

CITY NEWS IN BRIEF

OREGONIAN TELEPHONES.
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AMUSEMENTS.

HEILIG THEATER (14th and Washington streets)—Victor Herbert and Henry Blossom's musical comedy "The Red Mill." This afternoon at 2:15 o'clock; tonight 8:15.

O. N. G. ARMORY (Tenth and Couch)—First Annual Automobile Show. Supplies Portland Automobile Club. Tonight 8:15.

BUNGALOW THEATER (Twelfth and Morrison)—Baker Stock Company in "The Millionaire." Matinee 2:15, 8:15.

FAIRER THEATER (Third near Yamhill)—Daniel Sully in "The Matchmaker." Matinee 2:15 P. M., tonight at 8:15.

OPERA HOUSE (Seventh and Adams)—"The Millionaire." Matinee at 2:15; tonight at 8:15.

GRAND THEATRE (between Seventh and Park)—Vaudeville de Luxe, 2:30, 7:30 and 9:30 P. M.

FANTASIES HERALD (Fourth and Stark)—Continuous vaudeville, 2:30, 7:30 and 9:30 P. M.

PROPERTY-OWNERS ALL SIGN.—C. A. Bigelow, of the East Side Business Men's Club, announced yesterday that all the property-owners on the East Side, between Belmont and East Clay streets, had signed up for hard-surface pavement.

It was necessary for all the property-owners to sign up in order to overcome the difficulty that the old improvement presented, as the time for which the city was to keep the street in a dangerous condition. Repairs to the street have been delayed so much that nobody knows when the work will be done, and in a little time it will have become a nuisance.

The Business Men's Club is trying to have the repairs completed before the Rose Festival is held.

COMPLETING BRIDGE REPAIRS.—Repairs to the Burnside bridge are nearing completion, and the bridge may be thrown open to the public in two or three days.

After great difficulty in raising the east side span to its proper position, and has started to move the pier back into place.

A dozen or more hydraulic jacks were broken in raising the end of the span, and success was only reached after powerful hydraulic jacks were borrowed from the Southern Pacific Company.

The weight of the long span together with its downward thrust had to be overcome in the lifting process, but it was necessary to move the pier at least three feet over toward the draw and it is being moved with the span resting on it.

The bridge has been closed to traffic since the accidental loss far exceeds the cost of repairs.

HISTORICAL MEETING.—The semi-monthly meeting of the Florence Mead Mission Circle yesterday afternoon was devoted to the early history of missions on this coast, and was full of interest.

Mrs. B. Bondurant read the paper on "Early Missions in Oregon," in which she dwelt on the work of Jason Lee and his associates, the trip of the Indians who were in search of the white man's Bible, after they had met the Lewis and Clark expedition.

Mrs. Bondurant also spoke of the Hudson Bay Company and its traders, Mr. J. Lotzitz made a talk on the book of Emerson Hough entitled "Fifty-Four-Forty or Fifty-Five," which is a historical review of the works of Mrs. Dye. The entire session of the mission was given up to a study of early missions on this coast.

CONTRACT LET FOR APARTMENT-HOUSE.—Plans have been prepared for a three-story apartment-house to be erected on the corner of East Twenty-eighth and East Gisan streets, 7x50 feet, for Mrs. C. A. Wells. Work on the basement of the building is well advanced. The cost of the structure will be \$22,500, and it will be the most pretentious apartment-house erected on the East Side. On the first floor there will be two storerooms, two facing East Gisan street, and one facing East Twenty-eighth. On the two upper floors there will be four apartments of five rooms each. The building will be built of different styles of rock-faced concrete blocks. The front will be carried on steel girders to be supported by cast iron girders. J. H. Dyer was awarded the contract for furnishing the concrete blocks and erecting the building.

SECOND ANNUAL MEETING.—The second annual meeting of the United East Side Push Club will be held in Woodmen of the World Hall, corner of Russell street and Rodney avenue, Friday night, March 19. This is in response to an invitation from the North East Side Improvement Association, that at the annual election of officers will be held and reports submitted of the work handled during the year. Arrangements are being made for addresses on the city charter and other matters pertaining to the East Side.

EMERGENCY FUND SWELLED BY \$100.—The special committee from the Circuit Court, Regina Margherita No. 1, U. A. O. D., reports that at the entertainment given by that organization on February 13, for the benefit of earthquake victims, the sum of \$100 was raised. This amount has been forwarded the Minister of Finance at Rome to be turned over to the president of the Red Cross Society. The officers of the circle desire to thank all those who assisted in making the entertainment a success.

DR. BROUGHER GIVES TALKS.—Dr. J. Whitcomb Broucher is giving a March series of Sunday afternoon talks at the Y. W. C. A. at 4 o'clock, on a "Young Woman's Struggles." They are planned to meet the needs of young girls, who are especially invited. The subjects are: "A Young Woman's Struggles—With Her Body and Environment, With Habit and Temptation, To Be Happy and To Be a Christian."

ATHLETIC ENTERTAINMENT.—An athletic entertainment will be given in the new gymnasium of the Montavilla Methodist Church tonight. The programme will be under the direction of Professor Griley, physical director of the Portland Y. M. C. A. The exercises of the evening will consist of parallel bar exercises, clubswinging and gymnastic work of all kinds. All friends of the young people are invited.

FUNERAL OF DR. H. L. COFFIN.—The funeral of Dr. Henry L. Coffin, pioneer dentist, was held yesterday afternoon from Holman's Chapel, and largely attended by his many friends. Dr. Coffin was held in high esteem by a large number of friends in Portland, who had made his home and practiced his profession for 30 years.

WILL BE THREE-STORY BRICK.—The building to be erected on the southeast corner quarter of Grand avenue and East Ash street by Rev. George B. Van Waters will be a three-story modern brick structure, 10x20 feet.

"SELF-CONTROL" will be Luther R. Dyott's theme in the First Congregational Church tomorrow at 11 A. M. Dr. Dyott's theme at 7:45 P. M. will be "The Relation of the Will to Success."

CALVARY PRESBYTERIAN CHURCH.—Dr. McGaw will preach tomorrow morning and evening.

ROAD IS ALL READY

Only Government Action Delays Central Oregon Line.

DESCHUTES LINE IN DOUBT

Harriman Interests Will Give Up This Project Unless Federal Authorities Report Favorably on Survey Maps Already Filed.

"We will be prepared to start construction of our road into Central Oregon one week after the Government approves our survey plans," said Chief Engineer Boschke, of the Harriman lines in the Northwest yesterday.

Mr. Boschke admitted that the only question holding up this approval is the investigation now being made by Supervising Engineer E. G. Hopson, of the Reclamation Service, who has officially made request for all information and data obtained over the various routes surveyed into Central Oregon by the Harriman lines. This information is considered essential by the Government before it can pass on the Harriman application for right-of-way through public lands up the Deschutes Canyon.

From this information the Reclamation Service officials expect to arrive at a decision as to whether the Deschutes River is more valuable for the conservation of water for power purposes than for railway purposes.

Should the Reclamation Service consider that the dam is paramount, it has practically decided that Mr. Harriman will not build into Central Oregon over the Deschutes route, but will be compelled to have entirely fresh surveys made over different routes. The reason for this is stated to be that the increased cost of construction of a high line over a water-grade line would be \$54,000 at the site of the Government dam alone.

There would be additional expense involved in grading, which, taken with a 50 per cent increase in the cost of maintenance and operation, would absolutely preclude any feasibility of the Deschutes Canyon route being adopted by the Harriman engineers.

Besides the Government dam, there are several private dam sites which would further increase the height to which the line would have to be raised, but it is believed that these objections might be surmounted if the Government dam project could be overruled. The height of the proposed Government dam was to be 190 feet, and this would mean that the road along the canyon would have to be raised to at least that height to surmount it. Besides this, it is said that the dam would be the means of flooding an enormous number of water-level and close to water-level plateaus, which, in the advent of a railroad, can be made immensely valuable as fruit ranches.

Maintenance Cost Heavy. A line that was suspended from the cliffs would be far more difficult to keep in repair and maintenance and would be in constant danger from falling rocks and hazardous cliffs. The high line would involve at one point, Mr. Boschke pointed out, the grading of a cliff 600 feet in diameter at a cost alone of \$30,000.

Against the Deschutes water-grade haul the Shanko and Redmond extension would involve a grade of 9022 feet east and 325 feet west at a cost of 690 feet west. The surrounding of Hog's Pass on the Corvallis & Eastern was similarly pointed out as an absolutely impracticable feat from the railroad operator's point of view.

Unless the Government declares against the dam it would appear that quite in definite time must pass before the Harriman lines can find a gateway into Central Oregon, for the length of time taken up by the requirements of surveys over new routes will make the construction of a road more a thing of the far-distant future than of the near-present.

Water Power Available. It is confidently stated that while it will be impossible for the dam to be on the Deschutes River if the road is to be laid up the canyon, the Government need be under no fears of obtaining the required force of water for power, for this can be obtained either by building a dam low and easy to surmount, or by other methods familiar to reclamation service engineers.

That it will be impracticable to build a dam without a 20-mile stretch of railroad is another feature that must appeal to the reclamation engineers. At the point selected for the dam, 20 miles above the junction of the Deschutes River with the Columbia, no sand can be obtained for concrete, and together with heavy engineering machinery will have to be carried at least 30 miles. The difficulty of constructing even such a road as would be required is quite likely to postpone the construction for a considerable period of time.

"If the Government insist that we must build over the dam sites it will mean that we cannot build the Central Oregon road, at least not for some time, and certainly not along the easy route—the water-grade haul. We should be shut out from our most feasible route, if we had to allow for the dam being in position a mere 12 miles of our route would cost a further \$64,000 over our estimate, and together with the private schemes further up the river the cost of the road would be advanced at least \$1,000,000, making the total cost of the road \$2,000,000. Now the Government has our investment and allowing 4 per cent for operating and maintenance we would have to have an income of \$100,000. But we expect that it will be a number of years before the country is developed sufficiently to give us any return on our money, and we are willing to allow for increased cost of operation, which would make freight rates prohibitive as well as unremunerative.

"The building of a water-grade road would not destroy the possibility of developing an unlimited amount of power, by other method than that of a dam, and it would be possible without a dam to obtain as high water power as could be needed.

"The proposed dam site is inaccessible, and rock crushers and such heavy machinery would require a road to haul them there.

"All the present routes we have surveyed are not feasible if the Deschutes River grade cannot be adopted. On the Dalles-Boyd route heavy tonnage would be impossible to operate and if there is to be a dam the road would be impossible as an investment.

"I have been instructed to commence work within one week after the plans are adopted by the Government, and my energies are now directed along those lines. Within two weeks actual construction would be in operation.

Mr. Boschke seemed to be rather hopeful that the Government would meet the railroad officials, as he quite plainly intimated that it was a question of which was more necessary to Central Oregon—the Deschutes River irrigation project or the Central Oregon Railroad.

WHERE TO DINE. All the delicacies of the season at the Pease Restaurant, 306 Wash., near Fifth. Open till 10 P. M.

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Schwab Printing Co. BEST WORK. REASONABLE PRICES. 247 1/2 STARK STREET

WOULDN'T GO BACK To Old Days of Coffee Troubles. Stodious, sedentary habits are apt to cause indigestion, dyspepsia, nervous headache, etc., but often times the daily use of coffee that is at the bottom of the whole trouble, and it is surprising how coffee in these troubles disappear when coffee is dropped and well-made Postum is the daily beverage.

A No. Dak. minister writes of the real reason why he changed from coffee to Postum. He says: "I began using Postum about a year ago while stopping at the home of friends during the absence of my wife. It seemed almost providential, for during that time I got rid of coffee and its attendant ills. I used to have my attacks about every two weeks that completely used me up for a day or two at a time.

"I did not suspect coffee and was unable to account for these attacks. Since I began Postum I have had but one slight attack and the change to restored health is most acceptable.

"My wife declared on her first trip that nothing would induce her to give up coffee, but after a few careful preparations of Postum, according to directions, she was cured. She is now a superior to coffee in flavour, and now we would not change back to coffee.

"We feel we owe a debt of gratitude to Postum, which has done so much for all of us—children and older ones." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville" in paper "There's a Reason for all of us—children and older ones." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville" in paper "There's a Reason for all of us—children and older ones."

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DR. W. A. WISE President and Manager. Assisted by Dr. H. A. Huffman, Dr. A. H. Sciles, Dr. Van R. Hylers, Dr. D. S. Bomgardner, Dr. J. J. Pittenger.

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