

PORTLAND

Actual Construction of Line Up Deschutes to Begin.

HARRIMAN MAKING GOOD

Desires to Show Government He Will Rush Work as Fast as Maps of Project Are Approved by Interior Department.

According to J. P. O'Brien, general manager of the Harriman line in the Northwest, a large number of men with forwarding equipment have already been forwarded to the Deschutes River, and are in camp at points from the junction of the Deschutes with the Columbia to Shearer's bridge. More men will be forwarded shortly and the intention is to make use of the rights of way on the first 40 miles of the road up the canyon that have already been approved by the Government authorities.

"Our intention is to show that we are prepared to make good, and are already doing so," said Mr. O'Brien in a half-joke. "If the Government fails to pass our maps for the concluding stretches of the road we may safely be able to pass the situation up to the Interior Department, but this continual fumbling and fussing with red tape by Government departments is excessively annoying."

Contract Not Let.

A weird dream was yesterday disseminated by the Times to the effect that the contract for the miles of the Deschutes Railroad had been let to Twoby Brothers of Spokane. General Manager O'Brien emphatically denied this yesterday, saying that Twoby, at Spokane, is considered evidence that Twoby Brothers have been doing some figuring on the work and have approached subcontractors. As such work is almost invariably done on a percentage basis, the contractor possibly actually believed the larger firm had the job, or he would not risk making his plans public.

The report, ridiculous as it is considered, is valuable from one point of view. It is indicative of the fact that by railroad men that in place of Porter Brothers, of Seattle, being the owners of the rights of way and surveys of the Oregon Trunk Railroad, the rival line to the Harriman surveys up the Deschutes Canyon, these are now Messrs. Twoby.

If the owners are a contracting firm, the Harriman officials will be practically compelled to award them the contract. This appears unquestioned. It is generally conceded that the Harriman officials that the Oregon Trunk surveys are in some places superior to those of the Harriman engineers. In some places the two surveys clash, the Trunk line in several cases having the advantage. Should the Department decide to approve the maps for both roads, legal proceedings appear inevitable should both roads be started.

Connections Not Arranged.

Railroad men accordingly guard the deductions that Twoby Brothers have been promised the contract for the Harriman line on the condition the Oregon Trunk surveys are given to the Harriman people, and that secure in this promise, the line has many preliminary inquiries among its sub-contractors.

A further blunder was made by the same Seattle paper when it said surveys had been made by the Harriman line to connect the Southern Pacific with the Deschutes road at Redmond. It has been repeated and was reiterated yesterday by Mr. O'Brien that the slightest plans have not yet been formulated for further construction of the road from Redmond. It is generally believed in place of connecting with the Southern Pacific the Deschutes canyon road will be content with the water grade of the Deschutes and Columbia River roads.

Approval Not to Be Delayed.

A general impression is current among Harriman officials that from private sources it has been learned the final approval of the maps will not long be delayed, as the miles of the railroad already approved are through an absolutely destitute country, and even the Southern terminus of the 40 miles now in course of preliminary work, in the initial stages thereof, is practically unproductive from a railroad point of view. It is thought Harriman officials mean to go on with necessary preliminary work, in the hope that the showing of energy will result in the rapid approval of the maps, and the consequent rushing of construction work as has been done by General Manager O'Brien.

The 40 miles of track are estimated to cost approximately \$2,000,000, and any change in the situation affecting the road will be followed by the immediate expenditure of the greater part of this amount and by the beginning of large contractor's crews to the scene of action. At present no contract has even been made or asked for for the road, the preliminary grading is being confined to the actual Harriman force. It is generally understood that no contract will be let until Mr. O'Brien has absolute control of every inch of right of way necessary for the construction of the entire road up the Deschutes River.

COLONIST FLOOD THIS WAY

Chicago Writer Declares Portland Is Getting Great Majority.

"It is absolutely unquestionable that Portland is getting by far the greatest volume of the tourist traffic that leaves the East for points in the Northwest. It is just as unquestionable that the majority of the very great majority of the colonists desirous of locating in the Northwest makes Oregon its destination."

With an enthusiasm he said was fully justified by the conditions, S. Glen Andrus, railroad editor of the Chicago Record-Herald, had the foregoing to say of the impressions gathered of the traffic to Oregon. Mr. Andrus is thoroughly conversant with railroad conditions and has means of access to statistics that enable him to prove his case.

The moment railroads were mentioned, Mr. Andrus said all at once. "I tell you," he insisted, "that despite what anyone may say, the Hill-Harriman pact will be an enormous service to Portland. This continual influx of grain and agricultural products as a resource for any city is enough to make it great, and that is what the agreement means to Portland. The Harriman lines are deeply interested in Portland, more so than any other city in the Northwest, to subscribe to any agreement that would not primarily benefit Portland and the city's interests. The interests of a railroad lie with helping more and more the cities which they are interested, that is precisely the case here."

Mr. Andrus said he believed strong adverse influences were being brought on departmental officials with regard to the hold-up of the Deschutes railroad plans. "I understand the Portland reclamation officials advised the granting of the maps

and said the needs of the country for a railroad were far greater than their need for reclamation," he said. "When Portland realizes that strong pressure must be launched at the department holding up the maps, the whole matter will be hurried through. Of the country thus developed the benefits derived to Portland, it is unnecessary for me to remark. As a railroad terminus this city is easily the leader of all cities on the Coast. People in other cities realize this far more fully than business men here appear to. They are fighting against the overwhelming influence this city is presenting. There can be but one really great city; that city will be Portland. Other Northwest cities will rank high, but their ranking will not be that of this city, port and railroad center."

Mr. Andrus left yesterday for Seattle. He was accompanied by his wife and Miss Lina Brady. J. C. Stubbs, traffic manager of the Harriman lines, placed his automobile at Mr. Andrus' disposal while the latter was in Portland.

FOUR BRIDGES TO BE BUILT

Streetcar Company Will Span Big Cut on Peninsula.

Plans for four bridges across the railroad cut on the Peninsula have been accepted and the bridges will be built. The fourth bridge is the largest and most important, built from the Columbia boulevard west from the depot to point opposite Walker street, near Mealy Junction. Work has been started on the bridge and street bridge, a gang of men being at work excavating for the piers.

The St. John carline will use this bridge. At present the cars use a temporary street bridge over the railroad cut, 70 feet wide and will be made one of the important thoroughfares on the Peninsula. All these bridges will be of steel construction will open up the Peninsula and do away with the disadvantage of the railroad cut.

SELLING BEER, CHARGE

ICE-MAN ACCUSED OF DISPENSING LIQUOR.

W. A. Schooling, Under Arrest on Four Counts, Alleges Local Option Law Inoperative.

If the contention of W. A. Schooling, a Kern, Pa. resident in the Astoria district, which is a "dry" territory, is sustained in court, Oregon's local option law, it is thought, will be crippled to such an extent that its future operations will be a farce. Schooling was arrested yesterday charging in four separate complaints with selling liquor in "dry" territory. He conducts an ice-depot and contends he is only the agent of the Mount Hood Brewing Company and takes orders from the office of Constable Vagstad and that he is not, therefore, amenable to the prohibition law now operative in that district.

Schooling was placed in custody yesterday afternoon, following an investigation which has been conducted for the past week by the District Attorney's office and Constable Vagstad and Deputy Kiernan and McCulloch. He was forced to give bail in the sum of \$1000.

John A. Jeffrey was retained by him as counsel and the preliminary examination set for this afternoon at 2 o'clock in Justice Court.

Kern Park recently voted to annex itself to the city of Portland, and Schooling instituted a suit in the Circuit Court restraining the formal annexation temporarily on a technicality. The hearing on the permanent injunction was held shortly. It is said by neighbors that Schooling opposes the annexation because he fears the city will have the police, who will then have the jurisdiction of the territory, will interfere with his business.

Just what will be Schooling's excuse or rebuttal of the charge that he sold beer in bottles to minors, is not known. This one of the complaints against him. Robert Lawrence, a 12-year-old boy, who was subpoenaed by the District Attorney's office, testified that he and W. S. Stinson, to Schooling's icehouse and bought beer. In this case he will not set up his contention that he acted as the agent of the brewery.

CHINA INVITES PORTLAND

Chamber of Commerce Will Send Delegates to Shanghai.

China's increasing importance in the field of Pacific Coast commerce was given further recognition yesterday when the Chamber of Commerce trustees at their meeting accepted the invitation of the Shanghai Chamber of Commerce to visit China in February, 1927. This invitation, which is the first of the kind to be sent out from the Pacific Coast, was extended to the local Chambers of Commerce of the Pacific Coast. The chambers of San Francisco and Seattle have already accepted the invitation of being represented on the coming visit, and when the acceptance of all the chambers have been received, the delegates will be sent to the Shanghai Chamber of Commerce.

The importance of this visit is indicated from the fact that the Department of State and Department of Commerce and Labor at Washington have expressed their desire that the invitation be accepted. The representatives of the various chambers will leave San Francisco for China next week, and the visit is expected to have a profound influence upon the future trade relations between the United States and the United States has never been so friendly as at the present time, owing to the remission by this Government of the Boxer indemnity.

The Portland Chamber has also received an invitation from the Grangeville (Idaho) Commercial Club to send representatives to the celebration of the entrance of the Northern Pacific Railroad into the city of Grangeville. The celebration was completed last December, but owing to the inclement weather no formal recognition of the event could be made. The Grangeville Chamber has offered Portland territory, an effort will be made to have a large delegation of Portland business men attend the celebration.

The following individuals and firms were yesterday added to the Chamber's membership roll: Malcolm Dobie, Otto Harkness, Robert Stettin, Dabir and Company, Robert Skeen Electrical Works, Wells Gilbert, Shepard & Hardy.

Cherry-Pickers' Room Robbed.

The police are investigating a room robbery at the Elton Hotel, corner of Sixth and Davis streets. Gottfried Baber and Gottfried Inschmidt rented a room there on Thursday last and leaving their possessions in the room under lock and key, went to Oswego to pick cherries. They returned yesterday at 6 P. M. and found the door to their room unlocked, their two suitcases broken open and the contents scattered about the room. One automatic Colt's revolver, one Winchester rifle and some articles of small value were taken.

Fair Electrician Dies.

SEATTLE, July 6.—Frank E. Link, of Eau Claire, Wis., chief electrician of the Alaska-Yukon-Pacific Exposition, died last night of peritonitis, aged 35 years.

CAMP ORDER OUT

Adj.-Gen. Finzer Sends Fourth Regiment to Clackamas.

WILL CAMP WITH REGULARS

Southern Oregon Guardsmen to Go Under Canvas at Rifle Range Near Portland on July 24 for Eight Days.

General orders covering the annual field instructions of the Fourth Oregon Infantry were issued yesterday from the headquarters of Adjutant-General Finzer. The orders direct that the Southern Oregon regiment proceed to the rifle range at Clackamas Station July 24, shortly after the withdrawal of the Third Regiment, which goes into camp next Monday.

Company G, First United States Infantry, and a machine gun detachment from Vancouver Barracks will remain for the Fourth Infantry camp, maneuvering with the regiment and participating generally in the field exercises.

Colonel George O. Yorlan, of Eugene, was in Portland yesterday and reported to the Adjutant-General that the companies of the regiment are stationed at Eugene, Roseburg, Ashland, Cottage Grove, McMinnville, Dallas and Ashland. An attendance of about 85 per cent of the total strength is anticipated. The orders issued by General Finzer follow:

Headquarters, Oregon National Guard, Adjutant-General's Office, Portland, Ore., July 6, 1926.

1. The Fourth Infantry, O. N. G., and Hospital Detachment, will camp near Clackamas, July 24 to July 30, 1926. The expense incurred is necessary to the military service.

2. The several subdivisions of the Fourth Infantry will leave their home stations en route to Clackamas, Ore., as follows:

Headquarters, Co. A, C and Hospital Detachment, train No. 14, 5:30 o'clock, A. M., July 24.

Co. B, train No. 20, 7:15 A. M., July 24.

Co. D, train No. 20, 11:10 P. M., July 24.

Co. E, train No. 14, 7:10 A. M., July 24.

Co. F, train No. 14, 7:10 A. M., July 24.

Co. H, train No. 14, 6:30 A. M., July 24.

Co. I and H will, upon their arrival at Portland, take the train No. 17, which will leave the Union Depot at 4:10 P. M., July 24.

3. The Quartermaster Department will furnish the necessary transportation; the Subsistence Department the necessary subsistence and the Surgeon-General the necessary medical supplies.

4. The following are ordered as follows: One for each mounted officer.

5. A per diem of one dollar and fifty cents per month will be allowed each mounted officer.

6. Camp equipage will be furnished by the Quartermaster Department at Clackamas. The Inspector-General will muster and inspect the Fourth Infantry as such time as may be arranged with its commanding officer. The expense incurred is necessary to the military service.

7. In accordance with instruction from the Chief, Division of Military Affairs, the Fourth Infantry will be inspected by a camp by an officer of the Regular Army.

8. The Regimental Commander is charged with all details for the execution of this order not herein provided for, and will issue such orders as may be necessary.

9. No expense will be incurred nor authorized by this order or directed from these headquarters.

X-RAY PHOTOS SHOWN

FORM EXHIBIT IN MISS ANDERSON'S DAMAGE SUIT.

Under a time charter to the Associated Oil Company, the steamship Catania, Captain Canty, will begin regular service between Portland and San Francisco, July 15. The Catania will make eight trips a month, and will be replaced by the ship Catania, which has been chartered to take the place of the wrecked barge Roderick Dhu.

San Francisco has recently been extended to the port of Portland, and is equipped with new boilers and has been docked for cleaning and painting. The steamship W. S. Porter, of the same company, is due to arrive in Portland July 12.

Europe to Vancouver 35 Days.

VANCOUVER, B. C., July 6.—(Special.)—With the next trip to this port of the steamer Lonsdale, Canadian-American line, which will be brought from any point in Europe to Vancouver via the Tehuantepec route in Mexico.

Young Woman Wants \$20,000 for Injuries Received by Stepping Through Astoria Wharf.

The thigh bone of a skeleton, several X-ray photographs and a large number of other photographs are interesting exhibits in the damage suit of Miss Annie Anderson against the City of Astoria, now on trial in the Federal Court.

Miss Anderson, while on her way to see the Astoria regatta in September, 1925, stepped into a hole on the Pier wharf and broke her left thigh at the socket. The injury, it is said, is a permanent one. She is asking \$20,000 damages on the theory that the defective plank was on one of Astoria's streets.

The X-ray photographs show the condition of the broken bone in January, 1926, and the thigh bone of the skeleton is used to illustrate the seriousness of the accident. The other photographs are of the wharf. The defense of the city, the authority of the city over the street in question, as well as the existence of the defect in the wharf at the time of the accident.

City officers and former city officers were called by the defense yesterday in the effort to prove that the City of Astoria had never claimed as a city street that portion of the dock where Miss Anderson fell. Evidence was also introduced in the effort to prove that Captain George Flavel had contended that there was a street there, it being the contention of the defense that Flavel acquired title to the wharf by adverse possession for more than ten years.

The matter of the duty of the city to maintain barriers leading to the wharf at the points where it is crossed by the tracks of the Astoria & Columbia River railroad is another point in issue.

The case has been on trial since last Thursday and yesterday the taking of testimony was completed. Arguments will be made today and the case will go to the jury this afternoon.

NEW MAN FOR CHINA FIELD

Mr. and Mrs. Dwight Kellogg Appointed by Congregational Board.

Mr. and Mrs. Dwight Kellogg, married within the past week, and both graduates from the Bangor Theological Seminary in the 1924 class, have been appointed by the American Board to take charge of the Congregational mission and education work in China, and will be given a big reception soon by Portland Congregationalists. Mr. Kellogg is also a graduate of Yale and Mrs. Kellogg of Bryn Mawr. After arriving in Portland they will go to Foo Chow, China, where they will be given charge of 100 native pastors and a college of about 300 students.

George W. Hinman, who has been in charge of the work at Foo Chow for ten years, is returning to America on a furlough. The American Board thought of Mr. Hinman to return on account of his failing health and his long and faithful service. On account of the great amount of work, it has been decided to place two workers in charge at Foo Chow, and Mr. and Mrs. Kellogg have been appointed to the positions.

Tacoma Marine News.

TACOMA, July 6.—Steamer Edith shifted to Seattle today. The steamer President is due in port tonight with general freight. The steamer Scaporia returned from a fishing cruise today. The steamer Capitano arrived in port early today to load lumber. The

That Lame Back Means Kidney Disease

And To Relieve The Lame And Aching Back, You Must First Relieve The Kidneys

There is no question about that as all — for the lame and aching back is caused by a diseased condition of the kidneys and bladder. It is only common sense, any way — that you must cure a condition by removing the cause of the condition. And lame and aching back are not by any means the only symptoms of derangement of the kidneys and bladder. There are a multitude of well-known and unmistakable indications of a more or less dangerous condition. Some of these are, for instance: extreme and unnatural lassitude and weariness, nervous irritability, heart irregularity, "nerves on edge," sleeplessness and inability to secure rest, scalding sensation and sediment in the urine, inflammation of the bladder and passages etc.

These symptoms are, as stated, Nature's unerring and unmistakable warning of more desperate and fatal conditions that may soon result, unless you value your health — your peace of mind and comfort of body — do not neglect these symptoms. Some of the most dangerous complications known to do just exactly what is claimed for them. As an illustration, Mr. David Bugh of Gasconade, Mo., states: "Your Kidney and Bladder Pills have done wonders, when I had Bright's Disease, and diabetes in the worst form."

E. C. DeWitt & Co., Chicago, Ill., want every man and woman who have the least suspicion that they are afflicted with kidney and bladder diseases to at once write them, and a trial box of these Pills will be sent free by return mail postpaid. Do it to-day.

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That Lame Back Means Kidney Disease

And To Relieve The Lame And Aching Back, You Must First Relieve The Kidneys

There is no question about that as all — for the lame and aching back is caused by a diseased condition of the kidneys and bladder. It is only common sense, any way — that you must cure a condition by removing the cause of the condition. And lame and aching back are not by any means the only symptoms of derangement of the kidneys and bladder. There are a multitude of well-known and unmistakable indications of a more or less dangerous condition. Some of these are, for instance: extreme and unnatural lassitude and weariness, nervous irritability, heart irregularity, "nerves on edge," sleeplessness and inability to secure rest, scalding sensation and sediment in the urine, inflammation of the bladder and passages etc.

These symptoms are, as stated, Nature's unerring and unmistakable warning of more desperate and fatal conditions that may soon result, unless you value your health — your peace of mind and comfort of body — do not neglect these symptoms. Some of the most dangerous complications known to do just exactly what is claimed for them. As an illustration, Mr. David Bugh of Gasconade, Mo., states: "Your Kidney and Bladder Pills have done wonders, when I had Bright's Disease, and diabetes in the worst form."

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