will be voted on at the same time.

## DISCUSS ORGANIC UNION OF CHURCHES

Ministers Take Up Question of Uniting Four Religious Branches Into One.

The question of church organic union among the United Brethren, Methodist Protestant and the two branches of the Evangelical denominations was discussed at a meeting of the Evangelical association yesterday, ministers from the different denominations attending and giving their views on the proposed movement. Organic union of the churches is wanted, and not the federation of the four denominations, according to the trend of the discourse at yesterday's meeting in the First German Evangelical church. Rev. E. Brinner of Menomonee Falls, Wisconsin, was one of the speakers and told of the union of churches in Chicago and other eastern cities. Rev. H. C. Shaffer of the United Evangelical church said that his order applied to appoint three committees to further the ends of the organization. One committee is to call upon District Attorney Manning and find out the application of the Oregon law to criminal medical practice. If the law does not fully cover the points involved and if it is not possible to bring prompt and adequate prosecution the committee will take steps to have a law drafted and passed which will remedy the defects.

**File Incorporation Papers.** Articles of incorporation have been filed from us. The firm is composed of Newell Barnard, Lewis Barnard and J. C. Flanders.

**A. B. Steinbach & Co.**

# Spring Styles

**Youman, Stetson, Gordon and "Brook" Hats**

Our Complete Assortment of the New Spring Styles on Exhibit—Nobby Shapes and Colors

## The "BROOK"

The Acme of Perfection—Peer of All

# \$3.00 Hats

## BOGUS DOCTORS TO BE PROSECUTED

Committees Appointed at Joint Meeting of Ministers and Medical Men.

Criminal medical practitioners must be banished from business in Portland according to the opinion of the committee of physicians and clergymen which met in the offices of Dr. Alan W. Smith yesterday afternoon. Dr. E. F. Tucker presided at the meeting and after a general discussion it was decided to appoint three committees to further the ends of the organization. One committee is to call upon District Attorney Manning and find out the application of the Oregon law to criminal medical practice. If the law does not fully cover the points involved and if it is not possible to bring prompt and adequate prosecution the committee will take steps to have a law drafted and passed which will remedy the defects. A second committee is to visit the newspapers of the city and request that they cooperate with the organization by refusing to publish advertisements of this class of practitioners or of their institutions. Still another committee will be appointed to make investigations of conditions in the city and bring all illegal practices to light in order that those responsible may be prosecuted and punished under the law. To revoke licenses. Dr. Tucker was given time to appoint the three committees and will make known his selections within a short time. Dr. Tucker stated during the meeting that any violations of the law if reported to the state board of medical examiners would result in the revocation of the licenses held by those breaking the law. Father G. F. Thompson, representing Archbishop Christie was present at the meeting and said that the archbishop was very much interested in the movement and would lend his influence to it. Father Thompson said during the course of his remarks that he believed the regular physicians themselves could stop much of the illegal work going on if they would take the initiative. He said that the physicians know those of the profession who engage in illegal practices and that it would be easy for them to brand the malefactors and drive them from the vicinity. The committee appointed to call on the newspapers is composed of Rev. J. Whitcomb Brougher, Father G. F. Thompson and E. L. Thompson. The next meeting of the organization will be on Friday afternoon at 8 o'clock. Tomorrow and Thursday will positively be the last days for discount on east side gas bills. Portland Gas Company.

# "WE ARE INTO ANOTHER LEDGE OF \$40 ORE, BUT DO NOT KNOW ITS EXTENT AS YET" "WORKING TWO SHIFTS AND EVERYTHING AT THE MINE PROGRESSING WITH ALL POSSIBLE RAPIDITY"

These Are Excerpts from a Letter Received on Monday from George W. Bever, Manager of  
**THE BUTTE BOYS CONSOLIDATED MINING COMPANY**

Mr. Bever is now at the mine in Goldfield, Nevada, where he reports the weather about as bad as any he ever experienced; roads being almost impassable, "but this condition," he says, "will not interfere with development of the Butte Boys. Our miners are putting in their besticks, and everytime they emerge from the bottom of the deep shaft expressions are freely made that 'this will be one of the big mines of the Goldfield district!' Indeed, if the men owned the mine themselves they could not be more enthusiastic. 'This property will make all you people millionaires,' is one of their predictions, though, of course, this is an exaggerated statement of opinion. How can one, owning a thousand shares, bought for \$100, expect to become a millionaire on his investment? That these shares will sell, within a couple of years, for as much as \$5 each, is not doubted by the best informed, and if everything goes as it now appears it will, if they do not sell, within five years, at as much as \$10 the share.

## When Shafts Are Sunk on All of These, Say One on Each Five Acres, and All in Full Swing, Producing Equally With the Single One We Have Done at Present, We Shall Begin to Look for These Millions With an Eye of Expectant Certainty, and Feel Confident We Will Not Be Disappointed

And all of these stockholders coming in now at 10 cents per share will be beneficiaries equally one with another. **WE SHALL ALL PROSPER TOGETHER.** There will be no favorites. This is one of the companies in which every shareholder, big or little, great or small, gets an **ABSOLUTELY SQUARE DEAL,** and every share of stock we sell covers every acre of ground we own. This is what is meant by "Consolidated" in the title of the company.

### EXPERT MINING ENGINEER STAMPER SAYS WE HAVE A BETTER SHOWING THAN THE MOHAWK.

His lengthy and splendid report on the Butte Boys, which we have already published, among other things, said: "For the same amount of work done the Butte Boys has a better showing than the Mohawk had, and as good a showing for the work done as any mine in Goldfield. This is a very broad statement, but the indications justify it. In fact, of all the prospects I ever have examined, I have NEVER FOUND ANYTHING ANYWHERE SO GOOD. The management is paying more attention to the development of the property than to shipping ore, as it has every confidence in the future. IF I HAD THE MANAGEMENT OF THE MINE, I WOULD BE SHIPPING ORE TODAY."

**BUT WE DO NOT PROPOSE TO SHIP ORE AT ALL.** We will mill it ourselves. It is free milling rock. It is not necessary to smelt or cyanide it. Hauling, freight and milling would cost our

we shall be disappointed, but even at that figure, 1,000 shares would not make one rich, as riches are counted today.

### BUT THERE IS ANOTHER THING TO BE CONSIDERED IN THIS BUTTE BOYS GOLD MINING PROPOSITION.

This company owns—and every stockholder is one of the company—103 acres of ground, located under the mining laws of Nevada, and this represents FIVE claims and three acres. We are developing only ONE of the five, and have leased 16 acres of another to a separate company. This company had so much faith in our ground that it is spending money on its leased fraction faster than we are on the main property, and the indications are that it will develop a big mine also. If it does it can not work it out during the life of its lease, and at its terminus this developed mine will revert to the Butte Boys. If it does make a great mine out of its lease, Butte Boys stockholders will receive 15 per cent of its gross income,

### MR. BEVER SAYS HE WISHES EVERY STOCKHOLDER WOULD VISIT GOLDFIELD.

If each owner of shares, he says, could only take ore out of the mine for himself and have it assayed for his own satisfaction, there would not be a share of this development stock left in the treasury in 24 hours. In fact, he declares that those who already own shares, and helped the management to the means that enabled it to reach down after the precious treasure, until it has demonstrated that

### WE ACTUALLY HAVE ONE OF THE MOST PROMISING MINES IN THE COUNTRY.

ought to quickly pick up the few shares that remain before stock selling is abandoned or prices rise to five times what they are now. **THIS TRULY IS THE OPPORTUNITY OF A LIFETIME!** Mr. Stamper declares we have a better showing than the Mohawk had at the same stage of development. Think of that! Five dollars worth of Mohawk stock procured when its shares first were placed on sale could since have brought disposed of at \$3,400.00; \$10 invested then would since have brought

with freight on its ore only to be deducted. In other words, the lessees are to pay all cost of development, mine equipment, all expenses of mining the ore, out of their own pockets. If it does not desire to mill its own ore, but ships it, deducting shipping charges only, the Butte Boys stockholders will receive from that company 15 per cent of its gross receipts—\$15 of every \$100 it takes from the earth. This sum will be velvet. It will not cost our people a penny, and it looks like the leasing company has a sure thing on an immensely rich mine on the ground it has leased from us. Thousands of dollars are going into that project. Those at its head are experienced miners, and we look for a very large revenue from that source also.

### BUT WE HAVE 87 ACRES LEFT.

These have been carefully tested and give every indication of eventually producing every whit as rich and as generous ore bodies as those we already have found.

### THE NAME OF THE BUTTE BOYS MINE WILL BE HERALDED FROM ONE END OF THE COUNTRY TO THE OTHER.

But much as we would like to, we cannot hold the stock for any one—at least not more than a week or two. We have had dozens of requests to hold shares two or three months, but this we cannot do. Our only object in selling at all is that we may accelerate development, and we are so well along that we shall not be on the market much longer. We give this notice now so that when we close the books no one may say he had not been warned.

### REMEMBER, OUR SHARES ARE OF THE PAR VALUE OF \$1.00, AND NON-ASSESSABLE.

They cannot be assessed for any purpose.

President—M. G. McCorkle, M. D.  
Vice-President and Manager—Geo. W. Bever.  
Secretary and Treasurer—M. Bever.  
Directors—M. G. McCorkle, G. W. Bever, Geo. Weatherly, M. Bever, Burt White, J. B. Purcell and T. W. Shankland.

# The Butte Boys Consolidated Mining Company

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