

Hill Secures Control of Oregon Electric and Gains Entrance to Valley.

James J. Hill is said to have gained control of the Oregon Electric road. The significance of the move can scarcely be exaggerated, for it is fraught with consequences of vast importance to western Oregon.

While officials of the Oregon Electric deny any knowledge of the reported sale, it is admitted that they are not in a position to know the facts. Well informed financiers are satisfied that the deal has been made and that Hill is now fully prepared to invade the Willamette valley as an open and active competitor of the Harriman system.

Nor is the purchase of the Oregon Electric the only important strategic move recently made by Hill. It is an open secret that when the United Railways was sold a few months ago, the actual purchasers were eastern men intimately associated with Hill. The United Railways connect with the present terminus of the Oregon Electric at Jefferson street, thereby opening the way for direct invasion of the Willamette valley.

The Oregon Electric now has lines in operation to Salem and Forest Grove, with valuable rights of way to many other points of importance in the Willamette valley. Albany, Corvallis, Dallas and McMinnville are among the objective points to which the surveys have been made, and rumor has credited the company with plans for extensions still further south.

The Oregon Electric is a standard gauge road of very substantial construction. Moffat & White of New York, financed the road, which enjoyed the distinction of being built for cash, no bonds being issued until last year.

John F. Stevens, Hill's chief representative in Oregon, went east several weeks ago and has not yet returned. Whether his trip had any connection with the reported sale of the Oregon Electric is not known. Guy Talbot, vice-president and general manager of the electric road, said yesterday that he had absolutely no knowledge of such a deal, but admitted that it might have been made. "All I can say is that it is all news to me," said Mr. Talbot.

With complete control of both the Oregon Electric and the United Railway, the Hill lines will be able to ship freight from valley points to eastern markets without switching charges, delays or transshipment in Portland, and a mighty stimulus will be given to the development of western Oregon.

DIXIE

School opened Monday with Ethel Calkins as principal.

The snow is fast disappearing and farmers are preparing for spring work.

Mrs. C. A. Brickman returned home this week from Portland where she has been caring for her sister, Anna Johnson, during her recent illness.

John Zimmerman made a business trip to Hillsboro last week.

Walter Nelson was a business visitor in Scappoose, Friday.

Milton, Green & Co., are preparing to start their sawmill in Scappoose.

KEELHAULING.

An Old Time Form of Punishment For Offending Sailors.

Very few persons know what keelhauling is, but before the advent of steam it was a recognized form of punishment for offending sailors and more to be dreaded than even the cat o' nine tails.

A line was passed beneath the ship from port to starboard side, leaving about a foot of slack under the keel. The unfortunate tar's feet were securely tied together and his arms lashed behind his back. In this helpless condition he was attached to the end of the line and dropped overboard. In the smothering seas to be hauled along under the ship, bumping and scraping against the bottom in the process until he was yanked up on the opposite side. The punishment was repeated until the victim became unconscious from fright or bruises, and sometimes by a refinement of cruelty he was allowed to remain under the ship for a full minute until he was all but drowned. The ship never was stopped while a sailor was being keelhailed, and if sometimes the strain on the line was too great and it parted, leaving him to go down bound and helpless to an ocean grave, nobody was held responsible for his death, but it was reported in the log as an "act of Providence."

Keelhauling was great sport for the captain and mates, but the mariner who once survived the experience took good care never to do anything to merit such a terrible punishment again.—New York Press.

HIS WIFE'S TRIUMPH.

A Memento That Was Inspiring to John Richard Green.

It has been the fate of many men of letters to have ill health bearing them down as they struggle toward literary achievements. Thus beset in recent times were Stevenson, Richard Jeffries and J. R. Green. Each of these, it happened, had a high hearted wife to keep him up, even to help him with the actual labor of writing. "The Life and Letters of J. R. Green" show forth a great and sweet man. They show, too, a wife whose sympathy and fortitude helped to make his accomplishment possible.

In copying the vast amount of manuscript of her husband's books Mrs. Green contracted writer's cramp and was forced to stop using her right hand. This looked like a final obstacle in the way of the invalid, who did much of his thinking in bed and could not write himself. But Mrs. Green set to work at once learning to write with her left hand.

One of her first practice pages, which she was about to destroy with the rest, her husband took quietly and put in his pocket. Years afterward when ill health seemed unbearable and in discouragement he felt that he could not work he used to take out that piece of paper, a living record of his wife's triumph over difficulty. When he saw the painful, patient strokes by which Mrs. Green had learned to write with her left hand he could work on with something near to inspiration.

A LITTLE PLEASANTRY.

He Tried It on the Duchess According to the Rules.

"If seated next to a lady at dinner and if at a loss for a topic, touch lightly on the weather. Then turn to dress. If that fails, try a little pleasantry."

With these words from "Etiquette For the Populace" stamped upon his memory, Mr. Quickrich, who had made a million out of candies and thus gained a sudden entry into society, escorted the Duchess of Dash into the dining room. The multiplicity of forks and knives and spoons staggered him. The soup nearly made him faint. But he took his courage and an olive in both hands and launched forth pluckily.

"Bloomin' dull day, duch, ain't it?" he began, recalling topic No. 1.

"Ahem!" he coughed as he remembered the next topic, dress. "Er—do you wear flannel next the skin?"

A marble shoulder nearly knocked him in the eye—a very cold and frigid shoulder.

"Hum!" muttered Quickrich. "Rather 'ard to get along with. Let's see. I'll try a pleasantry."

The Duchess of Dash's back was turned to him. He protruded a forefinger and jabbed her in the ribs.

"Click!" he cried playfully.

And that absolutely did it, and himself with it.—London Answers.

Buying a Horse.

"You say he's a young horse. Then why do his knees bend so?"

"To tell you the truth, sir, the poor animal's been living in a stable too long for him, and he had to stoop!"—Lippincott's.

Sure Thing.

"Well, Eve had one blessing," sighs the woman. "She didn't have to clean house."

"No," agrees the man, "but I'll bet she did just the same."—Judge.

Gigantic Slide of Rock and Snow Wrecks Two Trains, Many Killed and Injured

Advises from Everett, Wash., state that twenty three are known to be dead and twenty five are missing, while a score was injured as a result of an avalanche which swept down the mountainside above Wellington at the west portal of the Cascade tunnel early Tuesday morning and brushed two Great Northern trains one the westbound Spokane Express and the other an overland mail train, off the narrow ledge of the high line, hurling them to the bottom of the canyon, 200 feet below.

Coupled to the Spokane Express was Superintendent J. H. O'Neill's private car. This was carried over the precipice with the rest of the train.

Three locomotives, four powerful electric motors, used to haul trains through the Cascade tunnel, the depot at Wellington and a water tank were also carried away by the slide and buried under tons of debris.

Seventy people were aboard the the Spokane Express when the slide struck it. Forty of these were passengers who were sleeping in the Pullmans. The others were workmen who had been engaged in a battle against the snow blockade and who were using the day coaches for bunk cars.

The last report received says that the rescuers are still struggling with ice and snow endeavoring to release the imprisoned passengers and recover the remaining dead.

Reports that shouts and cries for help have been heard coming from the mass of wreckage gives rise to the hope that many of those imprisoned are still alive.

Immediately after the exercises Tuesday evening the entire Sophomore class, save one, departed to the home of Jennie Rasmussen, there to partake of a bountiful repast prepared for the occasion. From their positions on the front seats all had had an opportunity to enjoy the programme fully and at the same time have his due amount of fun. Several phrases from the evening's programme served as by-words during the banquet. The hour was late so little time was wasted in getting at the main feature of the evening. Despite the earnest efforts of the boys "there remained 12 baskets full."

After the banquet was over a vote of thanks was extended Miss Rasmussen and her mother on behalf of their hospitality and the class then retired to the parlor and spent the remainder of the evening in merry making. A feature of the evening was a singing contest between the boys and the girls. At a late hour the party broke up all voting a delightful evening.

The backward glance of a watchman as he left the Machinery Hall Monday night, saved the magnificent \$125,000 building from destruction by fire, as a fire had started in a waste-basket, cause, "spontaneous combustion", or more likely, cigarette butt. The building has been occupied this week by the college of engineering.

At a meeting of Washington's board of regents last night, three annual fellowships were created from the \$25,000 bequest of the late Loretta Denny. These fellowships amount to \$416.50 apiece and are awarded only to members of the graduate school.

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FOREST GROVE

NOTICE TO CONTRACTORS

Sealed proposals will be received by the County Court of Washington county, Oregon, until 2 o'clock p. m. of the 19 day of March, 1910, for the crushing and hauling of rock in road district No. 29 Thatcher road district No. 6 Hillsboro, road district No. 10 Beaverton, road district No. 11 Cedar Mills, road district No. 15 Dilley, road district No. 4 Gaston, and road district No. 26 Barnes road.

Also for the crushing of rock at the quarry 8 miles south east of Beaverton to supply the road districts along the S. P. R. R. and for the hauling of same.

Also for the clearing and grading of roads in road district No. 1 Tualatin, road district No. 3 Laurel, road district No. 24 Gaston, road district No. 28 Dixie, road district No. 31 Scholls, and road district No. 34 Buxton.

Proposals must be presented in a sealed envelope endorsed on the outside with the name of the bidder and the work for which the proposal is made.

Each proposal must be accompanied by a certified check for at least 5 per cent of the amount of the proposal which such check accompanies.

The successful bidder will be required to give a bond for an amount to be determined on by the County court.

The right is reserved to reject any or all bids.

For further information enquire of the County Judge.

By order of the court
J. W. GOODIN
County Judge.

NOTICE TO TAXPAYERS

Notice is hereby given that 1909 tax rolls for Washington county, Oregon, will be open for collection and payment of taxes on Thursday, Feb. 10, 1910. All who make full payments of their taxes before March 15, 1910, will receive a rebate of 3 per centum, half payments can be made by the first Monday in April without interest charged or penalty and the remaining half can be paid at any time prior to the first Monday in October, 1910. When no payment is made by the first Monday in April, 1910, the tax becomes delinquent and the statute requires from that date a penalty of 10 per cent per month on said tax until it is paid.

GEO. G. HANCOCK,
Sheriff and ex-officio tax collector for Washington, Co. Oregon.
Dated at Hillsboro, Ore, Jan. 27, 1910.

Sixty women are now turning out for rowing under their new coach, Miss Gretchen O'Donnell. Their turnout lacks only five of being as large as the men's and is every whit as enthusiastic, for women's rowing is a firmly established sport at Washington. Rooms are being fitted up by the chivalrous crew men for their sisters in the game.

EFFUSION OF AN OREGON SPRING POET

So set out the new apple tree
For the shekels they look good
to me,
And after awhile
We will make all our pile
From the fruit of the old apple