

HARRIMAN SYSTEM WILL DASH WORK

Three Million Dollars More Is Set Aside for Extensions in Oregon.

COMPETITION IS FEARED

Approach of Gould Line from the East Causes Harriman System to Tighten Grip on Territory in This State.

That the building of the Harriman roads in this state already mapped out is to be pushed is indicated by advices from San Francisco, which state that the Union Pacific magnate and his associates have set aside an additional \$3,000,000 to pay preliminary expenses for railroad extensions in Oregon.

This latest appropriation makes a total of \$5,000,000 set aside for new branches of the Harriman system in this state within the past two years.

The president activity of the Harriman interests in Southern Oregon is marked. This is believed to be largely occasioned by the approach of the Western Pacific, the Gould road and the construction of the likelihood of its striking north into Central Oregon.

At present there are a number of Gould agents in Portland, ostensibly here for pleasure. W. J. Shotwell, vice-president of the Western Pacific, is here, and as a visit here a few weeks ago, states to prevent the knowledge of his being in the city from becoming public.

By the construction of the California Northeastern, the Southern Pacific will be enabled to cut out the present grades across the Siskiyou that make the journey to California a detour to travelers because of the scenic offerings, but which also render the operation of trains costly, difficult and unprofitable.

Announcements this week by the Southern Pacific that a new coast line from Drain to San Francisco is to be built are believed to have been hastened by the fear of Gould activity in the territory to be traversed by the proposed road.

At its corner on Third and Washington streets to make room for a cigar store and the new quarters selected is a place on Sixth street. This is only an indication of the move westward by the railroad agents that may be expected at any time.

Whether or not there will be any changes made in the Portland pulpits is a matter of conjecture, but it is hardly probable that there will be transfers in any of the prominent churches. The board of directors of the Sunnyside Church meets next Monday evening to form their letter to the conference expressing their desires in regard to the pastor for the coming two years, and all other matters.

HONOR MEMORY OF BARRY

Order of Hibernians Pay Tribute to the Dead Patriot.

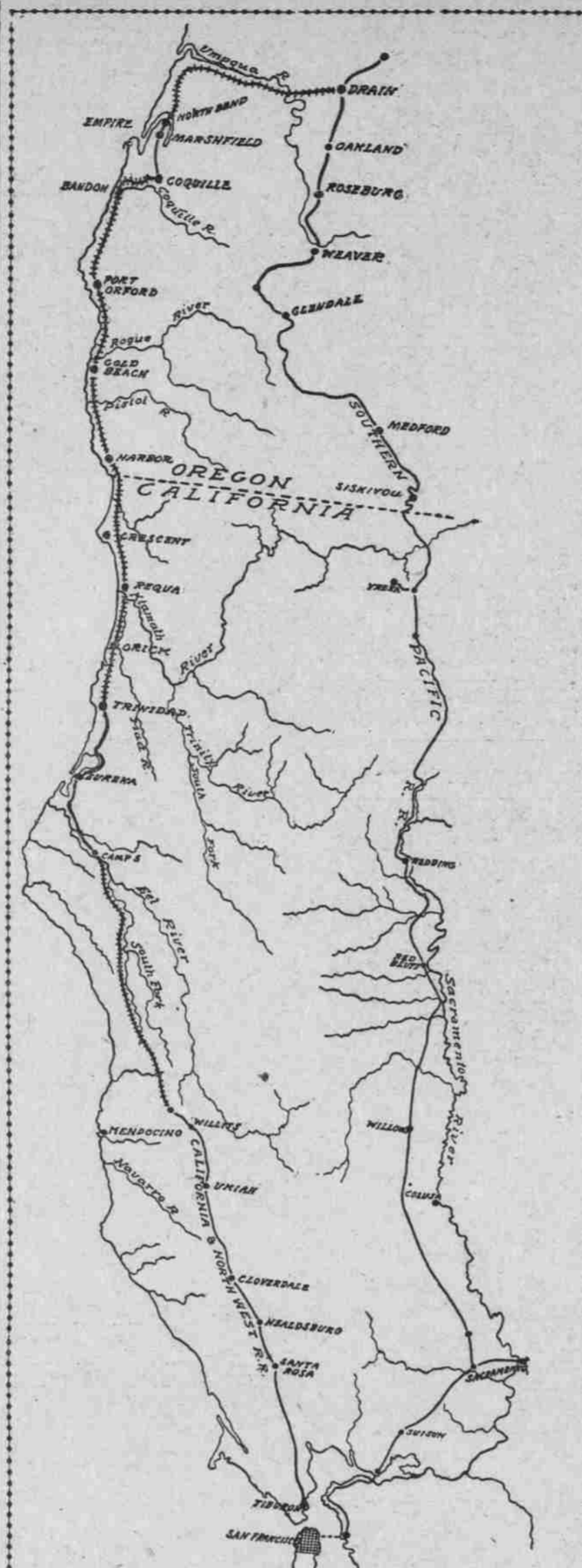
The Portland branch of the Ancient Order of Hibernians held commemorative exercises at their hall, Second and Stark streets, last evening in honor of the 103rd anniversary of the death of Commodore John Barry, who died at Philadelphia on September 12, 1788.

Rev. E. P. O'Hara delivered the oration of the evening, in which he eulogized Commodore Barry in the most glowing terms. Father O'Hara commended the services rendered America by Barry to those of John Paul Jones, and dwelt especially on the work of the Irish patriot in assisting in the construction of the first navy of this country, and of which he was given command.

METHODISTS TO CONVENE

Conference at Sunnyside Will Be Largely Attended.

The Oregon State Methodist Conference will meet at Sunnyside Church September 25 and preparations are being made by local Methodists to entertain 100 visiting ministers and laymen. Bishop Henry W. Warren, of Denver, Colo., will preside, and many fine speakers are expected to be present.



MAP OF THE PROPOSED COAST LINE OF THE HARRIMAN SYSTEM.

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UNION DRAYMEN THREATEN STRIKE

Declare They Will Walk Out Saturday Unless Their Demands are Granted.

WOULD TIE UP BUSINESS

Ultimatum to Employers Contains Demand for Higher Pay and Other Concessions Which Latter Will Reject.

Three hundred or more union teamsters will walk out on a strike Saturday night at 6 o'clock unless the members of the Draymen's Association grant them an increase in wages, which they have virtually agreed not to do.

The draymen declare that they are not in a position to raise the wages of the teamsters unless they advance their hauling prices. They feel that the wholesalers and merchants are not willing to allow the hauling scale to be advanced, the only thing they can do is to let the strike proceed.

What the Teamsters Demand. The teamsters demand that their wages be advanced from not less than \$2.50 to not less than \$2.75 a day, 10 hours and a half for Sunday and legal holiday work and 20 cents per hour for overtime.

Some of the teamsters and lumps who assist the drivers in loading and unloading the wagons and drays receive \$1.75 a day at the present rate, most of them are paid only \$2.50. The scale now in effect provides a minimum wage of \$2.50.

The teamsters have delivered an ultimatum to the Draymen's Association to the effect that a strike will be called unless the new scale is accepted not later than 1 o'clock Saturday.

Teamsters Insist on Demands. Last month the teamsters held a meeting and requested that the draymen agree to a new schedule. Upon receiving the request, or demand, the draymen made a counter offer, but it was determined that they could not see their way clear to grant the request.

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The advantage of the railroad company to have a station at some point easily reached by all lines, where a suitable waiting-room could be provided. The public would also appreciate this accommodation, as it is decidedly uncomfortable to wait for a car on the street corner during rainy weather.

The station at Second and Alder seems the most feasible solution, and steps have already been taken to lay tracks so that all cars of the city system can reach Second and Alder streets. This has been partially accomplished by the construction of the loop down Alder street from Third and up Second to Washington.

The difficulty of securing a number of waiting-rooms where passengers will be sheltered from the rain in many different parts of the city where cars on the city lines now have starting points is the principal reason for the move of the railway company to establish one station.

Major Lane Creates Commotion by Declaring That Men Installed Meters at Heavy Loss.

Harry Bailey, brother of Captain Bailey of the Portland police department, will be employed by the water department in the capacity of an expert fitter to superintend the installation of meters. At a meeting of the water board held yesterday a resolution was passed authorizing his employment. It is not believed that he can be secured for less than \$5 a day.

One thousand meters were recently purchased by the board, but of this lot but 25 have been placed in position. The attention of Mayor Lane was called to the alleged bad work and he made an investigation. On the strength of what he saw he made his charges of yesterday, so that the satisfactory installation of the remaining 975 meters could be insured. C. G. Murphy is in charge with the meter gang which is doing the work.

A delegation of Council Crest property-owners appeared before the board to ascertain what could be done in the way of obtaining a water supply for Council Crest. They offered to put up a bond to cover the interest of six per cent on the money invested in a pumping plant, so that the city would be protected if it proved unprofitable. They were asked to put their demands in writing and no action was taken.

The board is willing to operate a pumping station and system on Council Crest provided they are installed by the property-owners. Then when the system has been installed it would be purchased by the city. To install a pumping plant and stand-pipe on Council Crest would cost something like \$15,000. Nearly 100 feet of the crest is above the water level. Those who appeared before the board yesterday were C. M. Keop, Robert Wilson and J. W. Hain.

The Zimmerman-Wellis-Brown Company was awarded a contract of \$102,125 for the furnishing of 2500 corporation stopcocks. Its bid was the lowest of four by \$335.

CAREER OF M. S. GRISWOLD Legislator, Reader, Student and Contributor to Press is Dead.

PORTLAND, Sept. 9.—(To the Editor.)—Mr. Miles Standish Griswold, who died in Good Samaritan Hospital last Friday, was born in Waterford, Conn., August 31, 1821.—He was of English ancestry and descended from Puritan stock. He removed to New York State in his twelfth year, and acquired an academic education and taught school for a time and meanwhile read law, but it is not known that he was ever admitted to the bar.

In 1852 he went to California via Cape Horn and engaged in mining, and a year later he came to Oregon, but did not remain long, as he returned to his Eastern home, in 1859 he came West again via the Isthmus of Panama and remained at Portland a little while. He soon decided to locate in Oysterville, Pacific County, Wash., and there engaged in the oyster and stock business, and remained in it for more than 20 years. He was married in 1873 to Miss Jennie P. Reeve, who died two years ago at Oysterville without issue.

Mr. Griswold represented Pacific County in the Oregon Legislature, and was a contributor to the press. He was a reader, a student and a contributor to the press. He was a reader, a student and a contributor to the press.

PLANS CENTRAL STATION STREET-CAR COMPANY NEGOTIATING FOR PROPERTY.

May Build Depot at Second and Alder and Dispatch All Cars From That Point.

It is understood that plans are being matured by officials of the Portland Railway, Light & Power Company for the establishment of a central passenger station at the corner of Second and Alder streets, where all trolley cars in the city will stop to discharge and receive passengers. It is reported that the old Chinese laundry building, on the Northwest corner of Second and Alder has been sold to the big electric merger and it is said efforts are being made to secure other property in that vicinity.

Officials of the company will not confirm these reports, but at the same time they do not deny them. It is understood that plans have been under discussion for some time for the construction of a central station where the different lines about the city will converge at a common point. Before the consolidation of all the trolley roads in Portland this was out of the question. Now that all the lines are directed by the same holding company, this adjustment of affairs is looked for.

At present there are many starting points for the different lines. The Oregon Water Power cars start at First and Alder, the Morrison bridge cars leave from Third and Yamhill, the Steel bridge cars leave from Second and Alder, while the Washington-street cars and their trips at First and Washington. The Burnside bridge cars leave from Second and Washington streets. It would be to

THE PORTLAND EUROPEAN PLAN MODERN RESTAURANT. COST ONE MILLION DOLLARS. HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS. Special rates made to families and single gentlemen.

HOTEL OREGON CORNER SEVENTH AND STARK STREETS. Portland's New and Modern Hotel. Rates \$1 per Day and Up. European Plan. Free Bus. WRIGHT-DICKINSON HOTEL CO., Props.

HOTEL PERKINS Fifth and Washington Streets, PORTLAND, OREGON. EUROPEAN PLAN. Rooms, \$1.00 to \$5.00 Per Day According to Location. First-Class Check Restaurant Connected With Hotel.

St. Charles Hotel CO. (INCORPORATED) Front and Morrison Streets, PORTLAND, OR. EUROPEAN PLAN. ROOMS 50c to \$1.50. FIRST-CLASS RESTAURANT IN CONNECTION.

of 1861-62, and was a credit to his county and to himself. In politics he was a stalwart Republican, although strongly independent. He was a man of strictest integrity and was chosen to a number of responsible positions in his county during his long residence there, among them that of Probate Judge. In religious convictions he was essentially a Congregationalist, although he never publicly became a member of that church.

He was a great reader of the world's best literature, considerable of a student, a frequent contributor to the public press and was the author of an occasional pamphlet upon subjects in which he was deeply interested, particularly upon matters pertaining to the doctrine of evolution and to the best methods of education. While he had a number of marked eccentricities, he had a strong individuality, was a genial, generous-hearted man, and his memory will be respected by all who knew him intimately. GEORGE H. HIMES.

FIVE AND NO MORE. There are only five pianos in America that are as good as the Kimball, and one of the time-honored Chickering of Boston; the famous Weber, of New York; that metropolitan aristocrat and favorite, the Hazelton, and—well, just name the other two for yourself.

The Kimball as well as over 30 other worthy American makes are sold only by the Piano House, 533-535 Washington street.

DAILY METEOROLOGICAL REPORT. PORTLAND, Sept. 12.—Maximum temperature, 60 deg.; minimum, 51. Rain reading at 8 A. M., 1.8 feet; change in past 24 hours, rise 0.1 of a foot. Total precipitation, 5.8 in. 2 P. M., 0.70-inch; total since September 1, 1906, 0.58-inch; normal, 0.49-inch; excess, 0.37-inch. Total sunshine, September 11, 1906, 9 hours and 38 minutes; possible, 12 hours and 47 minutes. Barometer reading (reduced to sea-level) at 5 P. M., 29.84.

PACIFIC COAST WEATHER. STATION. Precipitation. Wind. Direction. State of Weather. Baker City..... 0.00 22 38 Cloudy. Bismarck..... 0.00 16 4 NW Cloudy. Boise..... 0.00 10 10 NW Cloudy. Eugene..... 0.00 08 4 NE Cloudy. Helena..... 0.00 10 0 NE Cloudy. Klamath Falls..... 0.00 10 0 NE Cloudy. North Bend..... 0.00 10 10 SW Cloudy. Portland..... 0.00 10 10 SW Cloudy. Salt Lake City..... 0.00 10 10 SW Cloudy. Sacramento..... 0.00 10 10 SW Cloudy. San Francisco..... 0.00 10 10 SW Cloudy. Spokane..... 0.00 10 10 SW Cloudy. St. Paul..... 0.00 10 10 SW Cloudy. Tacoma..... 0.00 10 10 SW Cloudy. Tatonka Falls..... 0.00 10 10 SW Cloudy. Watrous..... 0.00 10 10 SW Cloudy.

WEATHER CONDITIONS. A sudden storm made its appearance off the Oregon coast early Wednesday morning and storm warnings were ordered displayed at all seaports in this district at 7 A. M. A maximum wind velocity of 64 miles from the southeast followed at North Head during the afternoon, after which the wind subsided to 18 miles by 5 P. M. Moderately heavy rain has fallen in Oregon, Washington and Western Idaho, and the rains have extended south as far as Red Bluff, Cal. There has been a

FUNERAL NOTICES. MARTIN—In this city, September 11, 1906, Dr. A. H. Martin, aged 45 years. Friends are respectfully invited to attend the funeral services, which will be held at Holman's chapel, corner Third and Salmon sts., at 2 P. M. today (Thursday), September 13, Interment Riverside cemetery.

EDWARD HOLMAN, Ca. Funeral Director, 220 5d St., Lady assistant. Phone M. 267. J. P. FINLEY & SON, Funeral Directors, No. 201 5d St., cor. Madison. Phone Main 9.

Whether you get a deliciously wholesome, genuinely pure, cane sugar syrup that you can DEPEND upon year-in and year-out. In the process of refining we bring out all the delicacy of flavor—that smooth palate-enticing taste found only in the sun-kissed West India cane sugar. That is what makes

Towle Log Cabin Pen-o-che Syrup. The one rarely good table syrup on the American market. Children will love it and grown-ups who have once tried it will never be without it. If you find an Imitation of Log Cabin Pen-o-che it is not the best, but is placed on the market to substitute. The Towle Maple Syrup Co., St. Paul, Minn. Makers of the celebrated Log Cabin Maple Syrup and the famous Log Cabin Molasses.