

STRAHORN BUYS ROAD AT \$200,000

Willamette Falls Railway Stretch Costs Nearly \$22,000 a Mile.

TRACKAGE TO BE UTILIZED

One Section of That Purchased Begins at River Docks One Mile South of Oswego — Becomes Important Link in Road.

In carrying out its scheme for the electrification of the Willamette Valley and the establishment of a suburban service of the utmost importance to Portland business interests, the Portland, Eugene & Eastern Railway Company yesterday purchased from the Portland, Harvey, Light & Power Company the nine-mile stretch of railway track known as the Willamette Falls Railway, and in part will utilize the old road as a portion of the new main line from Portland to Salem.

The consideration was not stated, but it is said that the price was approximately \$200,000.

The section of track purchased by the Portland, Eugene & Eastern begins at the river docks about one mile south of Oswego and terminates about the same distance south of the village of Willamette Falls. It also becomes an important link in the new electrical system because of the industrial spurs which are to be maintained for supplying materials to the pulp mills at Oregon City.

ROAD DOES LOG WORK.

Logs are now rafted to the river docks south of Oswego, where they are pulled from the water and entrained for delivery to the mills. The Portland, Eugene & Eastern assumes the large contracts now in existence for the carrying of these materials.

It is said that one of the reasons which influenced the officers of the Portland, Eugene & Eastern in making the purchase was consideration of the property of the Academy of the Holy Names and the owners of the Glenmorrie residence district. Because of avoiding the hilly and dangerous district to the west the Portland, Eugene & Eastern holds to a water grade from Portland to Oregon City.

The road had surveyed a route that paralleled the Willamette Falls Railway and selected both properties with two sets of railroad tracks. Through the purchase of yesterday the residents of that district secure the advantages of an excellent interurban service without sustaining any damage whatever.

WORK WON'T HALT BY RAIN.

Contracts are now being let by R. T. Guppy, chief engineer, for a large portion of the main line grade between Portland and Salem, and it is expected that the work will be prosecuted during the rainy season.

Twenty miles of the north end of the grade are to be constructed for a double track system which is intended to afford facilities for all interurban trains to reach Portland on time by avoiding congestion after the trains roads through the valley divide between the main lines. Trains from the Molalla Valley, and Willamette Valley points south of Salem and Dallas will come to Portland over this route, while the old "Yamhill" and "West Side" roads will carry trains from Jerry, Gladstone, and Millisboro, Newberg, Forest Grove, and Hillsboro.

The Willamette Falls Railway which built the road in 1891 was a subsidiary company of the Portland General Electric. It was intended to develop the town of Willamette Falls, where it made them homes, but of late years has been engaged in carrying innumerable cords of wood to the mills. The wood was loaded on the Thualatin River, south of Willamette Falls, and on arriving at Oregon City was sold over the canal and locks on an aerial cable.

STATE TO GIVE SOUVENIRS

Oregon Grain Will Be Distributed at Minneapolis Land Show.

Thousands of small manila envelopes containing samples of wheat and oats grown in Oregon will be distributed to visitors at the Minneapolis Land Show November 12-23. On the face of each envelope is printed the words "Oregon grain for you," with a table showing the greater average yield to the acre of grain in Oregon than in any other state.

The average yield of Oregon wheat to the acre for ten years, 1901 to 1910, was 21.5 bushels, against 15.2 bushels for Indiana, nearest competitor, and the yield per acre in Oregon is second in a list of seven wheat-growing states. Besides the grain sample, which the envelope advises to "take home and plant," a postal card is inclosed bearing the question: "Why is Oregon the place for you?" Beneath are spaces for checking the various things in which the prospective Oregonian is interested, and the card mailed to the Oregon State Immigration Association, will bring the information desired.

M. J. Durvey, manager of the Eugene Commercial Club, was in Portland yesterday, en route to Minneapolis, where he will be one of the Oregon commissioners. He took with him a splendid exhibit of Lane County products.

PAWNBROKER IS FINED \$10

Difference With Garage Keeper Leads to Blows.

Dispute over the question of whether a garage keeper was a bigger robber than a woman led to a scuffle between J. W. Wright, of the latter's vocation, and C. E. Hadley, of the former, and Wright's appearance in Municipal Court yesterday on a charge of assault and battery. Hadley had repaired Wright's car and submitted a bill which was considered too large.

"You're a pawnbroker," retorted Hadley, "and that about the same thing."

Then, according to Hadley, Wright struck him with his cane, denting his scalp and causing great pain. Wright was fined \$10.

CITY MAY BE AFFECTED

New 8-Hour Law May Treble Cost of Running Fire Department.

Opinions expressed by lawyers that the eight-hour contract labor law adopted by the people of the state at the general election applies to all county and city employees caused Mayor Russell Grant yesterday to request City Attorney Grant to make a thorough investigation to determine whether or not the measure could be

made to apply to the fire and police departments of the cities. It is the general opinion offhand to the effect that the measure applies only to employees of contractors doing work for the city, state or county. He sent to Salem for a copy of the measure adopted and will investigate as soon as possible.

The law applies to the fire department in the city, will be placed in a position where it will be necessary either to enlarge the department to three times its present size and increase the cost of maintenance to three times the present amount, cut the present force into three times the present figures, and affect the department. The same conditions would apply to the police department, where men would have to be paid for an extra day's work each week and given double pay for overtime.

Mayor Rushlight said he had figured up the cost of the fire department under the new law and found the amount to be \$650,000 a year, or three times the present figures. It would require a tax levy of 3½ mills, in addition to the present levy of 2½ mills.

Mr. Bell and Wing

CAMINO IN TANGLE

Question of Cooking and Dining-Room Help Up.

UNION DEMANDS INCREASE

BIG BOAT CAPABLE OF CARRYING 100 PASSENGERS MAY GO SOUTH WITH US ANY—SYMPATHETIC STRIKE IS CONSIDERED POSSIBLE.

VESSEL OWNERS AND PASSENGER AGENTS ARE INTERESTED IN THE OUTCOME OF A CONTROVERSY BETWEEN SWAYNE & HOYT, OPERATING THE NEW STEAMER CAMINO, AND THE COAST LINE STEAMSHIP CO., WHICH IS CONCERNED WHETHER THEY SHOULD EMPLOY BUT THREE COOKS ON THE VESSEL AS SHE CARRIES ABOUT 100 PASSENGERS AND THE USUAL CREW, WHILE THE UNION IS SAID TO HOLD THAT AS THE CAMINO IS IN THE STEAMSHIP CLASS, NOT BEING A STEAM SCHOONER AS ARE OTHER INDEPENDENT VESSELS, SHE MAY HAVE A COMPLEMENT OF FOUR COOKS AND TWO WAITERS MORE THAN ARE NOW EMPLOYED.

SUCH AN ARRANGEMENT, IT IS ASSERTED, WOULD COMPEL HER OWNERS TO HAVE AS MANY IN THE CULINARY DEPARTMENT AS ARE CARRIED ON THE BEAR, THE ROSE CITY, OR THE SAN FRANCISCO & PORTLAND, AND THE GOLD W. ELDER AND ROANOKE, OF THE NORTH PACIFIC LINE. THERE IS TO BE A MEETING AT SAN FRANCISCO TODAY BETWEEN REPRESENTATIVES OF THE UNION AND OF THE SHIPWORLDS' ASSOCIATION, AND IF AN UNDERSTANDING IS ARRIVED AT, THE CAMINO WILL TAKE PASSENGERS ELSEWHERE IF IT IS EXPECTED SHE WILL GO WITHOUT A SINGLE TRAVELER.

SHOULD THE OWNERS DECLINE TO ABIDE BY THE UKASE OF FOUR COOKS, THE UNION MEN ASSERT THAT THEY COULD BRING ABOUT SYMPATHETIC PRESSURE FROM THE ENGINEERS, FIREMEN AND SAILORS, TO SAY THAT IT IS UNFAIR FOR THEM TO PAY FOR THREE COOKS IF NO PASSENGERS OR EMPLOYEES NON-UNION CHEFS MEANWHILE, NO TICKETS ARE BEING SOLD, THOUGH THERE IS A STRONG DEMAND FOR ACCOMMODATIONS, AND MANY ARE ANXIOUSLY AWAITING WORD, EXPECTED TODAY, THAT THE DIFFERENCE HAS BEEN ADJUSTED.

STRATHDENE GOES TO SEA

NO LEAK DISCOVERED IN THREE DAYS AND MYSTERY IS UNSOLVED.

THOUGH 100 FEET OF WATER WAS FOUND IN NO. 2 AND NO. 5 TANKS ABOARD THE ELECTRIC STEAMER STRATHDENE, AND SHE TOOK A LIST OF 5 FEET 10 INCHES A WEEK AGO YESTERDAY, SHE WAS RELEASED YESTERDAY AND PROCEEDED DOWN THE RIVER, HER SKIPPER HAVING CERTIFICATES THAT SHE WAS SEAWORTHY, BUT IT HAS BEEN SATISFACTORILY ESTABLISHED THAT HER TANKS LEAKED AT FIRST, BUT FOR THREE DAYS NOW, NOT A DROP OF WATER HAS COME IN.

HER OFFICERS ADMIT THAT WATER WAS LET INTO THE ENGINE ROOM TANK TO TRIM HER, BUT PROFESS TO KNOW NOTHING OF HOW THE REAR GAINED ENTRANCE. THE DETENTION OF THE VESSEL FOR REPAIRS WILL BE CHARGED TO HER, HOWEVER, BY HIND COAST GUARD, WHO HAS HER UNDER CHARTER, AND IT IS ESTIMATED THE LOSS WILL REPRESENT CLOSE TO \$4000. SHE HEADS FOR CALCUTTA WITH LUMBER AND ADDITIONAL INTEREST ATTACHED TO HER DEPARTURE BECAUSE THE STRATHDENE HAS LEFT PUGET SOUND WITH LUMBER LOADED AT WINSLOW FOR CALCUTTA.

GERMANS KNOW OLD ROUTE

INFORMATION GAINED UNDER CHARTER TO PORTLAND & ASIATIC.

COMMENTING ON THE ANNOUNCEMENT MADE AT NEW YORK THAT THE HAMBURG-AMERICAN WOULD EXTEND ITS SERVICE TO THE PACIFIC COAST AND INCLUDE PORTLAND IN THE ROUTE, THE NEW YORK JOURNAL OF COMMERCE SAYS:

IT IS GENERALLY EXPECTED THAT FURTHER DEVELOPMENTS WILL FOLLOW IN COURSE OF PRESENT ACTION INDICATING A CONTINUOUS PROGRESSIVE POLICY. FOUR HAMBURG-AMERICAN STEAMSHIPS OF THE AVERAGE FREIGHTER SIZE WILL BE USED, AND THE COMPANY IS A SUBSIDIARY OF THE PORTLAND & ASIATIC STEAMSHIP COMPANY, A SUBSIDIARY OF THE PACIFIC MAIL STEAMSHIP COMPANY. THESE VESSELS WERE THE ARABIA, THE ARAKAN, THE ASIA, AND THE ASIATIC.

THE ARABIA IS THE Vessel WHICH HAS BEEN ENGAGED IN CARRYING INNUMERABLE CORDS OF WOOD TO THE MILLS.

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