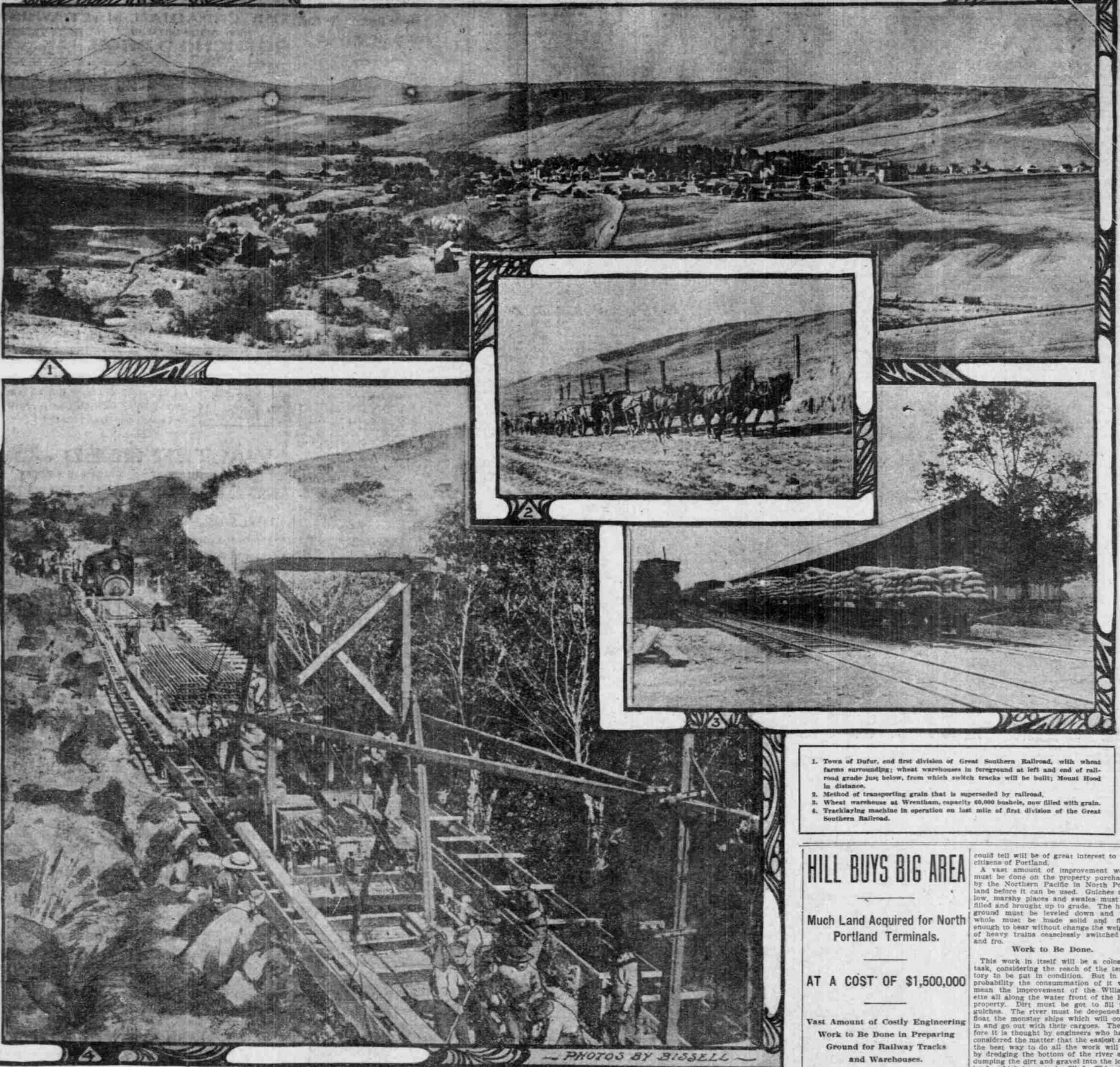


GREAT SOUTHERN TAPS YELLOW-PINE BELT AND WHEATFIELDS EAST OF CASCADES



1. Town of Dufur, end first division of Great Southern Railroad, with wheat farms surrounding; wheat warehouses in foreground at left and end of railroad grade just below, from which switch tracks will be built; Mount Hood in distance.
2. Method of transporting grain that is superseded by railroad.
3. Wheat warehouse at Wrentham, capacity 60,000 bushels, now filled with grain.
4. Tracklaying machine in operation on last mile of first division of the Great Southern Railroad.

LAST RAIL TO DUFUR TODAY

(Continued From Page 1.)
erte tracklaying machine, operated by means of a 12-horsepower upright engine operated with steam conveyed from the locomotive. Two trams, one on either side of the train, furnish the medium for transporting the ties and steel. The one on the right, as shown in the illustration, extending for a distance of about 40 feet in advance of the forward car, conveying the ties from cars back of the locomotive to where they are handled by workmen only for a distance of about one rail length, and while this is being done the rail gang is placing two additional lengths of steel on ties already laid, the steel being brought forward from the cars by the tram on the left, four strap-cars by the train, the rail lengths together and two spacers applying secure crossbars of steel that hold the rails in place without spiking; the train moving forward one rail length as each new pair of rails are clamped and bolted. Behind the train follows the spike gang, securing the rails to the ties. The trams serve to bring from the cars everything that is required in putting down the track, including spikes that are carefully distributed, straps and clamp-rods, and with its crew of 40 men the tracklaying train has repeatedly made a record of 3000 feet an hour for an entire shift. J. D. Tobin, superintendent, a railroad man of considerable experience, has charge of the construction train.
With changing conditions of the world

there has been no more marked change than in the class of workmen engaged in railroad building. During several hours spent in the grading camps and with the construction train of the Great Southern, the writer heard no language that would not be permissible in Sunday school, and certainly nothing more forcible than has been heard in church conferences where intemperate if not improper expressions have sometimes been heard.
Officials of the Great Southern Railroad Company are its principal owners, and in an unostentatious way have carried the first division of their line to speedy completion. With the same quiet but aggressive methods they propose immediately to begin construction of the second division for a distance of 22 miles into the heart of the yellow pine belt of Southern Wasco County, where will be opened up the finest belt of this desirable lumber timber accessible to markets of the Columbia Basin.
Extension Is Located.
The route has already been located and the line will skirt the Eastern boundary of the Hamber, and the Western border of the Juniper Flats, a rich agricultural region in the form of a triangle having a length of about 20 miles on each side, immensely productive of grain crops without irrigation. With this agricultural region on one hand and the splendid yellow pine forest, crisscrossed by 4,000,000 feet to the quarter section, a tremendous traffic is guaranteed from the first.
Will Serve Developed Districts.
Between Dufur and Juniper Flats the route will serve the Tygh and Wainie districts, highly developed farming sections, in both of which there is considerable acreage under irrigation, with its resultant heavy crop yields. Tygh means warm, and the valley is aptly described by the

name as having most favorable climatic conditions.
Toward the interior of the state surveys have been completed to a point on Deschutes River near Warm Springs, following down Warm Springs River to the junction of that stream with the Deschutes, thence up that stream toward the Bend country. In this course the line traverses a region of great traffic possibilities, adding new lumber districts to the yellow pine forests that will first be tapped by the completion of the second division, when the total trackage will be a little more than 50 miles.
Over the portion now complete, and also throughout the approved surveys to the
EQUIPMENT OF GREAT SOUTHERN
One Baldwin locomotive.
One combination baggage-car and coach.
One passenger coach.
Five boxcars.
Ten flatcars.
Complete construction outfit, numerous handcars, pushbars and minor equipment.
Deschutes River, the average grade is only about 1 per cent, and the maximum less than 2 per cent, with maximum curvature of 19 degrees.
Dufur Thriving Country Town.
Dufur, the present terminus of the Great Southern, is a trade center of considerable importance, and has a population of about 150, with various mercantile lines well represented. Excellent public schools afford educational advantages, and a number of churches furnish opportunity for affiliation of residents. Electric lights and power are provided from current brought from the plant of The Dalles

White River Power Company. The coming of the railroad has resulted in an extensive amount of building during the present year, several new business houses and many residences having been constructed.
Two large grain warehouses, owned and operated by the Dufur Warehouse Company, and the Tygh Ridge Warehouse Company, furnish storage for a large tonnage of grain and other agricultural products of the region, both of which will be immediately given trackage connections. A considerable proportion of the 80,000 bushels of grain which it is estimated will be handled by the Great Southern this year will originate here.
VETERAN HAS QUIT WORK
T. H. GOODMAN LEAVES SOUTHERN PACIFIC SERVICE.
Resigns General Passenger Agency at San Francisco—A. L. Craig May Succeed Him.
Official announcement is made by the Southern Pacific Company of the retirement of General T. H. Goodman, general passenger agent of the Pacific Coast lines at San Francisco. General Goodman has been in the service of the Southern Pacific for the last 27 years, and is now retiring on a pension, at his own request, the retirement to become effective on September 20.
General Goodman has been long in the service of the Coast division of the Southern Pacific and has played a large and important part in the success of the company throughout the Coast States. Now that he is retiring great interest among

railroad men is centering in the speculation as to his possible successor.
Charles S. Fee, the Pacific Coast agent of the Southern Pacific, will have the appointing power, and with him rests the selection of a man to fill the place.
A. L. Craig is the man who will be called, according to the gossip of Railroad Row. It is rumored among the various railroad men along Third street that it has been tendered Mr. Craig, though it is not currently believed that he would relish the transfer. The California place is at present larger and of more importance, holding more power than that now occupied by Mr. Craig. But in the face of that are the greater possibilities of the Northwest district of the Harriman system, in which Mr. Craig controls the passenger department.
It is argued that Mr. Craig's knowledge of Oregon and Washington conditions, his personal interest in this country, as well as his professional interest, and his extensive acquaintance with the people will make him more serviceable here than in San Francisco. The people of Portland will be interested in the outcome of the rumor of the probable appointment.
Fear Invasion of Lumber.
NEW WESTMINSTER, B. C., Sept. 17. (Special.)—Managers and owners of mills in and around New Westminster are putting forth every effort to give the tariff commission, when it meets in this city this month, one of the strongest memorials ever placed before that body, on the long suggested tax on lumber imported from the United States.
The cutting of rates by the Great Northern Railway Company the fore part of the week has terrified local millmen, who believe that this is the first step toward a wholesale invasion of Manitoba and the Northwest by cheap lumber, against which the local lumber men will not be able to compete. The tariff commission will have some of British Columbia's foremost business men before it demanding that a duty be placed on imported lumber.
Morris E. Kennedy, Currier, Makas, Wash. Eyes Strong, Southside 274; Doan's Smart,

HILL BUYS BIG AREA
Much Land Acquired for North Portland Terminals.
AT A COST OF \$1,500,000
Vast Amount of Costly Engineering Work to Be Done in Preparing Ground for Railway Tracks and Warehouses.

could tell will be of great interest to the citizens of Portland. Improvement work must be done on the property purchased by the Northern Pacific in North Portland before it can be used. Gulches and low, marshy places and swales must be filled and brought up to grade. The high ground must be leveled down and the whole must be made solid and firm enough to bear without change the weight of heavy trains coarsely switched to and fro.
Work to Be Done.
This work in itself will be a colossal task, considering the reach of the territory to be put in condition. But in all probability the consummation of it will mean the improvement of the Willamette all along the water front of the Hill property. Dirt must be got to fill the gulches. The river must be deepened to float the monster ships which will come in and go out with their cargoes. Therefore it is thought by engineers who have considered the matter that the easiest and the best way to do all the work will be by dredging the bottom of the river and dumping the dirt and gravel into the lowlands which have to be filled. This plan will give throughout the year a depth of water along the river between the terminal grounds and the Wedder tract more than sufficient to float any ship that will make Portland its port.
North Portland is destined to be a busy place. Over it will hang the perpetual cloud of smoke belched from many engines, for not only the Hill lines but the Harriman will make it a center of their activities. Warehouses and elevators will grow where nothing now lines the banks. It will be the heart of the water-shipping district of the city. Just how far these new structures will reach along the banks of the river, and what the real scope is planned to be will be seen when the announcement is made in a short time of what property the Northern Pacific interests have acquired.
Use of Seattle Electric Poles.
SEATTLE, Wash., Sept. 17. (Special.)—Because the Seattle Electric Company has insisted the city has no right to use the company's poles in extending its house lighting system, Mayor Ballinger is holding up a franchise for the extension of the company's electric railway lines on Tenth avenue, north. The Mayor declares he will hold up the ordinance until the company concedes the right of the city to string its wires on the electric company's poles.
It is not disputed the city has the right under the company franchise to use the poles for street lighting. But house lighting is a matter of competition with the private corporation's business to which objection is raised. The city and company are deadlocked.
Tabernacle Exceeds Original Cost.
LA GRANDE, Or., Sept. 17. (Special.)—The Mormon Tabernacle is rapidly nearing completion. The cost will exceed the original estimate of \$30,000 by about \$20,000. The cost of the foundation was \$10,000; the labor expenditure thus far exceeds \$90,000, and more than twice as much more has gone into building material, including brick, timber and iron, and the cost of the structure as it now stands is nearly \$200,000.
It is estimated that the finishing of the tabernacle will necessitate the expenditure of \$10,000.

PHOTOS BY BISSSELL