

WASHINGTON COUNTY NEWS

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ROADBED IS AT FAULT!

Report of State R. R. Commissioner
So Finds S. P. West Side
Line.

WILL IMPROVE ROAD

Walked From Corvallis to Portland
and Found Loose Spikes, Broken
Plates, Rotten Ties and
Inadequate Depots.

Following is the report of Oswald West, of the State Railroad commission on the condition of the Southern Pacific's west side line on which the wreck occurred some three weeks ago that caused the loss of three lives at this station:

On one hand we hear the company accused of negligence and the road condemned as unsafe and dangerous and on the other we have the positive assertions of the railroad officials that the road is perfectly safe for the traffic to which it is subjected, and that the statements made as to its dangerous condition are unjust and unwarranted. The traveling public therefore looks to the Railroad Commission for the facts. For the purpose of enabling the Commission to learn the true conditions, I have made an inspection of the road by walking from Corvallis to Portland, and beg to report as follows:

The reports of the company show the main line and sidings to be laid with the following weight rails:

Main Line—	Miles.
80-pound steel.....	.618
61-pound steel.....	17.553
56-pound steel.....	22.000
50-pound steel.....	56.349
Total.....	96.520

Sidings—	Miles.
62-pound steel.....	7.59
40, 50 and 56-pound iron.....	3.66
Total.....	11.25

Fifty-pound rails, branded "P. S. Co." and manufactured in 1879, are used from Corvallis to a point near St. Joseph, where they connect with Krupp steel rails, of like weight and date, which extend over perhaps two miles of road and connect with 56-pound steel near Carlton. These 50-pound rails, especially those made by the P. S. Co., have worn remarkably well. They were manufactured nearly 30 years ago and have been in use nearly ever since, yet, barring the surface kinks, are apparently as good as the day they were laid. Between St. Joseph and Carlton, about where the P. S. Co. and Krupp rails connect, I found a few broken ones which have been spliced.

The 56-pound steel which extends from a point near Carlton to a point near Beaverton is made up of a job lot of old steel bearing dates from 1882 to 1891, and I think a few rails of an older date. From Carlton to a point near Forest Grove most of the rails appear to have worn remarkably well, in fact are very little worn; but from this point to where they connect with the 62-pound steel, near Beaverton, there are many badly-worn rails, the result, undoubtedly, of service on the East Side or main line. I found a few of these rails had been broken at some time and spliced. A great many short rails are to be found. I am unable to say why they were cut, unless it was to remove kinks obtained while in use on the main line. A great many of the joints are bad—some of the rails being bruised or badly cut.

The 62-pound rails in use from a point near Beaverton over the hill into Portland bear the date of 1891 and appear to be in good condition except that some are pretty badly worn on heavy curves.

Two angle bars are used at joints on the 50-pound steel except for a short distance near where the few Krupp rails are used. Here a few plain plates

are used—an angle bar is used on one side of the joint and a plain plate on the other. An angle bar and plain plate are also used at joints for some distance in and out of Forest Grove and at a few other points between Forest Grove and Beaverton, but from there on into Portland angle bars are used on both sides of joints.

I found the angle bars as a rule in good condition and, except at switches, very seldom found a cracked one. At the time of the wreck a great many plates near Forest Grove were found broken. In fact I believe there were twice as many broken plates on that one section as could be found on all other sections between Portland and Corvallis. Most of those near Forest Grove have been removed, but there still remain a number which should receive attention. If the section foreman on this section will give as close attention to these matters as the other section foremen appear to do there will be no cause for complaint.

The bolts at the joints continually work loose and a bolt is often found missing. The section men appear, however, to be giving them pretty close attention and I think there is nothing to fear from this source. In many cases where rails have been cut it appears but one hole has been bored in the rail; this means but three bolts through the plates at the joints. This, however, may not be a serious objection, but it undoubtedly would be a safer joint if another bolt were added.

There are a great many loose spikes to be found along the line and at many points—more particularly between Corvallis and McCoy, where the ties are not so good—they can be pulled out with the fingers. Loose spikes are also common where the ties are good. This is the result of the light rails and soft roadbed. The passing trains work them loose as fast as the section men can drive them, and repeated drivings will soon leave loose spikes even in sound ties.

The plates are used on some bridges and trestles which have been lately renewed and at a few points in the track between Hillsboro and Portland.

No rail braces appear to be used except on some of the switches and on a few curves on the hill near Portland. A number of the latter are broken.

The ties used are 7x9 and 6x8, treated fir ties and about 2900 are used to the mile. The reports of the company show 23,146 ties to have been laid during the year ending June 30, 1907; this amounts to over 8 per cent of all ties in the track. There have been continued renewals since the said date.

The roadbed in my opinion is the worst feature about the road. There is a little gravel and cinder ballast nearly all along the line, but not enough to do much good. The roadbed is soft and wet in places and a passing train will undine in a second the many hours' work of a section crew. Standing along the track and watching a passing train will convince any one that new steel, ties, plates, etc. are useless unless the roadbed is first given attention. A great deal of good drainage work appears to have been done this winter, but there are still many places where the drainage is poor and the track is soft. The constant churning of the ties in the soft mud has left many low places in the track and these are among the causes of derailments.

There are three steel and four wooden bridges on this line. The steel bridges are about 150 feet and the wooden bridges 60 feet in length. They appear to be well constructed and in a safe condition. Inside guard rails are used on the bridges.

At the date of the company's last report there were 95 trestles on this line with an aggregate length of 18,166 feet. A number of them have since been filled and others are in

course of being filled. Most of the trestles are in first-class condition, but there are some that need repairs, and I have been advised that these will receive attention at an early date. Very few of the trestles have inside guard rails.

An examination of certain trestles which were reported as being supported by piling which were in a rotten condition revealed the fact that the rot which was visible was merely sap rot and when cut away the posts appear to be perfectly sound.

Trestle 3 B in South Portland was said to be in bad shape. This conclusion was reached undoubtedly from the fact that the wooden guard rails were in need of repairs. It seemed to me that this bridge is well constructed and in a good condition. The timbers bear the date of 1904-5-6 and appear to be perfectly sound. A portion of the old guard rail has recently been renewed. These wooden guard rails are used to keep the ties in place and afford some protection in event of derailments, but they in no manner support the trestle.

This division appears to be divided into seven sections and averages about seven and one-half miles to the section. The crews consist of a foreman and three to four men.

At a number of stations along the line better depots are badly needed. Many of them were built years ago when the needs of the communities were not so great and are now inadequate. The platforms of many of them are very narrow and there is not sufficient room for the handling of the express and baggage trucks. It is a wonder children are not knocked over and injured by these trucks at times when the platforms are crowded. This is a matter which should receive attention.

While conditions on this road are not as bad as reported they are such as to justify a demand for improvements and the Commission should see that they are made at an early date.

OSWALD WEST, Commissioner.

Died at the Depot.

Obert L. Nelson, a young man of about 27 years who was being taken to a Portland hospital from North Yamhill, last Friday, became considerably worse when the train was near here and was taken off at this station where he died in a short time. Dr. Bishop was called but could do nothing to save the young man's life. It is understood that he was suffering from Bright's disease. His parents were notified and they came up the same day and took the body home where it was buried Sunday.

Died in Nebraska.

A telegram was received by James Pechin of Gales Creek yesterday from Beaver City, Nebraska, conveying the sad news of the death of his daughter, Mrs. F. G. Taylor. Mrs. Taylor had been sick for several weeks and her mother from Gales Creek left six weeks ago for her bedside and was there when she died. Deceased leaves a husband and five children.

STATE S. S. CONVENTION.

April 27, 28, 29, is the Date Set for Meeting Here.

The State Sunday School Convention will convene in this city on April 27, 28 and 29, at the Congregational church as was decided by the committee at Portland some weeks ago. Already preparations are being made to entertain the convention which will be a large affair.

Marion Lawrence, the National Secretary, will be present during the meeting besides E. O. Excell will be on hand to manage the singing. He will forward song books to this city in the near future and a chorus will be organized for the occasion. Some two hundred representatives from all over the state will be present at the convention and one of the best meetings of this organization is anticipated by the local churches.

Another Fruit Meeting.

Editor News: Mr. M. O. Lonsdale will speak to the fruit growers of Washington County in Masonic Hall, Forest Grove, on March 14 at 1:30 p. m. Mr. Lonsdale was to have been present at the meeting on Feb. 22 but was prevented by sickness. At a recent convention of fruit growers, the question of how to treat the old orchards was discussed. Mr. Lonsdale has a message to deliver along this line. It is a hard proposition to prove to a newcomer that the beautiful red apples grew on the moss covered trees that are so much in evidence in our orchards. We believe that the time has arrived when our old orchards ought to be reformed, either by the axe directed at the rot, or the more reliable plan of retopping. A little effort spent along this line will work a revolution in our fruit industry. That our old orchards, that now furnish sanatoriums for the scale, can be retopped and give quick returns to the farmer, has passed the experimental stage. Let us eternally agitate the question until our old orchards are renovated and, instead of being an eyesore to the farm, will be an ornament, and what is more, a source of revenue to the pocketbook. Respectfully, W. K. CURTIS.

Speaks in Southern Oregon.

Edward L. Naylor of this place, and one of the best posted Angora goat men in the state, attended the Southern Oregon Breeders Association held at Grants Pass, last Saturday, and gave an address before that association. Mr. Naylor has a large flock of Angoras and among it has some high registered stock. At this meeting he spoke on the subject of "Care and Management of an Angora Flock." He is well posted and had his subject well in hand for the occasion. He says that the goat industry is growing so rapidly that he will be unable to raise enough stock for the market as he is having calls for his goats all over the state.

A Modern Bungalo.

Forest Grove can always boast of being strictly up-to-date especially in the residence district. F. M. Starrett the architect, who made the plans for W. R. Harris' bungalow on Third avenue, has received word from W. G. Comstock of New York City, one of the greatest architects in the country, requesting him to send a picture and floor plans of this neat little house for publication in a paper gotten out for the purpose of showing up-to-date bungalows.

First Annual Bank Meeting.

The first year's business of the Forest Grove National bank wound up Tuesday evening. The bank has enjoyed a phenomenal growth in its first year as it now has in deposits \$206,177.81 and the percentage of reserve is 53½. A meeting of the directors was held Wednesday evening at the bank who went over the business of the institution and found everything in first class shape and expressed themselves as highly pleased with the management and the growth of the bank.

CAKE TO SPEAK HERE.

Masonic Hall, Next Monday at Eight O'clock.

Word was received here Wednesday that Hon. H. M. Cake, candidate for the United States Senate, of Portland, would be here on next Monday evening and speak in the Masonic Hall. Mr. Cake is an able speaker and is seeking the nomination on the republican ticket before the primaries on April 17th. He is an advocate of Statement No. 1 and believes in the United States Senators being elected by a direct vote of the people.

The meeting is called for eight o'clock and everybody is invited to be there.

Miss Marie Spiesheart has bought the interest of Miss Grace Thompson in the millinery parlor next door to the News office.

ENTHUSIASM RUNS HIGH

ADDITIONAL LOCAL NEWS.

H. W. Sparks, formerly of the News as its local editor, has accepted a position with the Pacific Monthly of Portland, and will travel in the interests of that publication. He will have charge of the field canvassing and industrial story writing. He has marked abilities, not only in these lines but as a charcoal artist and general entertainer which are well known to Forest Grove audiences. He will leave Friday for his new field of duties and the News bespeaks for him success.

J. A. Thornburg was agreeably surprised last Sunday, when Mrs. Thornburg invited several friends to the Forest Grove hotel to eat chicken dinner in honor of his thirty-sixth birthday. John knew nothing of the party and was easily trapped into going to the hotel where he was confronted with the following guests: Mr. and Mrs. C. O. Roe, Mr. and Mrs. S. G. Hughes, Mr. and Mrs. W. B. Haines, Mr. and Mrs. Jake Wirtz and Mr. and Mrs. H. J. Goff.

Dan Deville of Huron S. D. has joined his family, who have been spending the winter with Mr. and Mrs. Lewis. Mr. Deville's parents, Mr. Deville is one of South Dakota's most prosperous farmers, and his coming is not only welcomed by the South Dakotians who are residing here but by numerous friends made on his previous visit to this place.

The tax payers of Thatcher road district will hold a meeting in the Thatcher school house on Saturday next, at 1:30 p. m., for the purpose of discussing the best means of having the road built that they voted for last fall. They are desirous of making the money go as far as will be consistent with the building of a good road. All taxpayers of that district are requested to be there.

The News is in receipt of an invitation from the mayor of San Francisco, asking us to attend the festivities there in May when the American fleet is expected to arrive. Unless the interstate commerce law is amended before that time we very much fear that we will be obliged to disappoint the Mayor and Rear Admiral Robley.

The postoffice department has recently ruled that all rural boxes shall be consecutively numbered in a legible, durable and conspicuous manner. The carrier will leave a number slip in each box needing to be numbered, and the owner of the box is requested to place said number on his box at once. H. C. ATWELL, P. M.

The regular meeting of Gale Grange No. 282 will be held Saturday, March 7th, 1908. At the afternoon session the subject to be discussed will be Grain Growing and The Parcels Post. Those interested in these subjects are invited to be present and take part in the discussion. Open session begins at 1:30 p. m. Sec.

E. W. Lamb has leased the "Oak Hill" dairy farm to John Barrett & Albert LaMont, who live on the Mizner place. Mr. Lamb and family will continue to live at "Oak Hill" and will do considerable repairing to buildings, fences, etc., this Spring, and are planning to visit relatives in Iowa and Minnesota during the Summer school vacation.

In order that the Board of Trade of Forest Grove may correctly advertise the farm products, the farmers are requested to send in such items of interest as kinds of produce, acreage, and maximum and average yield, and any special features of the farm. L. L. Hollinger, Committeeman, Board of Trade.

Dr. Ward gave a farewell party for his daughter in law, Mrs. Ed. Ward, last Friday evening at the Colonial Hotel. About sixty guests were present and all report a fine time.

Board of Trade Directors Entertain Members and Friends.

IS LARGELY ATTENDED

Good Speaking By Prominent Citizers
Preceeds "Cheese and Crackers"
Banquet—Music by College Band.

One of the most enthusiastic meetings to be held in this city for some time was that held by the directors of the Board of Trade which was given to the members and friends last Friday evening in Masonic Hall. There were about seventy-five people present including business men, professors and others. There was prepared a short program but the meeting was decidedly informal and everybody who would speak was given a chance.

Judge Hollis, president of the board acted as chairman of the meeting after he was introduced to speak on the subject of "Sudden wealth of our Board of Directors." The speaker alluded to the banquet (?) which was to follow as one that could be given only by those of great wealth which afterwards proved to be so.

On the subject of "The reason why this meeting was called" by the Secretary, G. S. Allen, it was set forth very clear that it was the duty of all public spirited citizens to join in one great effort in making the best of our unlimited advantages. Mr. Allen is an eloquent speaker and gave one of the clearest speeches for the reason why Forest Grove should advance. Mr. Allen is but a recent resident here and is thoroughly enthusiastic over the resources of this place.

One of the surprises of the evening was given by H. G. Goff, who claims no relationship to oratory but who gave one of the best talks of the evening, and one that was enjoyed by all present. He spoke on "Our finances and the reasons why citizens should support." He clearly showed us what was before us and what many other towns up and down the valley were doing for the building up of their respective communities. He showed us where it was essential for us to put our shoulders to the wheel and push forward that we might reap a good harvest from the immigration that is now moving westward.

"What is needed in the Future" was the subject that was assigned to E. W. Haines, who handled it to the entire satisfaction of all. He spoke of the needs of a new and better water system that is within reach of this city and also drew attention to other towns of equal size of ours that have expended many thousands of dollars for this purpose.

"How to get It" was given to Wilbur Newell, in the absence of Walter Hoge, and he took up the thread where Mr. Haines left off and gave the audience some good advice about good roads. This, he said, was one of the greatest drawbacks that the county has to contend with. He drew attention to the recent assessment of our large timber domain in this county and showed that some eighty thousand dollars was raised in this manner the first year and suggested that in as much as the county has been run economical without this additional assessment, it would be money well spent if we would use the entire amount each year for good roads until the county is thoroughly covered with macadamized highways. "Then," he said "when you get immigrants to come here they will stay, and besides you will have no trouble to start emigration this way when your roads are good."

(Continued on last page)