

SAYS STATE, NOT CITY, OWNS LEVEE ON JEFFERSON ST.

William Reid, Pioneer Railroad Builder of Oregon, Agrees With Governor; Cites Contract of 1883 as Title.

William Reid, the pioneer railroad builder of this state, concurs with Governor West in the contention that the Jefferson street levee is the property of the state of Oregon and not of the city of Portland, with title subject to a contract of 1883, and acts passed by the legislature.

In response to a request from The Journal, Mr. Reid gives a detailed account of the state's railroad history, in which is involved the Jefferson street levee, for it figured prominently as the key to the situation in various contests between rival interests seeking control of the transportation business of the valley, which up to that time had very little development.

"After loaning several millions of dollars on western Oregon farms for the Scotch Dundee companies," explains Mr. Reid, "it was found that on account of lack of railroads the only way to increase the field for Scotch capital mortgage investments was to build 200 miles of railroad with Scotch money in the Willamette valley on to Portland.

Bonds Are Floated. "I was appointed to draw up a railroad prospectus of the Oregonian Railway, Limited, of Scotland. Sir John Lewis had given over Joseph Gaston's railroad, Dayton to Sheridan Junction. Gaston had in vain tried to induce Henry Villard, then president of the Oregon & California railroad, to extend his line to Dallas or to Corvallis. Thereupon I bought the Gaston road and was instructed to extend to Eugene by way of Brownsville and Silverton. In all, bonds for 200 miles of railroad were floated in Dundee and sold at 10 percent above face value. The Earl of Arllie was made president and James Villard was his son and Lady Maud Ogilvie, his daughter, came to Oregon and inspected the whole route of 200 miles in carriages. This was in 1880.

His lordship's visit was in response to a letter to the Scotch directors by Henry Villard saying that Mr. Reid was building a system of railroads for them in western Oregon through a country where vegetation ceased to grow.

"I had tried to buy all of the D. P. Thompson Real Estate company's tract of 800 acres on the South Portland waterfront, but it was instead sold immediately to the O. R. & N. company, so we could not possibly enter Portland, as no bridges then existed across the river.

Earl Gets Discouraged. "Thereupon Mr. Villard for the O. R. & N. company declared the company's terminus at South Portland and surveyed and platted off the waterfront there. When we asked rights of way from western Oregon across the same, we were informed that it was the depot grounds and terminus of the O. R. & N. company. The Earl of Arllie was discouraged and said: 'Mr. Reid, if we cannot enter Portland from the west side, you might as well sell out to the enemy, Villard, and abandon the enterprise.' Thereupon, after consulting Joseph Gaston, who asserted the public levee was the property of the state of Oregon and not that of the city of Portland (E. G. Hughes, then an eminent railroad attorney of New York, and Mr. Tweed of the Southern Pacific, who had no interest at that time in Oregon whatever, confirmed this opinion), it was resolved to apply to the Oregon legislature of 1880 not for the ownership of the public levee, but for Scotland to buy its terminus there provided it built thereto within a specified time. That act became a law over Governor Thayer's veto, by a two thirds vote of the legislature.

Villard Asks Conference. "Henry Villard, Richard Koehler and the German syndicate then owning the Oregon & California railroad and extending it to Ashland and the Skagitzy mountains, found they could not stop legally my construction of the Scotch road into Portland by way of the pub-

lic levee, and I have in my possession Villard's private secretary's telegrams to me to come to New York and negotiate with Mr. Villard personally terms of a sale of the Scotch road to the O. R. & N. company.

"I declined as local vice president to entertain any offers 'until' I stated, 'the Scotch road has reached the public levee in Portland.' I conferred with the stockholders in Dundee and they approved my stand, directing me to notify Mr. Villard that not until the road had been in operation for at least five years and had reached the Jefferson street depot in Portland, would any proposition of lease or sale be entertained. By this time I had many miles of the road completed and trains running. The main line to the Jefferson depot, however, was yet to be constructed. Then came instructions for me to go to New York to see Villard and thence to cross over to London. At the same time I received instructions to stop work on the Willamette bridge at Rays landing.

Objects to Terms of Lease. "The ultimate result of this was the lease over my protest of the Scotch road to Villard's interests for a term of 98 years and an agreement that the Scotch road should not enter Portland. I declined to enter into this lease unless stipulated that the Oregon & California and Mr. Villard would finish the Scotch line into Portland by way of the Jefferson street levee. Mr. Villard said he would cheerfully agree to the latter condition but had instructions from the German owners never to allow the Scotch line to enter Portland.

"After learning that Mr. Villard would not build the line into Portland but intended to wreck the project, I notified our managing director the lease would be illegal and that it would go to the United States supreme court, and I explained why. I declined to cross from New York unless the directors would not consent to any lease except in the terms of the act of the Oregon legislature. Some way this news reached Portland and I deputized P. V. Andrews to go to Dundee with a letter at my own expense. In the presence there of I. B. Montgomery a resolution was passed regretting my opposition but directed the secretary to inform me that nevertheless they would accept Villard's lease and take the consequences, which they unfortunately did. Meantime knowing what would happen, I decided to dispose of my holdings, one fifth of the entire paid up stock of the Oregonian railway.

Stockholders Get Their Money. "This was in 1881. I told them the Villard lease would be invalid and five years later the stock was worthless, but I saved all of their stockholders who got through Mr. Huntington all of their money. Mr. Huntington would not buy their stock unless I consented and sold my interests to him.

"This then ended the act of legislature of 1880 to the Oregonian Scotch railway. But the act I subsequently got in 1881 giving Portland & Willamette alley railway to the use of the public levee was a totally different act. I had gone east to Hartford, Conn., and through the influence of George P. Bissell & Co., bankers, obtained a contract from the United States supreme court, there a contract agreeing if I procured another act of the legislature of 1883 to the effect that if the P. & W. V. Ry. should build to Jefferson street depot from Dundee Junction to Portland's public levee they would furnish me the money necessary to construct about 30 miles of road. This agreement was based on the provision that the state of Oregon in consideration give the use of the public levee (exclusive use) to P. & W. V. Ry. forever.

It provided further that the railway company after reaching the public levee should give bonds to the state of Oregon (which it did) to carry all the freight of the entire people of the state of Oregon for 20 years between Dundee Junction and Jefferson street depot for \$1 per ton.

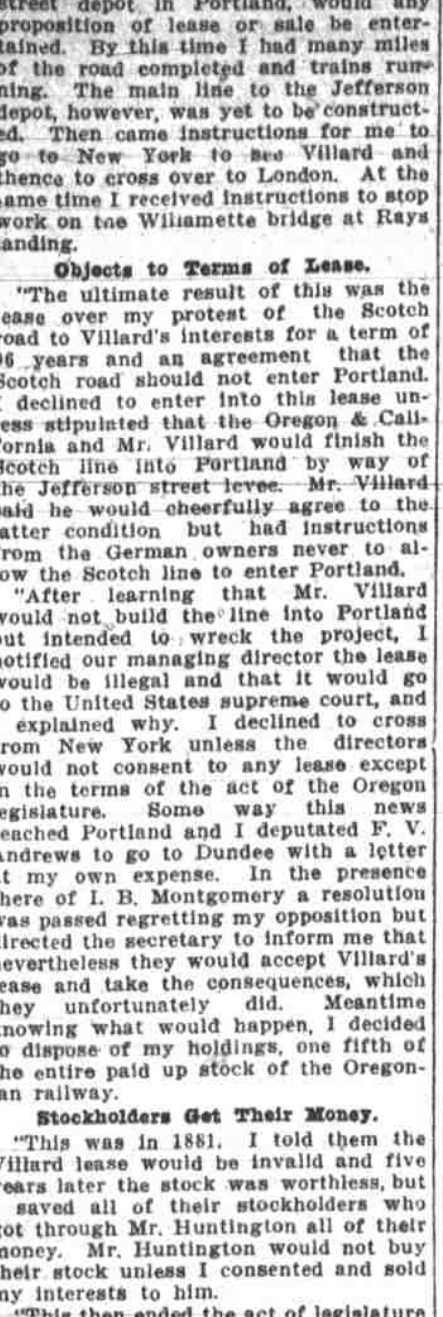
Sustains Governor West. "It was also to carry passengers at the rate of \$1 between Portland and Dundee Junction. It was agreed that the railway company should erect for the use of the public, free of charge, wharves and docks and other conveniences thereon in perpetuity. When the P. & W. V. assigned its rights to the Southern Pacific company, the latter complied with and assumes today all of these conditions made with the state of Oregon and other states and appealed to the United States supreme court confirm this theory.

"As I have no interest in the public levee or the Southern Pacific directly or indirectly, I can only state the facts, and I do honestly believe that Governor West is right when he contends that the state of Oregon and not the city of Portland owns the public levee at Jefferson street, subject to the contract of 1883. It is true that Richard Koehler had the tracks between Dundee Junction and Woodburn, but he did so without authority from either the courts of Oregon or the legislature or the P. & W. V. railway."

Winters' Estate May Revert to the State. The estate of Henry D. Winters, valued at approximately \$80,000, may be turned over to the state unless heirs with convincing proof of their legal right to it appear, according to a report filed in the county court by the administratrix, Mrs. Agnes Butts, who relates her efforts to find legitimate heirs. Winters was an aged recluse who died a year ago leaving property on Grand avenue on which there is a three story brick building, 14 cottages and property in Albina.

Mrs. Butts reports that she was successful in having a deed to the property on Grand avenue brought forward by Will F. Purdy after the old man's death, declared fraudulent; in defending a claim for \$3380 set up by Helen B. Miley of Denver, which was declared a forgery by Judge Cleeton in the county court; and in proving that a bill of \$1226 by P. F. Castlemann of San Francisco for a patent microbe exterminator had been paid.

Orozco's Son a General With Toy Soldiers



Roberto, the nine-year-old son of Pascual Orozco, the Mexican rebel leader and his detachment of toy soldiers.

Los Angeles, Cal., Oct. 5.—While his father, General Pascual Orozco, is playing the war game with real soldiers on the battlefields of Mexico, Roberto Orozco, who is nine years old, and too young as yet to go into the army, is commanding a legion of toy rebels in the toy war game his father, Carlos Gonzales, at No. 1510 South Main street. The presence of his father's insurgents about their home in Chihuahua has

fired the spirit of war in Roberto's breast and he longs with all the spirit of his little Mexican heart to be big and strong enough to carry a canteen to the front and be with his father in the fighting. Roberto's companion in the toy war game is Reyes, the general's 14-year-old brother. Reyes tires easily of this sort of war, for he feels he is now big enough to fight by the side of his general-brother.

with his display of Brown Swiss cattle. A. C. Ruby of Rockwood carried off most honors in the exhibition of horses. He had 15 Belgians and Percherons entered. C. C. Cleveland also received the heavy end in the hog awards, having 30 head.

Judging of the chicken show was finished Friday night. Five hundred and fifty birds were entered and the prizes were pretty evenly distributed among a large number of exhibitors. White Rocks and Brown Leghorns are the two heaviest entered classes in the poultry show.

Attendance Friday was not as large as it was expected to be, but the officers of the fair association are not worrying about the receipts and believe that financially the fair will be a great success this year than ever before. Inclement weather accounts for the lack of record breaking crowds early in the week. Tickets sold Friday numbered 2500.

Anderson Given \$5000 For Personal Injuries. After 13 hours of deliberation during which they made the sixth floor of the courthouse ring with songs, the jury in Circuit Judge Kavanagh's court, in the case of Sigvald Anderson against the Meier & Frank company yesterday awarded Anderson \$5000 for damages received when a pile of boxes and flour sacks in the basement of the store fell on him, injuring his back and legs. Anderson sued the company for \$25,000. During the long deliberation the jury members sang songs and told countless stories to while away the tedious moments. Giltner & Sewall represented Anderson and Wilbur & Spencer were attorneys for the defense. An appeal will probably be taken by the company.

Drug Store Clerk Fined. Ed Melcher, a drug store clerk, was yesterday fined \$100 by Judge Taswell for selling liquor to a party without a prescription. The case was prosecuted by Special Agent Hurst. The man to whom the liquor was sold was S. W. Howard.

CONGRESSIONAL DELEGATIONS TO PLAN FOR BRIDGE

Oregon and Washington Senators and Representatives to Meet in Seattle to Make Effort to Get U. S. Aid.

The congressional delegations of two states will meet at the Hotel Seattle, in Seattle, at 10 o'clock Monday, October 14, to determine what amount of federal aid can be gotten for the building of the interstate bridge over the Columbia river between Portland and Vancouver.

The senators and representatives of Washington have promised to attend. Senators Bourne and Chamberlain of Oregon will be present and possibly Representative Lafferty. Plans for Oregon's representation at the important meeting were made at a meeting of the Portland Interstate bridge committee in the Commercial club yesterday afternoon. All members of the committee were present except John F. Logan, who was out of the city. Probably the Portland and Vancouver bridge committees will attend the Seattle meeting.

Arrangements were also made for a conference with Ralph Modjeski, engineer of the preliminary interstate bridge plan, either this evening or tomorrow.

People Must Have Information. "It is up to us of Multnomah county who know the value and necessity of the bridge to educate the rest of the state," said Frank B. Riley, chairman of the Portland committee.

"Multnomah county should furnish the funds necessary to carry on an educational campaign throughout the state. By working through the state development league we expect to reach the citizenship of the state. We feel assured that placing the facts before the voters and before the members of the legislature will convince them of the desirability of supporting Oregon's portion of the building of the bridge.

Meetings Planned. "We will arrange as soon as possible for interstate bridge day. Meetings will be held simultaneously in Portland for Oregon and in Vancouver for Washington. We will endeavor to get representation from all over the two states. Interstate bridge day we will plan to have one part of the Oregon program attended by the Washington people, then we will all go over the river to Vancouver to attend the remainder of the meeting there."

Expressions of determination that the interstate bridge shall be built were heard from every member of the committee yesterday. It was evident from the attitude of committee members that an aggressive campaign in behalf of the bridge will be carried out.

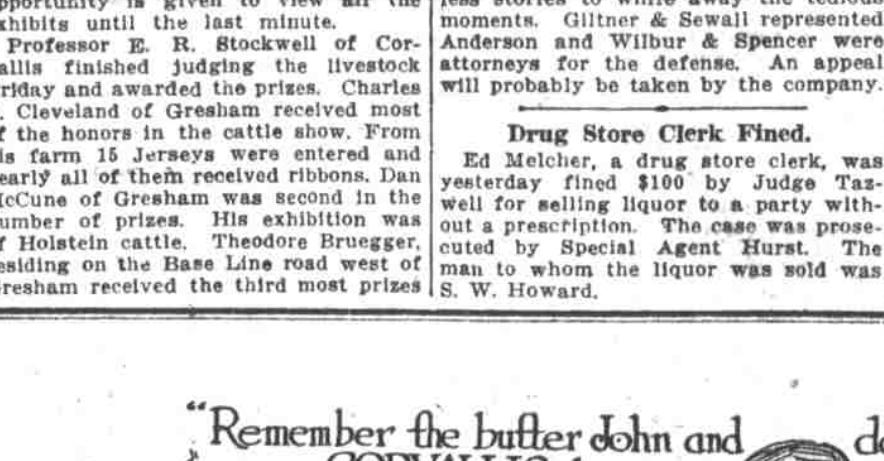
FAIR AT GRESHAM ATTRACTS CHILDREN

Closing Day of County Exhibition Draws the Largest Crowd of the Week. The Multnomah county fair at Gresham opened for the last day of the exhibition this morning with a prospect of more than 3500 people attending. Opening to the early time set for the attractions to commence, patrons began arriving by 9 o'clock. Large numbers of young people were present, showing the effect of the notice sent out several days ago, announcing today as children's day.

Music was furnished by the Oak Grove girls' band, which gave the first concert at 10 o'clock. Football teams of the Gresham and Oregon City high schools met at 10:30. The parade of livestock prize winners was at 1:30 this afternoon. At 2 o'clock the last events of the four day race meet were pulled off and at 3 o'clock came the final special attraction, the baby show. All the livestock and other exhibits will have to be left at the fair grounds until tonight, so that ample opportunity is given to view all the exhibits until the last minute.

Professor E. R. Stockwell of Corvallis finished judging the livestock Friday and awarded the prizes. Charles C. Cleveland of the cattle show. From his farm 15 Jerseys were entered and nearly all of them received ribbons. Dan McCune of Gresham was second in the number of prizes. His exhibition was of Holstein cattle. Theodore Bruegger, residing on the Base Line road west of Gresham received the third most prizes.

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TAKING EVIDENCE IN RAILROAD RATE CASES

A. B. Pugh, attorney and special examiner for the United States interstate commerce commission, is here from Washington taking testimony in a number of cases that have been brought before the commission. His docket consists of seven cases and he will be here through Tuesday hearing them. Practically all are recitals of the troubles of shippers with the railroad companies.

A case between Salem shippers and most of the railroads entering Portland, concerning an error in the publication of the Interstate Commerce Commission's schedule of rates, is being heard today.

Argument Filed for Hawley. (Salem Bureau of The Journal.) Salem, Or., Oct. 5.—Argument in support of Congressman W. C. Hawley, candidate for re-election in the first district, was filed with the secretary of state today by the Republican state central committee.

Journal Want Ads bring results. (Salem Bureau of The Journal.) Salem, Or., Oct. 5.—Argument in support of Congressman W. C. Hawley, candidate for re-election in the first district, was filed with the secretary of state today by the Republican state central committee.

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PORTLAND. Portland's Famous Hotel. Noted for the Excellence of its Cuisine. European plan. G. J. KAUFMANN, Manager.

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SUMMER RESORTS. WILHOIT SPRINGS. Hotel Now Open, European Plan. AUTO STAGE Leaves Electric Hotel, Oregon City, daily 2 p. m. For information phone East 3138 or 2-2623.

MOUNTAIN VIEW HOTEL. Most Government Camp, on the base of Mt. Hood. Just opened. The most modern and up-to-date mountain resort in the Pacific Northwest. Located at the foot of the mountain. Mt. Hood auto road, 3 hours by auto from Portland. Headquarters for parties ascending the mountain. Rates 75c up. For further information, apply at Hotel Lenox, Third and Main streets, or write Mountain View Hotel, via Rowe, or E. Coleman, proprietor.