

SO TO ROAD

Hillsboro Line a Go, Says Mr. Graydon.

WORK WITHIN THIRTY DAYS

Promoter of Enterprise Returns From East and Says Deal Is Made to Raise the Money.

Construction work on the line of the West Side & Suburban Railroad, projected to Forest Grove and Hillsboro, is to commence within 30 days. This is the prediction made by Andrew Graydon, president of the system, who returned to Portland yesterday after a two months' visit to the East. He was in the East for the purpose of arranging that part of the financial end of the railroad deal which was to be completed by the time of his return.

An engineer is to go over the right of way acquired by the West Side & Suburban Railroad Company within a week and report on the feasibility of the scheme to the Eastern capitalists, who have agreed to accept the company's bonds, providing a satisfactory showing is made. President Graydon declared yesterday that there would be no trouble on this score, and he expected to begin work within 30 days.

"The right of way for practically the entire distance has been secured," said President Graydon yesterday. "These small tracts of land needed might have been acquired by condemnation proceedings, but I do not believe that when we make another effort to come to terms there will be any further difficulty. I expect this matter will be settled up within a very short time."

"With construction work inaugurated within 30 days' time, we shall be able to run our cars into the Willamette Valley country inside a year. We expect to be able to make the run of 25 miles within little more than an hour's time, and will put on a schedule that will provide for hourly trips from each terminus. The first car will probably leave each end of the line at 6 A. M. and the service will continue until 11 P. M."

We will introduce a new feature in suburban railroading—new so far as the Northwest is concerned. Our cars will be operated on train orders, with agents stationed at the towns en route. In addition, each car will be equipped with a telephone outfit, and at certain stations or sidings each car will be compelled to stop. A small arm run out from the car will be brought into contact with the telephone wires of the company, and the dispatcher will talk to the men in charge of the car. In this manner we will have absolute direction of our cars at all times.

The overhead trolley system, which will be used for the entire distance. The heaviest grade we will have is 4 per cent, encountered in getting out of Portland. Other grades are very light.

"The cars to be used on the line will be of the latest models used in Eastern suburban traffic. Some will be arranged to handle both baggage and passengers, but it is likely a line of express and baggage cars will be put on the line. It is the intention at first to run single coaches, but if the traffic demands it, each car will pull a trailer."

The country the new line will tap is one of the richest sections of the Willamette Valley. There is a population tributary to our line, outside the City of Portland, of something like 30,000. It is largely an agricultural and fruit section, and both the passenger and freight business should be heavy.

"Ultimately the line may be extended beyond the terminus planned at present, but the first work will be to construct the 25 miles of road already projected. A single track is to be laid at present."

NEW RAILROAD IN SIX MONTHS.

Mileage Not Yet Estimated, Owing to Labor Troubles.

Despite the confident prediction that fully 600 miles of track would be laid in the United States during the year 1933, the following table shows the total mileage of new line built in 32 states and territories since January 1 of this year:

States.	Miles.
Alabama	7
Arkansas	4
California	4
Colorado	4
Florida	4
Georgia	4
Illinois	4
Indiana	4
Iowa	4
Kansas	4
Kentucky	4
Louisiana	4
Maine	4
Massachusetts	4
Michigan	4
Minnesota	4
Mississippi	4
Missouri	4
Montana	4
New Mexico	4
New York	4
North Carolina	4
Ohio	4
Oklahoma	4
Pennsylvania	4
Rhode Island	4
South Carolina	4
Tennessee	4
Utah	4
Virginia	4
Washington	4
West Virginia	4
Wisconsin	4

Totals 175 2,221.39

The new mileage completed during the first half of 1932 was 224, and the aggregate for the year, 594.

ROUND-TRIP IS \$25.

Southern Pacific Announces G. A. R. Excursion to San Francisco.

The Southern Pacific yesterday announced that an agreement had been reached whereby the round-trip rate of \$25 had been agreed upon from Portland to San Francisco during the Grand Army of the Republic's first opportunity of attending the National gathering they have had in many years. Preparations are being made by the Southern Pacific and California veterans' associations to make the trip a successful one.

ever held. Low rates have been quoted by the Eastern lines, and the northern routes have promulgated reduced fares in the hope of diverting a portion of the traffic to the Northwest. It is quite likely that the return travel by way of northern points will be heavier than that induced by other recent California gatherings.

The movement of passengers from California to the Northwest has fallen off considerably during the past week or so. This is due to the fact that practically all of the winter tourists have returned to their homes, and the summer excursion travel has been comparatively light. The trains of the Southern Pacific, however, are bringing in fair passenger lists, but the total is not as heavy as it was a month ago.

HEAVY TRAVEL TO THE EAST.

Big Rush to Take Advantage of Low Summer Rates.

The close of the June excursion business yesterday was marked by a very heavy rush of prospective passengers to take advantage of the low fares of the first class train. The rush was particularly heavy last night when heavier than railroad men have known it at this time of the summer for several years.

It is stated by passenger men that the excursion travel eastbound from this territory has been heavier during the month of June than for years past. In some quarters it is declared the excursion business has rivaled the closing days of the big rate war of five or six years ago, when the present low round trip quotations would have appeared, in comparison with the rates then in effect, as exorbitant charges.

There is a difference of opinion among railroad men as to whether the early selling dates in June produced more business than the week just closed. Some roads contend they did nearly half of their excursion business on June 4 and 5, while others insist the record of the past week has been even better than that of the early part of the month.

The next selling dates for the low first-class tickets will be July 12 to 15 inclusive. Some inquiries have already been directed toward the purchase of tickets on these dates, though as a rule those who are contemplating immediate trips to Eastern points took advantage of the offers made during the week just past.

Comparatively few who could get away last week decided to wait until the middle of July to start east.

GOVERNMENT WILL AD ROAD.

Canada Agrees to Guarantee the Bonds of the Grand Trunk.

VANCOUVER, B. C., June 30.—The Dominion government and the Grand Trunk Pacific have at last made a definite arrangement for the building of the transcontinental railway. The government has decided to guarantee the bonds for the construction of the line, and the Grand Trunk Pacific has agreed to purchase the road at the end of 30 years.

Large Rail Contract Is Let.

BALTIMORE, June 30.—Contracts were given out today at the main office of the Baltimore & Ohio Railroad for 40,000 tons of steel rails aggregating in cost \$1,120,000.

DAILY CITY STATISTICS.

Marriage Licenses.

F. O. Lehman, 25, Clackamas County; R. E. Douglas, 25, Frank Spedden, 31; Carrie M. Blaser, 21, John Costello, 24; Elizabeth Costello, 24, Peter Peterson, 24; Martha Erickson, 24, Joseph Meyer, 24; Mabel M. Miller, 18, William Warner, 22; Little Becker, 18, William Irvin Swank, 20, Alice May Hoag, 24, Herman F. Losner, 20; Eda Brueckner, 24.

Building Permits.

E. E. Billings, East Sixth and Oxford, dwelling, \$1000.
E. D. Hodges, Union avenue and Davis, dwelling, \$800.
J. E. Hubbard, Exeter and Van Houten, dwelling, \$1000.
G. Lehtinen, Idaho and Wisconsin, store, \$6000.
Mrs. Baum, College and Park, dwelling, \$2200.
Pauline Jorgensen, Third and Burnside, brick building, \$12,000.

Real Estate Transfers.

Pennsylvania Real Estate Company to Pacific Northwest Real Estate Company, 40 Thomas Graham and wife to Alice M. Graham, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ELIGIBLE FOR THE FORCE

RESULTS OF POLICE-SERVICE EXAMINATIONS ANNOUNCED.

All Candidates for Matron of City Jail, Harbormaster and Patrol-Drivers Successful in Passing.

The final results of the police service examinations were announced yesterday by the Civil Service Commission. The classes marked yesterday comprise all applicants for positions as matron of the City Jail, harbormaster and patrol drivers, and every one is reported passed.

There were three applicants for the position of matron: Mrs. Simmons, Mrs. Wilcox and Mrs. Polson. The two first named made 100 per cent, and Mrs. Polson pulled through with 91.

Ben Biglin, the present harbormaster, made 100 per cent, or 25 over the necessary 75. The two other applicants made 100 and one 90.

J. H. Price and R. M. Riner, who now handle the ribbons on the "ding-dong," passed with high marks. Six other would-be harbormasters also went well above 75 per cent. The final list as announced yesterday follows. All over 75 per cent are passed, and the Executive Board will take its choice of the successful ones next Friday afternoon:

Captains.
Samuel Simmons 92
Oscar F. Isakson 92
E. E. Parker 92
J. H. Price 92
J. J. Byrne 92
R. M. Riner 92
D. M. Meakin 92
Carl Gustafson 92
Fred C. Geer 92
John T. Moore 92
Charles Venable 92

Detectives.
Jacob Hoesly 84
H. H. Hawley 84
L. C. Hartman 84
Joseph Day 84
D. E. Brown 84
Albert M. Brown 84
Daniel Welner 84
F. J. Snow 84
F. J. Kordig 84

Jailor.
Ben Branch 84

Patrolmen.
William Treffe Roberts 84
C. H. Hellyer 84
J. E. Johnson 84
E. C. Brothman 84
Samuel Downey 84
N. Phillips 84
S. P. Young 84
W. M. Jones 84

Matron City Jail.
Mrs. Samuel Simmons 100
Rose Wilcox 100
Mrs. Helen Polson 91

Harbormaster.
Ben Biglin 100
Fleming 100
J. J. Byrne 100
Frank Dolan 90

Patrol-Drivers.
J. H. Price 100
C. S. Vance 100
M. E. Gruber 88
C. H. Tichenor 88
C. M. Ringer 88
L. E. Isaacs 88
E. L. Grate 88
C. H. Hellyer 100

Plumbers Slow to Register.

Up till yesterday evening only about 50 plumbers had registered at the health office in the City Hall. There are estimated to be over 100, and only only one third of the city's plumbers should turn up, it is known. It is thought that the rest will sign up in a few days and then the work of examination will proceed.

H. C. BREEDEN RETIRES.

Popular Business Man Sells Out His Large Interests.

After having been actively and continuously engaged in dealing in furniture and carpets in this city for over 30 years, H. C. Breeden has sold out his stock and interests, and today retires from business. He has been an active and energetic business man and a patriotic and public-spirited citizen, always ready to contribute his full share in the community to every movement started for the benefit of the city, and his associates in business will regret to see his name removed from the roll of the list of merchants of this city.

Mr. Breeden has been uniting in his devotion to his business, being one of the first on hand in the morning and one of the last to leave at night, and says that since the death of his last partner, C. M. Forster, in 1928, he has never had a holiday. His business has been incorporated in late years under the name of the H. C. Breeden Company, but there were only two shares of stock in this company, one of which was owned by himself and the other by his wife. Besides looking after his extensive business, which now furnishes employment to some 40 persons, he has been interested in a number of mining ventures, which have proved profitable. He was the first of the city to take an interest in the Wardner district, and is president of the Idaho Copper Mining Company and has a number of other mining interests.

Mr. Breeden's success in business is to some extent due to the ability to hold his own in his employment, and to retain the esteem and their faithfulness to his interests. Many of his employees have been in his service for 15 years or more, and there have been no changes of hands. The employees say they never worked for a kinder or better man, and the way the store was run made them feel as if they were all members of one large and harmonious family.

Mr. Breeden lately purchased the property at the northeast corner of Third and Washington streets, and has other property interests here, and says he shall always look upon Portland as his home and shall always take an interest in the welfare of the city. He shall remain here for some time, closing up various business matters, and then, in company with his wife, will probably travel in this country and abroad for several years.

Some time ago he gave an option for the sale of his stock and business to Messrs. Tull & Gibbs, of Spokane. The sale has been completed, inventories made and the new firm opens business today.

DANGER TO HEALTH.

Flooded Basements Will Be Ordered Cleaned by City Board of Health.

As the river falls it will leave a thick deposit of mud in the cellars of homes and on the streets as far up as Fifth, and when it has returned to its normal level the time for cleaning up will have come. The only source of danger to health is the danger from the mud and filth, and to avoid this the mud will have to be shoveled out. How far up this plague of mud extends may be seen from the fact that there is two or three feet of water in the basement of the Macy's building.

When the river has fallen enough the City Board of Health will instruct all occupants of buildings to have their basements cleaned out and sprinkled with lime or other disinfectant. A majority would do this without notice, but the board will issue the notice for the benefit of the few negligent ones.

Their Lot Not a Menial One.

Many imagine that a prisoner in the County Jail lives in a cell of gloom and has no joy in life, nor hope, except to get out. A person who had occasion to spend an hour in the Courthouse searching records a few days ago found out that this was not the case. The whole building was filled with melody and oratory, which echoed and reverberated through the halls and rooms, and kept up a din the disagreeable and deafening nature of which is only surpassed by a gang of musical

GREAT SHAM BATTLE

—BY—

Third Regiment and Battery A, O. N. G.

ARTILLERY DRILL by Batteries, Field Artillery, U. S. Army.

CONCERT by the famous Nineteenth U. S. Infantry Band.

BENEFIT HEPPNER FLOOD SUFFERERS

IRVINGTON RACE TRACK, JULY 4

Commencing 1 P. M. General Admission, 25c.

stereotypers planing down ports and howling comic opera at the same time. The visitor, on being told that a lawyer of great oratorical power was pleading the case of a prisoner, and that the jail porter was practicing downstairs, concluded to visit the jail. He found that the prisoners' quarters had been slightly disorganized by the leader, Captain Allen, having been promoted to the penitentiary. A fellow in for receiving stolen goods had taken the position of leader and was just training the members up to his style. The score or two of prisoners appeared to be much happier and much more jovial than the majority of persons outside, being well fed and having nothing to do but amuse themselves. Their dinner had just been served, and each man had a liberal-sized portion of pork and beans, cooked in a style that would have tempted a Boston millionaire, and other things in proportion, and some had big dishes of strawberries, sent in by the women. The visitor concluded that life in jail was not so painful after all, as the noise from pleaders in the courtroom does not penetrate the iron cells, and when deep-lunged orators are speaking, the prisoners can go into their cells and close the doors.

THE HANDWRITING ON THE WALL

Or on your cuffs is a poor way to make memoranda at the telephone. You need a

Monarch Telephone Wall Desk.

THE KILHAM STATIONERY COMPANY

246 Washington St.

WEATHER CONDITIONS.

The barometer is falling over the North Pacific States, and cloudy unsettled weather prevails generally west of the Rocky Mountains. Rain has begun along the Washington coast, and the indications are for showers Wednesday in this district.

WEATHER FORECASTS.

Forecast made at Portland for the 24 hours ending midnight, Wednesday, July 1, 1933: Portland and vicinity—Showers; southerly winds.

Western Oregon—Cloudy, with showers north portion; south to west winds.

Washington and Northern Idaho—Showers;