

fainway projects and is whending an in-fluence against progress of the Oregon Eastern from Natron to Ontario. So says Julius Kruttschnitt, director of operation and maintenance of the Harriman lines, who was in Portland for a short time yesterday and departed at 439 o'clock in the afternoon on a special train for an inspection of the O. R. & 

PICTURES OF PROGRESS IN THE MAKING OF A GREATER PORTLAND-No. 5



WORK ON BUILDING FOR DAVID 8. STEARNS, WHICH IS THE FIRST STEP TOWARD IMPROVING TWO BLOCKS ON FOURTH STREET.

Workmen are now laying the brick walls of the building that is being erscied by David S. Stearns on the east side of Fourth street, between Yamhill and Taylor. This is one of the comparatively few buildings to be erected recently South of Morrison street and is important as indicating a movement that is expected to become more general. The Stearns building occupies a single lot, and is to be four stories high. It will cost \$30,000 and will be ready for occupancy Oc-tober 1. One local firm has leased the online structure.

There has been a movement in progress among owners to improve the entire two blocks on Fourth street, from Yamhili to Saimon. The Stearns building is the first actual step in this direction, but it is expected that other owners will follow. Negotiations for the erection of two other buildings in this district are now in progress. This part of Fourth street is lined with frame buildings of small value.

loads are loaded at most stations, it will be realized how time is lost. The con-dition is not confined to the Coast, but is general all over the entire country. The only roads which are able to main-tain schedules are those operating fast passenger trains between New York and Chicago, but they carry neither express nor mails, and stops are made only to change engines, which requires only from two to three minutes. rushing the line to a point eight miles north of Salem, to which it has been completed. The unfinished portion beyond Wilsonville is about 19 miles in length. Lost Time Hard to Recover.

"A mistake is made by the public in PRAISE FROM RAILROAD MAN assuming lost time is overcome between stations. The time is lost at stations and yan only be made up, as a usual thing,

Nelson Rich, of Prosser, Wash., Will Invest in Portland.

"I contemplate investing in Portland property," said Nelson Rich, of Prosser, Wash, member of the rail-road contracting firm of Rich & Har-ris, yesterday. Mr. Rich is spending a few days in Portland on als way home from Connecticut, where he has been Portland. The announcement that the Washing-ton division of the North Bank line will be completed this Fall comes as a surprise. It has been believed that trains would not be running between Kenne-wick and Vancouver before January 1. from Connecticut, where he superintending a large contract for which his firm received the award but the large gangs of laborers have been grading, filling, tunneling and several weeks ago. Before going East been grading, filling, tunneling and bridging steadily and rapidly, and the Mr. Rich carried out a large number ontracts for the Northern Pacific in the State of Washington. "Conditions favor Portland as the most important city on the Pacific announcement is authoritative that the last rail will be laid by November 1. Until yesterday the officials of the company themselves did not know at ex-Coast," said Mr. Rich as he made suractly what date construction would be vey of the different skysorapers to be seen from the Perkins Hotel, where he completed. In order to reach a definit seen from the Perkins Hotel, where he is stopping, "and I have made up my mind to make investments here as a good, sound, bushness proposition. Have not made any purchases yet, but shall do so as soon as I find something that sults me. The Lewis & Clark Exposition served only to awaken the people of Portland and the entire state to a realization of their possibili-tiles, and they are certainly continuing to make the most of them. Instead of experiencing the slump in business and real estate values that was pre-dloted for the several years following the Fair, Portland has continued to forge anead, and she is still progressconclusion the contractors were called together and, in company with Mr. Darling, carefully checked over the work that has been done and ascertained just what is yet to be accomplished. It was found that unless something entirely unforeseen occurs, the grading along this entire division of the road will be done by October 15 and two weeks more be required to finish laying the rails. Heavy Work Completed. All the heavy work on the North Bank line has now been completed. The tun-nels have all been driven, the heavy cuts forge ahead, and she is still progress-ing. The Rose City has a promising have been finished and other obstacles of moment have been overcome. The grading work was not taken up in the first place from any particular point hat Having just returned from the At-lantic Coast, Mr. Rich says Oregonians do not half appreciate the delightful place from any particular point, bu was sublet by Simms & Shields, the con tractors, to be carried on from camps all along the route. In this way the different divisions have been completed climate of this section. almost simultaneously, and the connect-ing of fills is practically all that now re-mains to make the level path for the Pensioned by Hill Road. Edward S. Elliott, bridge tender on the Madison-street bridge, has just re-ceived from the Northern Pacific Rall-road Company back pay to the amount of \$600, accompanied by the amounceties complete from end to end of the Washington division. Already rails have been laid for 90 miles from Kennewick westward. As the ment that he had been granted ment that he had been granted a monthly pension from the company of \$50.40 to continue for the rest of his life. Mr. Elliott was employed for 37 consecutive years as engineer for the Northern Pacific Company, from whose employ he resigned a year ago. entire stretch of the road is 229 miles in length, there remains 139 miles to be laid. Tracklaying, however, can go on with great rapidity, now that the grading is so nearly done. Of the remainder of the project, 40 miles of rails will be laid from the Vancouver terminus, and the rest will be placed as a continuation of the construction from the Kennewick end. To expedite the grades and get them in readiness for the rails, 14 steam shovels and a large force of men are now being employed. BUILD FACTORY AT FULTON Portland Mattress & Upholstery being employed. The completion of the road to Van Company Purchases Site. uver is an important announcement to Portland, as traffic over the road to this The Portland Mattress & Upholstery city will at once be inaugurated. Al Company has purchased an acre and a half adjoining on the west the property of the Oregon Furniture Company, on Macadam road, and will begin immethough Vancouver will be the terminus until the Portland section is completed, the great hulk of passenger traffic will immediately he to this city. It is not which has been at work during the year trying to illustrate the necessity of un-loading cars with dispatch, and in many instances we have succeeded in cutting down the free time materially. From the British Columbia line to Mexico and from the Atlantic to the Pacific we have known just what arrangements will be made, but the passengers will for the time being be brought to this city by boat or over the line of the Portland Rallway, Light & Power Company. Much freight will also doubtless be brought

completion with the exception of the bridges to span the Columbia and Wil-inmette rivers and the tracks into Portland. This conclusion was definitely reached yesterday at a conference between the contractors who have the work

in hand. Chief Engineer Darling and other representatives of the company. The conference was held at the Hotel

sidered best that a committee be appoin sidered best that a committee be appoint-ed to call on the Mayor and talk the mat-ter over with him in person, satting forth the reasons for the request. President Calef will appoint this committee later. In the matter of the club rooms, Secre-tary Higlow was authorized to secure quarters in the Healy block on Grand avenue and East Morrison street. A favorable offer of quarters was received from M. M. Ringler, who rents the upper from M. M. Ringler, who rents the upper portion of the building. There was a long discussion of the

question of publicity for the East Side business men. It was finally decided to offer four prizes for the four best and most effective advertising phrases, which are to be short, containing two, three or four words. The prizes will be articles

A complete confession made yesterday by J. C. Tannis, alias Darcey, to Acting Detective Price of the Police Department, brands Tannis as the most important criminal recently captured in Portland. By his own admissions, he has committed a large number of crimes, including the robbery of many nickle-in-the-slot teles-phone boxes, and has also worked clever swindles on some of the most prominent merchants in the city. Tannis was charged with grand larceny vesterday by charged with grand larceny yesterday by Manager David Jarvis of the Winona Woolen Mills, which corporation was a heavy lower through the operations of the prisoner. Several other felony charges are to be filed against him later, including the robbing of the telephone company. Tannis had two specialties-robbing telephone boxes and purchasing clothing

on installiments and pawning it for what-ever he could get. He was very suc-cessful in this work, and must have made onsiderable money during his two weeks' operations nere. The confessed criminal was captured in

the Tennessee saloon, Fourth and Madl-son streets, at 10 o'clock Wednesday night, through the efforts of Detective Price, who had seen him there the pre-vious evening and had instructed the bartender to keep a close watch on him and call for the police should be at-tempt to rob the telephone box. This very thing occurred, and the scheme of the officer worked out to a nicety. When confronted by Patrol Sergeant Cole, who hurrled to the scene. Tenuis was definit, and hence a verificable giant in stature

and being a veritable giant in stature put up a desperate fight for liberty. Sergeaut Cole, who is a large man him-self, held his own until the arrival of a patrol wagon, with Detective Price and Jailor Endicott. Tannis still defied the officers, but was handcuffed and taken to headquarters, where evidence of his guilt was found in his possession. At that time he refused to make any state-

ment, but yesterday he was confronted with proof of his crimes and he frankly admitted everything. Little is known of the prisoner's previous record, but he says that he came from Wisconsin. He will not talk of his family, but says he is single. His room was searched yesterday and a large valise was found there, filled with plunder of various kinds, including women's clothing and some small wax dolls, showing it is thought that Tannis practically took everything movable when he entered a place to loot it.

Detective Price was busily engaged yeserday investigating the cases against Cannis, and established the fact that the prisoner has committed numerous crimes, among which the following have been

admitted by the prisoner: Theft of a canvassing outfit from The Oregonian Encyclopedia Chub; borrowed \$2 from E. G. Jones and failed to repay it. Purchased suit of clothing from the Eastern Outfitting Company on the in-stallment plan, and pawned the suit.

Purchased a suit and hat from I. Gevurts on the installmant plan and pawned it. Robbed the cash register of the Winona Woolen Mills of \$25; pawned one of the firm's sample cases; stole and pawned slik garments and other goods.

Stole a telephone battery frunknown place and pawned it. from some Stole a mandolin from an unknown

place and pawned it. Robbed the nickle-in-the-slot boxes attached to the telephones in the Union

whom he dealt that he was a "hustler.

The people at the Winona Mills thought him a great trade-getter, as he is said

to have filled a large number of fake orders, billing goods to false numbers and collecting commissions on them. Where Tannis shone as a criminal,

however, was in robbing telephone boxes. He had a key to one of the old style boxes, which he used on that kind, but

for a new variety, just installed in many places, he used a cold chisel. His system was simple. He would enter a saloon

and order a drink, after which he would

fore the instrument in such a way as to

completely hide it, when he would un-lock it or break it and remove the con-

y request the use of the to He would then place himself

tel

saloon Fourth and Madison streets.

For immediate closure, to satisfy the demands of the creditors of the Shafer-Whittier Company. Neither cost nor loss will be considered in this sale.

\$25,000.00 Worth of Fine, New Merchandise will be sacrificed to pay less than \$5000 Worth of Debts.

## 5 for 1 --- Think of It!

This peerless and incomparable convention of merchandise consists of the very newest

Millinery, Shirtwaists, Kimonos, Women's Suits, Dress Goods, Leather Goods, Walking Skirts, Wash Goods, Silks,

And hundreds of other things that women wear. All to be sold for what they'll bring. 20¢ ON THE DOLLAR --- and less! This sensational and unparalleled carnival of bargains opens at 270 WASHINGTON STREET, SATURDAY, AT 9 A. M., to satisfy the claims of THE CREDITORS OF THE SHAFER WHITTIER CO.

Salespeople wanted in all departments

tered the sacrament of confirmation. At 3 o'clock a procession, composed of At 3 o'clock a procession, composed of cross-bearer, altar boys, lay people and monks, followed by the archibishop, who was assisted by the two abbots, started from the presbytery and moved in the direction of the new monastery. Father Henry was at the head of the procession and when they arrived in front of the principal entrance they moved to the side, awaiting the approach of the arch-bishop. He began the blessing, moving upstairs to the chapel, followed by the people and monks. After the benedic-tion of the monastery Father Thomas delivered a short sermon.

#### the lines the people extended to him a most cordial welcome. He was accom-panled by the Very Rev. Father Thomas, GOOD WAY TO SAVE MONEY

the distinguished abbot of the Benedic-tines of Mount Angel. The archiblahop was conducted to his throne by the abbot of the Trappist monks. Abbot Thomas The Summer vacation is just the time to have your plane tuned and repaired. We have every facility for doing this work right. Ours is the plane store on Burnside street. Reed-French Plane Com-

will break all records this year. Already more than 63,600 first and more than 59,000 second-class passengers have sailed in the aspirants for confirmation were pre-sented to the archbishop, who adminisfrom here since January 1. This is an increase of almost 3000 in the sa-loon, and more than 9000 in the sa-ond cabin compared with last year's figures for the same period.

express is a question. In some lo-lities it could be taken care of by local trains, but perhaps some sort of a fast freight and express train will have to be run. On the Southern Pacific between Ban Francisco and Portland there are three through trains in operation and often at least one of them is run in two sections, and all are crowded."

can only be made up, as a usual thing, by getting away promptly. It would not be a difficult matter to educate the pub-lic to boarding trains immediately on arrival and thereby avoid delay if it was not for the fact haste is usually unnecessary because trains stop long enough loading express to give all plenty of time to set abaard. What to do with

of time to get aboard. What to do with

train for an inspection of the O. R. & N. system and branch lines, in company with General Manager J. P. O'Brien and W. W. Cotton, chief counsel of the Northwest interests. Mr. Krutischnitt

Nortawest interests, Mr. Kruttsennitt stated before departing that he was not certain how long he would be on the journey, but expected to return, via Portland, and start for the East by way

"I went to Seattle merely to talk with J. D. Farrel regarding the Oregon & Washington Railroad project." he said. "That is not in shape for beginning con-

That is not in snape for beginning con-struction work as yet. Nothing has been done with reference to starting on the Oregon Enstern, and most of the con-struction work is at a standstill because of the stringency of the money market, coupled with the lack of laborers. It is not aligning but anothers to be a money

not alarming, but appears to be a gen-eral condition. I cannot say whether it is due to recent legislation adverse to the railroad interests or is attributable

In speaking of the heavy travel to the Pacific Northwest and its progressive growth, Mr. Kruttschnitt admitted he had given considerable thought to the problem of getting through trains to des-tiontion on time

"It appears that about the only plan open is to divorce the express business from the regular trains," he said. "On the trains arriving in Portland you will often

find four cars ahead of the coaches. One of them will be a mail car and another a baggage car, while it is safe to say, on

the average, the other two contain ex-press matter. When it is taken into con-pideration that the express business is largely made up of small packages and frequently from three to four handtruck loads are loaded at most stations, it will be realized how time is lost. The con-

of San Francisco.

to other causes.

tination on time.

I reply to a question as to the car supply outlook for the senson of 1997-08, Mr. Kruttschnitt doclared the Harriman lines have sufficient motive power and enough freight equipment to care for the business if the public will do its share towards facilitating the unloading of

"Last year was an unusual one with the roads, particularly the northern lines," he said. "They had snow troubles and that handlcapped them during the Winter, while in the Spring washouts and other damage to the roadbeds re-tarded operation. For 1997 delivery the tarded operation. For 1997 delivery the an lines ordered 355 locomotives but 80 or 90 of them have been 1. About 17,000 box cars were bought, with other freight equipment, and over 6000 cars for refrigerator serv-

#### Importance of Prompt Loading.

"Previous to the placing of those orders the Harriman lines owned 66,000 box and flat dars. If twice or three times the number were available there would still be a car shortage unless cars are unloaded at destinations as soon as pos-sible. It would not take long to load 55,000 cars in the Harriman system, and 50,000 cars in the Harriman system, and when they were moved the system would have no further freight facilities unless they were released on arriving at des-tination with dispatch. Naturally 10 per cent saved in time means ten per cent more equipment available, and if shippers will only bear in mind the fact they are bolding themselves then helping the helping themselves when helping the railroads get cars into service again, that will prove the best salution of the car shortage problem

"Last season conditions were unprece-dented. There were record-breaking crops that had to be moved, while the lumber movement was heavy and other classes of business transacted in greater At the same time coal and catthe had to be moved despite the demand for other commodities, and it all tended to make matters more discouraging. The question of releasing cars has been taken up by the American Railway Association, and I am a member of a committee and I am a member of a committee which has been at work during the year the car shortage would be a thing stering. of the past.

WORK ON UNITED RAILWAYS

Connection Being Made Between Front and Flanders-Street Lines.

Gange in the employ of the United Rallways have started work at Front and Flanders streets putting in a curve to join the two lines while Front street is

the British Columbia line to Mexico and from the Atlantic to the Pacific we have carried on the campaign, and feel that it has borne fruit. At Portland, for ex-suits are not so apparent at any one point. It must be remembered that the tre-tre between 20,000 and 20,000 stations where the work can be facilitated, and if shippers at every point would do their share, the car shortage would be a thing

here at once by boat from Vancouver.

#### Well Along With Bridges.

The bridge work across both the Columbia and Williamette is being car-ried on without the loss of a day's time. The shore span of the Vancouver end of the Columbia bridge has been installed and the remainder of the steel

girls' bridge is also progressing well and it is believed that the trains will be op-

erated into Portland by February 1. The early completion of the road will probably result in the transportation down the north bank of a large portion

year get the full benefit which the city will later derive from the new Hill line.

ranging in value from \$20 down to \$5, and anybody who can think of a phrase that will pass muster may get a Morris chair, a suit of clothes, a panama hat or some other article. H. A. Calef, C. A. Biglow, Lon Kellaher and O. S. Fulton were appointed a special committee or these prizes, which will be awarded during the coming month.

REV. W. S. HOLT IS NAMED

Made Coast Secretary of Presbyterian Board of Home Missions.

Rev. W. S. Holt has been appointed Pacific Coast secretary of the Presby terian Board of Home Missions according to advices received here yesterday. His new field of labor includes Oregon, Call-\*

Rush to Europe to Spend Money.

insually

NEW YORK, July 18 .- "Those who alk about a let-up in prosperity," said talk about a let-up in prosperity," said Passenger Manager W. W. Jeffrys, of the International Mercantile Marine "should come to the piers mpany. and see the great American public with pockets bulging with money hur-

rying abourd ship. The outgoing Trans-Atlantic cabin pas-senger traffic from the part of New York

#### QUIT WHITE BREAD.

#### Could Not Get Strength From It.

A Yorkstate minister, who is interested not only in the spiritual welfare of his congregation, but in their physical wellbeing, says:

"I can now do an immense amount of work and feel no fatigue, for the reason that I am using Grape-Nuts food and have quit coffee entirely and am using Postum Food Coffee in its place.

"Myself and family are all greatly improved in health. We have largely aban-doned the use of white bread. Upwards of 25 persons have changed their diet, on my recommendation. It is gladly given, because I know, from personal experi-ence, whereof I speak."

It is a well-known fact that white bread It is a well-known fact that white pread is almost entirely composed of starch and this is difficult of digestion by many peo-ple particularly those who have weak in-testinal digestion. The result of the use of much white bread is a lack of brain fornia, Washington, Alaska and a small part of Idaho. The appointment of a secretary for the Pacific Coast is in line with the action of the General Assembly and nervous power to do mental work at its recent meeting at Columbus, O. The whole United States is now divided into administrative districts. and it also creates intestinal troubles, because the excess of starch ferments in Dr. Holt was a missionary to China. the intestines and makes the co right for the growth of microbes; where-as Grape-Nuts food contains the needed Dr. Holt was a missionary to China from 1573 to 1575, and was leter made missionary to the Chinese on the Coast by the Board of Foreign Missions. He made his home in this city, and for many years worked with his wife for the Chi-nese here, teaching them the gospel in their own tongue Mrz. Holt conducted starch, but in a predigested form. That is, it is transformed into grape-sugar in the process of manufacture, and delivered in the packages, ready cooked, and in such shape that it is immediately astheir own tongue. Mrs. Holt conducted a girls' home and refuge home for the Mrs. Holt conducted similated without hard work of the diestive organs. The food also contains the delicate par-

In late years Dr. Holt has been the ticles of phosphate of potnsh which, com-bined with albumen, is used by Nature to make the gray matter in the cells of the brain and the nerve centers through-out the body, in order to give strength and ability to stand long and continuous superintendent of home missions of the Presbyterian Church in Oregon, and has established a number of churches and schools throughout the state. His responsibilities are now largely increased. PHOTO POST CARDS-SCENERT. Kiser Co. - Lobby Imperial Hotel. work. "There's a Reason." R. Road to Weilville," in packages Read, "Th

also occupied a prominent place in the sanctuary. The monks, in their flowing Depot, the Liberty saloon, Twenty-third and Savier streets: the Richelleu saloon, Sixth and Couch streets; Tennessee habits of white and brown, also occupied the sunctuary. They served as choir and rendered the solemn chant of the order. The Rev. Father Henry, prior of the Trappists and pastor of the parish, sang Tannis, alias Darcey, was clever in his operations, and impressed those with

Archbishop Christie at Jordan.

JORDAN, Or., July 18 .- (Special.)-

Archbishop Christie visited this district

Sunday and administered the sacrament

of confirmation to a number of boys and

Crowds of people-young and old-lined the approach to the church on either side and when the archbishop passed between

girls

pany. Phone Main 1382

Automobile Patrol Wagons,

NEW YORK, July 18 -- Police Commisin a soft sweet voice the high mass, at which the large congregation assisted. for furnishing automobile patrol wagons after high mass the archbishop preached for this city.





It is upward of 20 miles long, very broad and level and almost as compact as a composition pavement. It is dotted its entire length with towns, cottage settlements, tent cities, villas, fine hotels, and all the accessories of a popular Summer beach resort. IT'S THE PLACE TO GO for rest, health and a good time. Thousands go there for their Summer outing. Try It.

### The Potter Sails Every Day EXCEPT SUNDAYS AND FRIDAYS. See published schedules.

Fare from Portland, round trip. \$4.00 Saturday to Monday Tickets, \$2.50

Purchase tickets and make reservations at City Ticket Office. Third and Washington streets, Portland; or inquire of any O. R. & N. agent elsewhere for information.

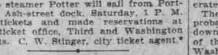
WM. MCMURRAY, General Passenger Agent. PORTLAND, OR.



# POTTER SAILS FOR BEACH

#### The steamer Potter will sail from Port-land, Ash-street dock, Saturday, 1 P. M. Get tickets and made reservations at city ticket office, Third and Washington C. W. Stinger, city ticket agent." streets.

PARADE PHOTOS-FIESTA. er Photo Company, Imperial Hotel. TC Lan





will be swung into place when the water goes down. Work on the Willamette

of this year's wheat crop from Eastern Washington, While Portland will not this

