

PORTERS TO BUILD ON TO PORTLAND?

Contractors Say Within 30 Days Surveyors Will Be at Work.

INJUNCTIONS ARE OBEYED

Peace Reigns on Scene of Battle, Though Both Sides Are Busy Rushing in Men and Supplies. Activity in Southern Oregon.

(Continued From First Page.) asserted, have already been over the ground and are convinced there is room for another railway on that side of the river. It is asserted there are only four difficult points, and the difficulties there can be overcome.

If this announced intention further to invade the Harriman field on the south bank of the Columbia is sincere, it would seem to eliminate the Hill interests from the presumed position of backers of the Oregon Trunk line. If Hill is behind Porter Bros., the feasible connection from the Deschutes mouth is by a bridge across the Columbia, gaining access thereby to the North Bank road.

Are Porters Bluffing? As the showing of activity by the Oregon Trunk line increases along the Deschutes Canyon, interest is increasing throughout the entire territory as to the intention of its promoters.

While there are several elements that indicate that the Oregon Trunk is executing a bluff, it is being admitted as time progresses that if so it is a colossal one. Inactivity at points where there are no conflicts and delay in letting sub-contracts are pointed to as particulars that indicate a lack of sincerity in the declaration that the Oregon Trunk is in the field actually to build a railroad.

Oregon Trunk Independent. The Oregon Trunk line, however, is alleged to be an independent line, and students of the situation are prone to believe that, while Central Oregon presents an almost boundless field for development, Harriman is so strongly bent upon there that capital would be loath to back an independent enterprise.

Harriman Plans Extensive. There is a distinct divide in Central Oregon. Harriman's plans provide not only for the construction of 100 miles of the Deschutes Railroad, but also for the construction of an extension to a point on the Klamath Falls-Nixon line, now under construction, and the construction of a road east and west across Oregon, which will probably be an extension from the present branch now terminating at Ontario to a point on the Deschutes or Klamath roads.

Activity in Southern Oregon. An independent line with one outlet cannot hope to compete successfully against such a combination unless it also plans other extensions. Were Hill backing the project, it is declared by those who understand the topography of Oregon, he would hardly choose the Deschutes route to get into California, but would build on the western side of the range.

On the other hand, there is a mysterious railroad activity in Southern Oregon in the vicinity of Lakeview. The Nevada, California & Oregon Railroad, now operating a short line in Northern California, has declared its intention to extend into Central Oregon.

The Oregon Valley Land Company in Lake County is also building what purports to be an automobile road, covering a considerable distance, and reports that there are that the "auto" road bears all the appearance of a railroad grade. There is some speculation as to the probability of an identity of interests between the Southern Oregon and the Oregon Trunk activities.

Activities Are Increasing. Harriman operations along the Deschutes road are growing in volume every day. Three carloads of laborers and a carload of horses came from Portland today. Most of the men were sent on to Shaniko for work above the post, where Porter Bros. are also rushing in men and equipment and where survey conflict and disputes are arising over rights on lands controlling access to the canyon.

Farmers Want Competition. In spite of the statements of Porter Bros. that they are acting independ-

SCENES WHICH ACCOMPANIED CLASH BETWEEN HARRIMAN AND PORTER FORCES ON DESCHUTES



TONY SCARPELLI READING WARRANT FOR ARREST



BREAK-UP OF PORTER BROS. CAMP AT GURTZ BENCH



SHERIFF FREEMAN ARRESTING HARRY CARLETON, PORTER BROS. FOREMAN ON CHARGE OF RIOT

ently, the communities in the vicinity of the Deschutes Canyon almost invariably refer to the present fight for right of way as a Hill-Harriman contest. It cannot be denied that among the farmers and shippers the preponderance of sympathy is with Porter Bros. This is because the people want competition, in the belief that it will give them better freight and passenger rates. The Columbia Southern, the Harriman branch from Riggs to Shaniko, paralleling the Deschutes on the east for 20 miles, charges 4 cents per mile passenger fare and the freight rates, say the farmers, are correspondingly high.

Whether competition in the canyon would really give them any relief is by no means assured. As heretofore pointed out, the wheat lands of this section are located on a plateau at an elevation of 2200 feet. The Deschutes Railroad will be at an elevation of not to exceed 500 feet in this vicinity. There is a general rise to the bluffs that overlook the Deschutes River, whence there is a precipitous drop of from 1500 to 2000 feet to the railroad grades.

Moro Ories for Railroad. There would have to be very marked differences in railroad rates to justify hauling wheat from this district into the Deschutes Canyon. The district around Moro would be more likely to benefit than any other, for the canyon can be reached by a haul of about six miles down what is known as the Harris grade. In early days vast quantities of wool were hauled out of Central Oregon over the Harris grade across the Deschutes to The Dalles. Harriman sub-contractors are now repairing the grade and the bridges, the county supplying the material and the contractors the labor.

The road will be used for getting equipment and supplies into the canyon. In Moro the desire for competitive railroad transportation is probably more pronounced than at any other point in Sheehy county. At Deming, a small town 15 miles from here, the last of the supplies were laid in and the members of the party taken on to the end of the wagon road, where they left the automobile. On foot they made their way over an easy trail to the temporary camp where they are spending the night.

They were met at Deming by C. A. Sholes, chairman of the outfit committee, who has made arrangements for the permanent camp at the Meadows. This is a point at an altitude of some 500 feet and lies on a level bench near the snow line of the lofty mountain. The climbers expect to reach the permanent camp by tomorrow night. The remainder of the week will be put in with side trips and exploring expeditions sent out from the permanent camp.

Women's, Misses' and Children's Wearing Apparel TULL & GIBBS, Inc. Complete Housefurnishers Store Opens 8:30 Closes at 5:30

Season Clearance of Refrigerators—Sale of Sample Go-Carts

Selling a Sample Line of Wash Skirts—All are new and interestingly priced. A goodly assortment of clean-cut and cleverly-tailored styles in these easy-to-laundry garments. The materials are linens, linesses and repps and the models are those with deep, full flare and trimmed with French folds. Others with one and two rows of large pearl buttons down the front. Also those more elaborately trimmed with insertion and embroidery. Blue, natural and white are the colors. Your Summer wardrobe is not complete without one of these. We have priced them \$3.50 to \$10 right

Sale of Wool Skirts Splendid Savings are also offered in these \$5.95, \$6.50 and \$6.95 Skirts—marked \$4.75 \$7.50, \$8.50 and \$10.00 Skirts—marked \$6.75 \$12.50, \$13.50 and \$14.50 Skirts—marked \$8.75 \$15.00, \$16.50 and \$17.50 Skirts—marked \$10.75 \$18.50 and \$20.00 Skirts—marked \$13.75

Midsummer Clearance of Tailored Wool Suits for Women, Misses and Little Women—Regular values from \$15 to \$50 Suits—Regular Vals. from \$25 to \$200 Tailored Wash Suits are also half priced \$ 6.00 SUITS at \$3.00 \$10.00 SUITS at \$ 5.00 \$ 15.00 SUITS at \$ 7.50 \$22.50 SUITS at \$11.25 \$25.00 SUITS at \$12.50 \$35.00 SUITS at \$17.50

Algerian Rugs They are the most artistic and practical for the porch and will withstand weather and hold their color. Note how they are priced—marked in today's and tomorrow's sale. Several sizes, too. 6 ft.x9 ft.—reg. \$14.—\$10.50 4 ft.x7 ft.—reg. \$7.50—\$5.75 3 ft.x12 ft.—reg. \$9.00—\$7.50 3 ft.x6 ft.—reg. \$4.50—\$3.25 Braided Grass Rugs—4 ft.x12 ft.—reg. \$7.50, for \$4.50 Also a lot of coacoat-matting remnants that make excellent porch runners from 25c to \$1.50.

Sale of Center Tables Nine patterns—in the golden oak and mahogany finish—most of them being samples which we desire to close out—will be underpriced for two days—today and tomorrow. \$5.50 Table in mahogany finish—at \$3.95 \$6.00 Table in mahogany finish—at \$4.25 \$6.00 Table in mahogany finish—at \$4.35 \$10.00 Table in mahogany finish—at \$6.75 \$8.50 Table in golden oak—at \$6.75 \$10.50 Table in golden oak—at \$7.75 \$10.75 Table in golden oak—at \$7.85 \$13.25 Table in golden oak—at \$8.75 \$15.00 Table in golden oak—at \$9.45

Bargains in New Glassware—THE COLONIAL PATTERN There is nothing better or more serviceable and as artistic as this new and inexpensive pattern. The following specials should induce you to see it. Today and tomorrow in the Basement Crockery Section. Olive Trays—special at, each...15c 9-inch Berry Bowls—special at, each...40c Pickle Trays—special at, each...20c Syrup Pitchers—special at, each...50c Creamers—special at, each...20c Water Bottles—special at, each...50c 8-inch Berry Bowls—special at, each...30c Ice Jugs—special at, each...60c Celery Trays—special at, each...30c 4 1/2-inch Fruit Dishes—special at, doz...75c Salt and Pepper Shakers—special, pair 30c Tea Sets—special at, set...\$1.00 Goblets—special at, doz...\$1.25

MARSHAL GIVEN THRUST conveying them to the police station, one of the Slavonians, he of the barber shop incident, drew a knife, and watching his chance, plunged it in the breast of the Marshal. As the latter staggered from the blow, both Slavonians broke away, running in different directions. The little barber, who was following, with the object of acting as a witness, took up the chase after one of them, while the marshal, regaining his self possession, drew his revolver and commenced firing at the other fugitive. In the first shot he winged him, and following up came face to face with him.

DISPUTE OVER PRICE OF SHAVE LEADS TO STABBING. James M. Shoup, of Juneau, in Protecting Barber From Slavs, Gets Severe Knife Wound. VICTORIA, B. C., Aug. 4.—(Special).—A dramatic story of the stabbing of a United States Marshal, James M. Shoup, and the slaying of his assailant, a Slavonian by the wounded man, has reached here in advices from Alaska. One day recently a tall, swarthy Slavonian entered a barber's shop in Juneau and asked the price of a shave. He was informed it would cost him six bits. After haggling for a while he left the shop without being shaved. The following day he met the barber, an insignificant looking man, in the street and at once assaulted him. Another tall Slavonian rushed forward and attempted to separate the fighters. About this time Marshal Shoup appeared on the scene. A big, brawny Irishman, he had no difficulty in bringing the affray to an end, and he promptly arrested the two foreigners, both of whom he thought were assaulting the little man. As he was

Old Home to Be Repainted. OREGON CITY, Or., Aug. 4.—(Special).—At a meeting of the directors of the McLaughlin Memorial Association today a contract for the repainting of the McLaughlin home was let. The work of renovation will be complete within a few weeks, and it is expected that the building where Dr. John McLaughlin lived will be formally opened with appropriate ceremonies early in September.

Road Meeting on Saturday. OREGON CITY, Or., Aug. 4.—(Special).—The farmers of Washington and Clackamas Counties living near Tualatin will hold a good road convention next Saturday, with a barbecue, and George C. Brownell has been invited to deliver an address. The affair will open in the morning and will last all day.

Prune Drier Is Burned. VANCOUVER, Wash., Aug. 4.—(Special).—About 2 o'clock yesterday morning fire destroyed a prune drier, and 60 cords of wood, both the property of the Melvin Bros. at Felida. The total loss will be at least \$300, with no insurance. It is thought the fire caught from a lighted cigar or match.

CAMP NEAR BAKER Mazamas Ready for Rough Trail Up Mountain.

stitute in its place a much broader one. Protests may be filed against the new resolution up to August 31. In the new resolution the area to be paved is increased to 15 blocks, bituminous and asphaltum are also to be considered for use.

FALL IN WATER IS FATAL Jack Johnson, Ginnetter, Drowns Near Knappa.

ASTORIA, Or., Aug. 4.—(Special).—Jack Johnson, a ginnetter, employed by J. G. Weiler, of Brookfield, was drowned late last night in Brownsport Slough, near Knappa. He was returning from making a drift, and as the boat-puller, Howard Thiry, was lowering the sail, Johnson fell overboard. When seen he was several yards from the boat, being carried away by the strong ebb tide. Thiry immediately jumped into the water, but was unable to reach the man before he sank, and the body has not been recovered.

Tillamook Line Surveyed. TILLAMOOK, Or., Aug. 4.—(Special).—The surveying crew which has been working over the mountains down the Wilson River reached this city today, thus completing the survey for the United Railways' line into Tillamook County. It is supposed this is the road which will give the county first railroad connections with Portland.

Chronicle Installs Linotype. CENTRALIA, Wash., Aug. 4.—(Special).—The new Mergenthaler Linotype machine recently purchased by the Centralia Daily Chronicle has been put in place and did its first work here yesterday. Miss Leora Woods and Miss Jennie Ramstadt, of the regular force, will have charge of the machine.

Big Flume Contract Let. EUGENE, Or., Aug. 4.—(Special).—Shelley & Moore have received the contract from the city for the construction of the 800 feet of flume from the city power plant. The flume will be 10 feet wide and 7 feet deep, and the contract price will be \$5048.

Commission at Hood River. SALEM, Or., Aug. 4.—(Special).—On August 15 the State Railroad Commission will hold a session at Hood River to hear testimony in the complaint of the Bridal Veil Lumber Company vs. the Mount Hood Railway Company regarding alleged unfair lumber rates.

Pay-as-You-Enter Cars in South. LOS ANGELES, Aug. 4.—This city is to try the pay-as-you-enter streetcars. The Los Angeles Railway Company announced today that one of the style of cars is in course of construction at the company's plant and would be tried out

Notes Put in River Too Soon. ASTORIA, Or., Aug. 4.—(Special).—While patrolling the river on Sunday afternoon, Deputy Fish Warden Rathbun caught two gillnetters placing their nets in the water 15 minutes before 6 o'clock, the time fixed by law. The men's names were taken and complaints will be filed against them in the Justice Court.

Kelso Wants More Paving. KELSO, Wash., Aug. 4.—(Special).—At a special meeting last night, at which were present Mr. Shannon, of the Warren Construction Company of Portland, and Mr. Allen, City Engineer of Chehalis, the City Council decided to withdraw the present resolution relative to paving of streets and sub-