

### 62-HOUR SCHEDULE FOR PASSENGERS ONLY

#### Fast Chicago-Seattle Train Not to Carry Passengers, Railroad Men Say.

### PORTLAND HAS ADVANTAGE

#### This City Two Hours Nearer Chicago by Hill Lines Than Sound Metropolis—Railroad Men Interpret Announcement.

The proposal by the Hill roads to the Postoffice Department to put on a 62-hour Chicago-Seattle train, as announced in yesterday's dispatches, has looked upon among the Harriman railroad officials in Portland as a bid only for the Government's postal business. Whether a special war for passenger traffic will follow is purely speculative, but it is declared that a train carrying a sufficient number of cars to accommodate passengers and making any stops of consequence could not maintain the proposed schedule.

The fast trains on the Harriman and Hill lines between Chicago and Seattle now have a running schedule of 71 hours. The proposed fast mail train, if put in service, would therefore reduce the running time nine hours. This reduction is so great that it is inferred that the proposal is to establish trains carrying mail only.

Whether the Harriman lines will enter into a speed contest for the through-mail contracts depends, it appears from the discussion of the subject by railroad men, upon the cost of maintaining such a schedule and putting in service of a distinctly mail train.

That the Hill roads would also seek to secure a fast mail contract for Portland as well as Seattle is practically conceded. The running time between Spokane and Portland over the North Bank is now two hours less than the running time of the North Coast Limited over the Northern Pacific between Spokane and Seattle.

Connections by the fast-mail train at Spokane with either of the North Bank trains would save several hours over the present method of carrying mails on the through passenger trains.

The Hill roads are therefore in a position to bid for the postal business for Portland as well as Seattle.

General Manager O'Brien, of the Harriman lines in Oregon, yesterday said he had no information on the subject whatever.

"I do not believe we will enter into any speed war," he said. "We have all we can do to take care of the business offered the road at present."

In the passenger department of the Harriman roads attention is being directed to a general speed war by attempting to operate trains on a 62-hour schedule by discarding such a schedule for anything but a distinctly mail train was declared impossible.

### WORKING FOR NEW RAILROAD

#### Farmers Want Electric Line East of Present Oregon City Road.

The Milwaukee Commercial Club has a committee out working up sentiment in favor of an extension of the Portland Railway, Light & Power Company from a point on the Green River to the present station on Oregon City. Pagot & Barnes, of Portland, who recently purchased a 20-acre tract at Milwaukee from Mrs. M. D. Reed, are pushing the project and are here in the afternoon behind it as well. For a number of years the farmers east of the Southern Pacific railroad have endeavored to secure an electric railway, and tried to have the electric line built through that district. They have offered strong inducements for an electric railway between Portland and Oregon City and the electric line, it is a very rich district. C. F. Swigert, formerly connected with the Portland street railway system, by request of the citizens, went to the State to see the road with a committee of farmers, and he admitted that the route was not only feasible, but would pay.

C. F. Clark, now living at 605 East Ash street, who has lived near Clackamas, where he still owns a large farm, says that he will give the right-of-way through his farm, and will assist in securing right-of-way from other farmers of that district. Mr. Clark has been the moving spirit in the effort to secure an electric railway for this territory for the past five years. Statistics were collected under his direction, which show that an electric railway there will have enough freight and passenger traffic to make the investment pay from the time it starts operation. A complete canvass was made between East Milwaukie to Gladstone by committee composed of the association farmers.

The road will pass, if constructed, through a territory not touched by an electric railway, and also will touch the rich range recently purchased by the Oregon National Guard by the state, and where annual encampments will be held. It will require about 10 miles of track between the Etzschka branch at Kerpigan station and the outskirts of Oregon City.

### CARS TO RUN IN TWO WEEKS

#### New Electric Line to Kenton is Almost Completed.

Good progress is being made on the new electric railway which starts at Killingsworth avenue, on Albina avenue, and is being built toward Kenton. The new town on the Peninsula here, the operatives from the Swift plant and other concerns on the Peninsula will live. It is announced that the rails will be laid to Kenton, connected with the railway already built from Kenton to the Swift plant, so that the first car may run over the new line by September 15.

Work on this extension is being crowded forward as rapidly as possible in order to complete the line to Kenton. Continuation of the line from Kenton to a junction with the St. John car line at East St. John is asked by citizens of the Peninsula. Owing to the fact that several members of the committee have been out of the city for the past few weeks the matter has been held in abeyance. W. J. Peddiger, chairman of the committee, said yesterday that the matter of extending the line down the Peninsula would be taken up with President Josselyn as soon as all the members of the committee have returned from their vacations. As will require only about two miles of new track from Kenton to complete the new line along the north side of the Peninsula, Mr. Peddiger feels assured that it will be built.

### Portlanders Buy Weston Bonds.

WESTON, Or., Sept. 1.—Four bids

were received for Weston's bond issue of \$25,000, unanimously voted at a special election August 4. The tender of Morris Bros., of Portland, Or., was accepted last evening at a special meeting of the Council. Morris Bros. take the entire issue at par. The new bond, mature in 15 years, and bear interest at the rate of 5 1/2 per cent annually. Morris Bros. agree to bear the expense incident to floating the bonds.

### EMPTIES GUN AT PROWLER

#### Sergeant Kiellen Detects Supposed Burglar at Fifth and Harrison.

Two pistol shots fired by Sergeant of Police Kiellen at a supposed burglar aroused the residents in the neighborhood of Fifth and Harrison streets at 4 o'clock yesterday morning. The shots were fired by the officer in an attempt to stop the man whom he had discovered acting in a suspicious manner, but who eluded the bluecoat by making his escape on a bicycle which he had secreted nearby. The suspect did not get away until after Sergeant Kiellen had chased him four blocks. It is believed that the presence of the officer prevented a housebreaking. The man was seen by Sergeant Kiellen hiding near a residence at this corner. When the sergeant accosted him, demanding to know his name and business, the prowler fled. In the middle of the next block he mounted a bicycle which awaited him there and then easily outdistanced his pursuer. He was apparently oblivious of the shots fired after him.

### PERSONAL MENTION.

Dr. Philip Smith, a distinguished New York City physician, is a Cornelius guest.

D. E. Deuel, a prominent irrigation promoter of Mountain Home, Idaho, is at the Oregon.

Dr. and Mrs. P. F. McMudro and daughter of Yacolt, Wash., are guests at the Perkins.

Dr. H. K. Stockwell, a leading physician of Seattle, is among yesterday's arrivals at the Imperial.

Among the arrivals at the Cornelius yesterday were Rev. and Mrs. Homer Gallagher, of San Diego, Cal.

Walter E. Johnson, a well-known Spokane capitalist, arrived in town yesterday and is staying at the Oregon.

Mrs. J. A. Fulton and Miss Madge Fulton, of Astoria, are here on a shopping tour. They are staying at the Portland.

Mr. and Mrs. C. B. Moore, of this city, have returned from Newport, Or., where they spent several weeks in their seaside cottage.

Dr. Benjamin Young, pastor of First Methodist Church, this city, has returned from his summer vacation and will be in his pulpit next Sunday.

Mr. and Mrs. Paul M. French and daughter, of The Dalles, are at the Portland. Mr. French is a member of the Grand Opera Company of French & Co.

John Chester Bielo, who was in a critical condition from appendicitis and was operated on at the Good Samaritan Hospital Sunday, is in a fair way to recovery.

Mrs. C. B. Cooper, sister of W. H. Mall and daughter Grace, who had been spending the summer with Mr. Mall, left yesterday for their home in St. Paul, Minn.

Mr. and Mrs. A. C. Lovelkin, children and maid, of Riverside, Cal., were among yesterday's arrivals at the Seward. Mr. Lovelkin is a prominent capitalist of the California town.

Captain E. V. Borden, of Engine Company No. 11, and wife have returned from Rowe, Or., near Mount Hood, where they have returned from their duties at the engine house.

Miss. Norell, the distinguished grand opera prima donna, is at the Portland awaiting the arrival of the International Grand Opera Company, with which she will appear at the Bungalow next week.

W. J. Fullam left yesterday in his automobile for Mount Hood to bring home his wife, who had been staying at Rhododendron Tavern. Dr. B. H. Parker will return with Mr. Fullam, who will come back today.

Mrs. J. F. Forbis and maid, Miss Marjorie Forbis and John F. Forbis, Jr., and Robert Forbis, of Butte, registered at the Cornelius yesterday. J. F. Forbis, Sr., husband and father of the party, is a prominent banker of the Montana city.

William DeVany, of Montaville, is spending the month at Yockakina Villa, near Welch's Camp, on the Mount Hood wagon road, where he is erecting a cedar log house for his summer home. He will be ready for occupancy about the middle of October.

CHICAGO, Sept. 1.—(Special.)—Northwest people at hotels: From Portland, Rowa, at the Stratford; A. C. McCord, at the Lexington.

A chance of a lifetime to get the best farm in all Idaho, 25,000 of Idaho's choicest acres to be sold under the great Carey act at Milner, Idaho, September 20, at 10 o'clock. Land is located in Cassia County, in the famous Goose Creek Valley. Write for booklet. Address the Twin Falls Oakley Land & Water Company.

### THREE MEMBERS UNITED STATES SENATE COMMITTEE ON IRRIGATION NOW IN PORTLAND

Francis E. Warren, of Wyoming. Wesley L. Jones, of Washington. George E. Chamberlain, of Oregon.

Members of Irrigation Committee Unanimous in Opinion That the Projects in This State Should Be Expeditiously

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Administration to Decide.

"Of course the entire matter of a removal is one which is in the hands of the Administration. Personally I am not charged with any responsibility connected with it. I did not come here with the purpose of visiting Vancouver Barracks, but went out as an individual. Really my visit has no great significance with relation to the proposed change of headquarters."

Senator Chamberlain called attention to the President's wishes in cutting down expenditures, and said that when he was in Washington he talked over this very matter of making a change with the President and at that time President Taft called his attention to the reduction of the Army estimates and favored rebuilding on the present site rather than selecting a new one.

Senator Jones, of Washington, and Senator Chamberlain agreed that, as far as they were concerned, they desired no change made, and Senator Warren held that the wishes of the two Senators from the states affected must hold weight.

Senator Carter, of Montana, who acted as a disinterested party in the conference, also expressed his delight with the barracks, and stated that he favored no change, but thought Vancouver an ideal location for the headquarters.

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The entire Senatorial party visited the barracks in automobiles, drove all through the grounds and expressed themselves as delighted with the wonders of the country and the beauty of the barracks, which they declared to hold it, made the finest in the country with the expenditure of but little money.

The party arrived in Portland at 7 o'clock in the morning. Mr. Borden, of the Portland Hotel for breakfast, then to the Commercial Club, where they chatted with Portland business men, and after a luncheon at which the Portland members of the club, started in the afternoon on a tour of the city in automobiles, viewing the business and residence districts, and finally leaving for Vancouver at 2:30 o'clock. At Vancouver the party was entertained in the Officers' Club and was also the recipient of a fine basket of food donated by Mrs. E. Crawford, of the Vancouver National Bank.

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In the party were Senator Carter, chairman of the committee on Irrigation; Senator Warren, of Wyoming; Senator Jones of Washington; Senator Chamberlain, of Oregon; Senator Paynter, of Kentucky, all members of the committee; F. H. Newell, director of the United States Reclamation Service; A. B. Davis, chief engineer of the United States Reclamation Service; E. T. Crawford, clerk of the committee; C. B. Eaton, official reporter; Albert Cotsworth, representing the Chicago, Burlington & Quincy Railroad; S. J. Murphy, sergeant-at-arms to the committee; R. A. Caples, secretary to Senator Chamberlain; Mayor Simon, Dr. J. R. Wetherbee, president of the Portland Commercial Club; William MacMaster, president of the Chamber of Commerce; F. S. Stanley, Deschutes Irrigation & Power Company; D. C. Henry, consulting engineer of the United States Reclamation Service; E. G. Hopson, supervising engineer of the United States Reclamation Service for the Pacific Coast; J. N. Teal, P. W. Mulkey, John M. Gearty, C. W. Fulton, General T. M. Anderson, John F. Carroll, Herman Wittenberger, A. H. Devers, C. F. Swigert, Tom Richardson, J. P. O'Brien and General John M. Bacon.

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be righted as rapidly as available funds will permit. While it is true that work has been in progress for several years it is, nevertheless, still in its infancy in the beginning very expensive construction has been undertaken in Arizona, which is as yet not profit-yielding. It would probably have been better that to have undertaken work which could have been expediently completed, so as to result in upbuilding the fund by annual payments from the land reclaimed. The heavier work, requiring much time and many millions of expenditure before returns can be expected, might well have been deferred, but projects once commenced must be completed, notwithstanding meritorious work that is thus compelled to wait.

About \$20,000,000 has been expended thus far, and some \$20,000,000 or \$40,000,000 more will be required to complete the projects now under course of construction. The fund is being increased at a rate of about \$7,000,000 a year from the sale of public lands. That fund will be even more rapidly increased by annual payments on completion of the respective projects, as all the money expended must be returned to the fund in 10 annual payments.

In the natural course of events every acre of land in the state of Oregon which can be profitably reached will be supplied with water. The great empire you have east of the mountains, to be penetrated by railroads, offers a very inviting field for the activities of the reclamation service. That region in due time will receive adequate irrigation.

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### "The Doctor Says So"

YOU don't care what he says, so long as you are well, but when your food doesn't digest and Dyspepsia waves the danger signal you begin to sit up and listen. If he is a good doctor he will order you back to the Simple Life and tell you to get close to Nature by eating

### Shredded Wheat Biscuit

the food that contains all the body-building material in the whole wheat made digestible by steam-cooking, shredding and baking. Its daily use strengthens the stomach and keeps the bowels healthy and active. The best for children—best for grown-ups. Try it for breakfast. Your grocer sells it.

Shredded Wheat is made of the choicest selected white wheat, cleaned, steam-cooked and baked. Try it for breakfast to-morrow with milk or cream. The Biscuit is also delicious for any meal in combination with fresh or preserved fruits.

THE ONLY "BREAKFAST CEREAL" MADE IN BISCUIT FORM

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