

# NOT EVEN A GOLD BRICK IN IT

## PATHETIC HUMOROUS MADDENING

### Smooth Exploiters Blindfold Portland's Council, Its Redoubtable Mayor, and Its Big Newspapers

### Point no Longer the Finger of Scorn at Us Hayseeds nor Give Voice to the Call of Rube--Valley Towns Will not Bite at That Bait Now

The Portland Telegram lifts up its voice and weeps as Rachel for her children. Itsulations are as mournful as the call of a turtle dove, and its complaint as incisive as the wail of a band of hungry coyotes. The Telegram takes its medicines without having its nose held, but it is plain to be seen that it is about as palatable and appetizing as castor oil. The Los Angeles gang of promoters got away with the plunder, and all that Portland now realizes from the deal is an immense supply of bad-smelling hot air, and the right to hold the sack and be snipe at the same time. Listen to the tale of woe, as told by our big evening contemporary down the creek:

**How It Was All Done.**

Paid for Chamber of Commerce building...	\$100,000
Paid for Oregon Traction Company .....	100,000
Paid for steel and material .....	80,000
Paid for banquets generously .....	20,000
Grand total paid .....	\$300,000
C. E. Loss paid for stock 500,000	
Disbursements of United Railways .....	300,000
"Volvet" .....	200,000

For new dodges in franchise manipulation, an object lesson in "Get Rich Quick" and the key to the game of how to get something for nothing, Portland today is obligated to those who brought the United Railway company into existence. The deal for the transfer of 92 per cent of the stock in that corporation, amounting to a trifling less than 30,000 shares, was brought to a close last night. This morning the ones who so generously promised to bring the Rose City to the front, and in so doing threw bouquets at the council and the commercial enthusiasts through hauling the tempting investments offered here, closed their eyes to their credit is \$200,000 easy money.

It was a neat game. In fact, it was smoothly played that the august members of the council now occupy a position handed to the beguiled rascal. He has paid his shiekles to see how the little rubber ball gets from one side to the other. The little farce has been successfully enacted. Portland's costly and bountiful street railway concessions are in the hands of others. Portland has a bond in her long box amounting to \$100,000. But the other fellows, in the persons of those who invited C. E. Loss and company to help the quiet little game, are not satisfied. Their pockets are empty with their gains, and who shall say it was not worth the effort?

**City Sees the Flash of Coin.**  
Like the child watching the camera see the little birds make his appearance, Portland gazed longingly to the south, watching for the coming of the wise men and money. Instead of the bright, she saw golden coins in the sun and heard the jingle as they passed into the hands of the "capitalists" to whom she gave her permission to make their start in life. "How long will your money linger in the minds of those greedy grabbers of municipal assets? The dollar they dropped into the bag were plucked in the "divvy." Portland awoke today in the cold light of the morning after with a headache. As nearly six months was

spent in ascertaining the standing of the "capitalists" previous to the franchise being given, it would seem the municipal dials were in full possession of their faculties when they closed their eyes and bet on the three-card monte layout.

While it may appear ungrateful in return for such a wealth of experience to disclose the fine arts of the manipulation, the above figures given by the "grabbers" will afford a comprehensive insight as to how the game can be played to win.

The first stroke made by the company was to take over the chamber of commerce for \$800,000. To drop such a bunch of nickles in one lump set even E. H. Harriman thinking. He wondered if it could be true. But Portland knew better. Hadn't it been promised Los Angeles "capitalists" wrote to revolutionize the city? It was no use getting nervous, because the start was made so well. But soon it became known an oversight was responsible, and instead of \$800,000, the figures should have read \$100,000. The rest was paper.

A. C. Emmons, acting as attorney for C. E. Loss & Co., said today that the building is not in the name of J. Whyte Evans, president of the United Railways company.

"It was in his name as trustee for a time after the sale, but a few months ago was transferred to W. D. Larrabee," he said.

A rough estimate places the cost of steel and other material ordered at \$80,000. This is admitted by both sides. But it was not told that in addition to about \$1800 paid yesterday by the C. E. Loss interests as salaries to the crew in the field for June, there were obligations assumed for material unpaid for that amount to several thousands of dollars. This is a nominal sum, however, and these various sums are given by the members of the company themselves and must be accepted accordingly.

In addition Mr. Evans said today that the company had paid \$100,000 for the property of the Oregon Traction company, consisting of franchises on Stark, Twelfth and Pettygrove streets and about a mile of double track, which was sold at public auction. He admitted there was a small payment on this chamber of commerce, but said the other money had been paid by members of the company, so there is nothing apparently in the way of this being taken over by the new owners.

the men we've, but they could have carried it through."

"Have you any idea what will now be done?"

"I have not," he said. "I have not seen the contract drawn between the stockholders and the Los Angeles company, but in my judgment all they can sell is the stock."

"Will not they depose you as a minority stockholder when they reorganize the company?"

"They may," he admitted.

"Do you intend to oppose them?"

"I had not thought of it. I am not familiar with the legal aspects of that part of the matter and do not know what can be done," he stated. "But I'll be perfectly satisfied now if the new people will take hold of this property and carry it out as we intended. I've made a fight to keep it together, and I hope Portland will have the system as we would have built it."

**What the Transfer Included.**  
Mr. Emmons said the transfer included the chamber of commerce building, the franchises of the company on Front street and various other thoroughfares and the line and franchises of the Oregon Traction company, together with material worth in the neighborhood of \$80,000. The land bought near Limton, which amounts to 223 and a fraction acres, was taken up by individual members, and was not included in the deal. The property lies mostly on the water front, and a portion on the hillside was to be opened as a rock quarry. Not quite 30,000 shares of stock were issued, and the holdings of Messrs. Evans and Yeon amount to less than 8 per cent.

"Mr. Loss will be in Portland next week, and then more details will be outlined," said Mr. Emmons. "At any rate, enough of the system will be built to insure its completion before any bonds are issued. Mr. Loss has mostly eastern capitalists interested with him, some of whom are New York men. The work on Macadam street has been taken charge of by the new owners, and the June wages were paid yesterday, amounting to about \$1800. There are some outstanding bills for material and the like which have also been assumed."

The C. E. Loss company was to have constructed that road for the United Railways in the first place, but on the failure of the promoters to secure finance negotiations were opened with Mr. Loss. The option held on the Evans and Yeon stock expires Tuesday, having been taken July 3 for ten days. The company filed a bond for \$100,000 shortly before 5 o'clock yesterday. This was provided by local business men, the signatures to which included those of H. A. Moore, W. C. Morris, H. Wittenberg, H. C. Wortman, J. W. Healey, H. W. Goddard and C. A. Madarkey. The signers are in turn guaranteed against loss by the Metropolitan Surety company in the sum of \$100,000, and the C. E. Loss company also guarantees them immunity from payment in a like amount.

At a session of the council last night the formal acceptance of the franchise was presented and approved. J. Whyte Evans signed the acceptance as president of the company and Wilmot Griffith as secretary. It is agreed under the instrument that the company will abide by all terms, conditions and restrictions of the franchise, and if the provisions are not carried out, the city will be indemnified in the sum of \$100,000.

The curtain can now be drawn on the original personnel of the United Railways company. While the officers will remain for a short time until the corporation starts life anew on what promises to be a more substantial basis, they're to be figureheads, acting at the command of the present directorate.

Throughout the proceedings which have marked the debut of the company J. Whyte Evans has stood out as the leading man. For months he smoothly lobbied with the council to secure the enactment of the ordinance granting a franchise for a belt line on Front street, and other concessions. Untriflingly he executed the trust delegated by his comrades. Midnight suppers and conferences were frequent, and after that fateful date when Mayor Lane permitted the wishes of the council to be carried out by not hindering the legal passage of the measure by his assent or veto, the city fathers were guests of the "magnates" at a brilliant banquet in the Oregon hotel grill, when in appointment and general lavishness excelled anything of the kind previously given.

Hats off to the bunch of franchise grabbers. It may be that there will never again be occasion for their invading Portland. All our valuable concessions are about gone, but we will

always think of them with utmost admiration when we remember how they duped the people and made monkeys of the mayor and the city council.

### PRODUCT OF SAWMILLS.

#### Those of Washington State Turn Out an Enormous Amount of Lumber.

The 450 sawmills in the state of Washington turn out more than two thousand million feet yearly, says Cassier's Magazine, while the output of the 500 Oregon mills is fifteen hundred million feet.

Individual mills on Puget sound, on the Columbia river and other inlets connecting with the Pacific ocean are remarkable for their size. At Port Blakely, on one of the islands of Puget sound, is the largest sawmill in capacity under one roof in the world.

The largest group of sawing plants owned by one company is situated in Tacoma harbor, while the largest shingle mill in the world is in the town of Ballard, a suburb of Seattle, producing solely cedar shingles.

On the shores of Puget sound the bulk of the forest of trees stand 250 feet high, while firs have been cut measuring almost 350 feet in height. The problems involved in felling these trees are not so simple as the green horn might think.

A twenty-four foot log sawed from the lower part of one of the larger firs will weigh from thirty to forty tons—more than a ton to every linear foot—such is the density of the wood and the great diameter. Therefore the part of a single tree available for logs may exceed 150 tons in weight.

A logging camp in the Pacific Northwest is divided into the felling gang, the sawyers, the skidders, the swamper, the yarders, the loaders, and, if the logs are transported by water, the boomers or raftmakers.

The preliminary operations in getting the timber out of the tract of woodland are the construction of the skidway or skid road and the preparation of the beds on which the trees are to fall.

Since the weight of a 250-foot fir is

such that if the impact of its fall is not gradually checked the force with which it strikes the ground may split the trunk and possibly make it useless except for small sizes of lumber, the swamper prepares the bed under the supervision of the foreman.

If the tree to be felled stands upon a hillside or where the surface of the ground has an incline upward, advantage is taken of this to throw it toward the upward incline. The distance of the fall is, thus lessened, and the logs can, of course, be pulled more readily down hill than upward.

Patches of soft ground or a thick growth of underbrush also aid the loggers, as the force of the fall can be broken if the trunk descends upon the swampy ground or the undergrowth, but usually piles of boughs are placed along the falling line, so that the trunk will first strike these, the piles acting as buffers.

When the foreman or undercutter has decided the direction in which the tree is to be cut down and the bed is prepared, the first incision is usually made with the ax, two men cutting in from opposite sides.

When the incision has reached a point about one-third of the distance through the trunk another is made from the opposite side with a cross-cut saw driven by hand or other power. This incision extends about half way through the trunk or until the undercutter, who is in charge of the felling gang thinks it is deep enough.

The next step is to guide the trunk in the right direction, which is done by driving wedges into the incisions. When this work is performed it may be necessary for the axmen to cut a few more chips. Then the cracking of the wood which remains uncut in the hinge, as it is termed, gives notice that the tree is beginning to fall.

If the wedges have been driven in right the tree generally falls safely to the bed. The chief element of danger is in the wind, which may cause it to veer in its descent. Most logging camp accidents come from these side winds, as they are called.

The skidway is usually composed of

trunks of trees ranging from a foot to two feet in diameter. They are stripped of their bark and laid transversely upon the surface, being held in place by wooden pins or spikes driven into the ground at the ends and strips spiked upon the tops of the logs. If possible, the skidway is laid in a swampy section of the forest to keep the surface wet and slippery.

In hauling the logs to the skidway the old-time method of using strings of oxen and horses—sometimes a combination string of both animals—is rapidly being superseded by the steam engine in some form.

### Alabama Educational Conference.

Tuscaloosa, Ala., July 7.—One of the largest educational conferences ever held in this state opened here today. The attendance is very large and includes educators and persons interested in the matter of education in this state. The convention was called by the executive committee of the Alabama Educational Association for the purpose of considering and discussing various educational matters and reform. An interesting program has been prepared for the conference. Among those in attendance are: Supt. I. W. Hill, of the state department of education; W. R. Harrison, Union Springs; N. R. Baker, Mobile; C. W. Daugeite, Jacksonville; W. C. Griggs, Brewton; James H. Foster, president of the Alabama Educational Association.

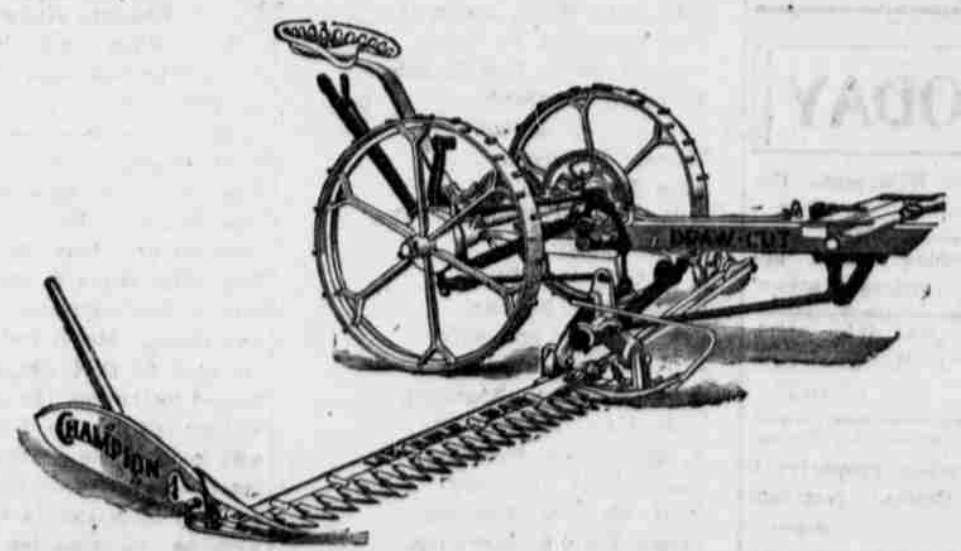
### All Women

should assist Nature at those times when the system is upset, the nervous tone low and a feeling of depression or languor exists. An experience of over 50 years warrants the statement that no medicine gives such prompt relief as

## Beecham's Pills

Sold Everywhere. In boxes 10c. and 25c.

# Champion Draw Cut MOWER



**IT DRAWS THE BAR--NO PUSH** Holds the wheels to the ground, increases traction, adds to the cutting power.

THE CHAMPION has the quality that means satisfactory work every day you use it—few repairs and long life, a quality made possible only by the policy of employing only the best material and workmanship, a quality you cannot obtain elsewhere; a quality you cannot afford to overlook.



## Champion Rakes

Self Dump--Hand Dump  
Are as perfect in construction and operation as it is possible for hay rakes to be

Get A Factory Catalogue and a Testimonial Circular,

## MITCHELL, LEWIS & STAVELAND CO.

SALEM BRANCH, F. F. CARY, MGR.  
219-229-237 State Street  
Salem, Oregon