

BUCKING IS PUZZLE

Real Estate Dealers and Big Property Owners Are Still Unable to Explain Transfers in North End Warehouse District.

Speculation is just as rife and interest as wide in the heavy buying movement in the north end terminal district as they were 60 days ago when it first became known that some strong financial interest was pouring money like water into the tier of blocks immediately west of the Hill terminals.

Who is it that is buying all of this property and what does it mean, is a question heard over and over wherever real estate operators and property owners meet. The fact that every railroad man in town has positively denied that his company is interested in the deal makes it all the more interesting when it is known that large part of the holdings sold in this tier of blocks has been paid for in cash.

It is this fact that makes the transactions as a whole so puzzling and inclines many to the belief that it is a railroad deal, despite the denials of the local representatives of the transportation companies centering here.

The latest conjecture as to the identity of the interest taking over this property is that it is the Clark-Huntington people of Los Angeles who mean to bring the Mount Hood road into the west side and establish terminals to the west of the North Bank terminals on the tier of blocks between Twelfth and Thirteenth streets.

It is well known that title to much of this property has been taken in the name of a Mr. Craig, who is a Californian and who is believed to be associated with Clark and Huntington in their California railroad deals.

Color is lent to this solution of the problem for the reason that the Mount Hood railway people have long since ceased buying property on East Stark street, where it was announced the terminal and warehouse sites is terminal. It is altogether probable that if this road is to be completed, its owners would seek to bring the line into the west side terminal district.

One of Portland's level headed business men says that the tier of blocks immediately west of the Hill terminals is the most available and valuable terminal ground left in the city and in his opinion is being purchased for some road not yet in the air.

One Theory is Exploded. Nobody takes any stock in the theory that a growing demand for manufacturing and warehouse sites is responsible for such enormous buying in this district. The facts are that within the past 60 days properties valued at between \$500,000 and \$1,000,000 in this tier of blocks have changed hands, and that certain agencies are still trying to buy every parcel that is to be had.

Certain prominent business men in Portland who are known to be in touch with the local railway situation, cling to the theory originally published in The Journal that the buying of this property is in the interest of the Harriman system. They argue and plead so, that the Hill road has no use for additional terminal facilities, that the double tier of blocks between Twelfth and Thirteenth streets, north from Hoyt, is more than sufficient for that line for all time to come, but that upon the completion of the Puget sound line by the Harriman system additional terminal facilities for the handling of the vastly increased freight traffic which will pass through Portland will become imperative.

Another solution of the problem frequently heard on the street and in real estate offices is that the Harriman system seeing a good chance to prevent the Hill road from extending its terminals to the west has ordered its agents to buy up the tier of blocks between Twelfth and Thirteenth streets, north from Hoyt, knowing that the property is worth more than it is bringing, and if not needed later on for terminal purposes can be sold at a handsome profit.

Words at Loggerheads. For some months the two big railway systems centering here have been at loggerheads over the rental to be paid by the new road for the privilege of using the property of the Terminal company. The Harriman system, which owns the majority of the stock of the Terminal company, is anxious to have the Hill road enter the Portland terminal district. It is barely possible that the Harriman people are playing a shrewd game to force the Hill line to use the facilities of the Terminal company by purchasing this tier of blocks, thereby preventing the enlargement of the Hill terminals.

So far the deeds to none of the property has been placed on record, and for that reason it is difficult to get at all of this property that has been sold. However, it is known that the Harriman people have sold their half block at Twelfth and Lovejoy, Lowenberg & Co.'s quarter block at Thirteenth and Irving streets has also been taken over. The Marshall-Wellis three quarter block between Twelfth and Thirteenth, Johnson and Kearney, has also been taken over as well as a quarter in the same block formerly owned by an outside capitalist.

A quarter block in the same tier of blocks, belonging to Moy Backlin and one belonging to William Prader has recently changed hands. The W. P. Fuller warehouse property belonging to W. P. Crawford has been sold in the past 60 days for \$400,000. The property between Pettigrove and Overton, lots formerly belonging to John Kiernan, A. Varwie, A. Moore and the Norcross estate are reported sold. At Twelfth and Lovejoy a lot belonging to a German capitalist was recently sold for \$25,000. Churchill Bros. quarter block at the southeast corner of Thirteenth and Marshall is also reported sold. At Thirteenth and Pettigrove, Richard Koehler has sold a half block. This sale is reported to have been made to a California investor.

When the name of the purchaser in any of these transactions has been made public, it was almost invariably

the Mr. Craig above referred to, or a California investor—name given.

Never before in the history of Portland real estate has so much mystery and secrecy attended the transactions. The two or three brokers who have negotiated nearly all of the sales profess complete ignorance of the significance of so much heavy buying in one locality.

EIGHT HOUR DAY ON PUBLIC WORK

(By Journal Leased Salem Wire.)

Salem, Or., Jan. 27.—At the request of some of the labor union interests, Senator Albee has introduced a bill to make the eight hour law more explicit in its relation to public work. By an oversight, it appears, the present law leaves out some classes of contractors and subcontractors who do work for the state and they are able to work their men more than eight hours. The Albee bill is a copy of the federal statute on the same subject.

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RUSSELL H. CONWELL, FAMOUS LECTURER AND ORATOR IN CITY

Pastor of Largest Baptist Church in World Many Sided Man.

Russell H. Conwell, pastor of the largest Baptist church in the world, which occupies the largest church edifice in America, arrived in Portland this morning from Newburg, where he lectured last night.

Mr. Conwell is widely known because of his ability as a lecturer and orator. In his church at Philadelphia the members are forced to secure admission tickets because of the great crowds that attend.

He does not like to be called "doctor"—enjoys the distinction of having spoken to more people than any other living orator. He has traveled around the world several times and has engaged in many different vocations.

He fought in the civil war with the Massachusetts regiment, and up in New England they still call him "colonel." He was a war correspondent at one time for the New York Tribune and Boston Traveler, and was sent all over Asia by these newspapers. At one time he was associated in the newspaper business with Horace Greley, but now he is a Baptist minister and lecturer. He is president of the Samaritan hospital there, and president of the Philadelphia Orphan's home. In Philadelphia there is nobody like Russell H. Conwell to a great many.

Mr. Conwell's church seats 2,000 people, and there are over 3000 regular members. Everyone who wishes to attend must secure an admission ticket several days in advance, or he will not get in, for some one else will be there first.

With all his honors and friends, Russell H. Conwell is a quiet, modest, retiring man, with a drooping sort of sleepy eyelids, but when he smiles one of his slow smiles his whole face lights up.

Charles A. Dana said of Mr. Conwell,

in writing of him to Harpers' Weekly, that Conwell was one of the greatest men of the country. He is an orator unexcelled, according to Dana, a man wholly lacking in even the average egotism. He never saves a newspaper clipping about himself, never saves a sermon which many people would be proud to display and he spends his life in the interest of the poor.

Tonight at the White Temple Mr. Conwell will deliver a lecture which he has delivered a thousand times before. He has 18 of them on his list, and he has his hosts decide which one he shall deliver. Dr. Brougher, pastor of the White Temple said: "I have heard it three times before and I'm willing to hear it three times more." The lecture begins tonight at 8 o'clock.

Computer's Salaries Raised.

For general operating expenses of the city engineer's office approximately \$18,000 was allowed. In this office the salary of the stenographer was increased and assistant computers were granted a raise of \$10 a month at the request of City Engineer Taylor, who said he could dispense with the services of one draughtsman, whose salary would amount to a great deal more than the increase for computer's salaries and that of the stenographer.

An attempt to increase the salaries of the three street and sidewalk inspectors in the city engineer's department was defeated. Councilman Belding made a motion to this effect but there was no second to the motion. The council voted to transfer the item of salaries for three inspectors from the city engineer's appropriation to the street repair fund.

Dog Catchers Get More.

On motion of Councilman Driscoll the salaries of dog catchers in the poundmaster department were increased from \$75 a month to \$85. Councilman Baker facetiously remarked that these men lead a dog's life anyway and that they should be compensated for it.

The salary of Superintendent Daggett of the garbage crematory was increased from \$115 a month to \$135 by unanimous consent of the council.

Head Janitor Simmons of the city hall was allowed an increase of \$10 a month, his salary being raised to \$100 a month as a mark of appreciation for the excellent service he has given the city since his appointment.

Block Proposed Out.

Councilmen Willis and Bennett made a determined effort to cut down the appropriation of the health department, but when the vote was taken these

Wedded at Ardley-on-Hudson.

New York, Jan. 27.—A special train conveyed a large party of fashionable folk to Ardley-on-the-Hudson today for the wedding there of Miss Antoinette Ceballos Hewitt, daughter of Mr. and Mrs. Robert Hewitt, and James Eads Switzer of Chicago. The ceremony was performed at Rio Vista, the Hewitts' country home.

FEDERAL COMMISSION ON JAP SMUGGLING

(United Press Leased Wire.)

Washington, Jan. 27.—It has been pointed out that there is a widespread opinion among the best people of the Pacific coast that the Japanese are becoming a social factor and that despite stringent regulations they are sneaking across the Canadian and Mexican borders in increasing numbers.

A plan is on foot by the federal authorities to promise the California legislature that a commission will be appointed to examine into this alleged smuggling of Japanese across the border in large numbers, and the anti-Japanese bills are quashed.

If this is done and the figures collected by the California people are corroborated, there will be some basis for renewed correspondence with Japan regarding the observance of immigration laws and penalties for breaking them.

JAPS DOING VERY WELL IN AMERICA

(United Press Leased Wire.)

Tokyo, Jan. 27.—Government commissioners, reporting on the condition of Japanese emigrants throughout the world, announced that settlers in North America have families in most instances and their condition is very satisfactory. The condition of Japanese in Peru and Brazil is uncertain as yet but the future is promising in South America regarding improvement in agricultural and industrial enterprises.

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