

WORK ON RAILROAD UP TO CORVALLIS

Southern Pacific Is Ready to Begin Electrification if a Franchise Is Granted.

43 MILES TO BE BUILT

Material Already on Ground, but Crews Not Collected; Officials to Inspect Coos Bay Line and Expects Completion in May.

"We are ready to start work on our electrification to Corvallis as soon as the Corvallis City Council grants us a franchise," said D. W. Campbell, assistant general manager of the Southern Pacific, upon his return yesterday from a month's business visit in San Francisco.

Mr. Campbell sent to Corvallis from San Francisco last week his plans for the Corvallis electrification. The proposal will be up for consideration by the Corvallis Council some time this week, and Mr. Campbell is hopeful that it will set so that he can begin work before the rainy weather sets in.

"We have much material on the ground," he explained yesterday, "and it will take us little time to get the men together. It is our intention to push the work as rapidly as possible until it is completed."

Franchise for Second Track Asked. Mr. Campbell's proposal to the Corvallis Council asks permission to lay a second track on the existing line between the existing track of the old Oregon & California Railroad; a second track on Ninth street, paralleling the existing track of the old Corvallis & Eastern road; a track on Van Buren street or some other parallel street satisfactory to the people of Corvallis, and another track on Washington street, making a complete loop.

The Southern Pacific authorities have set aside enough money to pay for the electric extension from Corvallis, 43 miles, to present terminus at Whitson, 59 miles. This will give the company an electric line from Portland to Corvallis, 97 miles, with an alternate route between McMinnville and Portland, 59 miles.

Terminus Not Satisfactory. At present the electric terminus is at Whitson, a place of comparatively minor importance four miles south of Corvallis. At the time the McMinnville loop was constructed the Southern Pacific intended to make McMinnville the terminus, but the price asked for real estate at that place, it is said, necessitated extending to Whitson. This presents a situation not entirely satisfactory either to the company or to its passenger patrons. Passengers traveling from Portland to points south of Whitson are required to change cars at Whitson from the electric to the steam train.

If the Corvallis Council grants the franchise as requested, it is probable that the electrification can be completed and the service started early in the new year.

New Line to Be Inspected. Mr. Campbell, together with Ralph E. Moody, attorney for the Southern Pacific, and Frank L. Burkhalter, superintendent, will leave the latter part of the week for a trip over the Coos Bay line. They will inspect the work now in progress and view plans for future construction. Mr. Campbell believes that the Coos Bay line will be completed and ready for operation early next May.

While in San Francisco Mr. Campbell held conferences with representatives of the engineers, firemen, conductors and trainmen employed on the Southern Pacific to settle various minor local disputes of the employees with the company. All these affairs, he reports, were amicably adjusted.

He also was called to Chicago soon after leaving Portland to attend another meeting between the Southern Pacific and the Western railroads and the engineers and firemen who have been negotiating on wage questions for more than a year.

The differences finally were settled by a board of arbitration, but it seems that the board's findings were not precisely understood by all sides. It was decided at the recent Chicago conference to call the board together again to interpret its decisions.

Bureau to Be Abolished. One of the first questions of importance considered by Mr. Campbell upon his return to his office yesterday was the action of the Northern Pacific and the Milwaukee railroads in withdrawing from the Northwestern demurrage bureau. Their action followed previous action of the Great Northern railroad and left the Southern Pacific and the O. W. R. & N. Company alone as members of the bureau.

It was virtually decided yesterday by Mr. Campbell and M. J. Buckley, general superintendent of the O. W. R. & N. Company, to abolish the bureau and to close the offices which have been maintained in Seattle.

It is probable that the Southern Pacific will handle its Oregon demurrage cases through its San Francisco office and that the O. W. R. & N. Company will handle its demurrages through its car service bureau.

BOY ACCUSES PRISONER

Police Think Man Is New "Jack the Ripper" and Summon Lads.

FLUSHING, L. I., July 24.—A man, who the police believe follows the description of the "Jack the Ripper" upon whom the murder of two children in Manhattan is placed, was arrested and held recently for a hearing in the Queens County Court in Long Island City. He gave his name as Leon Graham, 22 years old, but refused to give an address.

The next day, while in the Queens County Jail, a schoolboy, Louis Jacobson, 13 years old, of East Elmhurst, is said to have identified him as the man who tried to assault him several days ago. The same day, the police say, Graham tried to commit suicide, but was kept from it by the keeper.

SON HAS TAXICAB MANIA

Lad Rides Joyously About but Refuses to Pay Bills, Says Sire.

NEW YORK, July 24.—At the request of Adam Blair, a Brooklyn furniture dealer, of 214 Clinton street, who charges his son with being afflicted with a mania for riding in taxicabs without paying the bills, Harry Blair, 27 years old, said to be a prosperous shoe dealer, in business in Manhattan, was committed to the psychopathic ward of Bellevue Hospital for observation by Magistrate Appleton in the Men's Night Court recently.

Young Blair was arrested earlier on complaint of James Egan, a taxicab

chauffeur, of 251 East One Hundred and Fifty-sixth street, the Bronx, for refusing to pay a taxicab bill of \$2. The young man was taken to the night court and his father was notified. The elder Blair paid the taxicab bill and requested the magistrate to have the young man committed for an examination into his sanity, saying that in the last few months the son had incurred debts of more than \$1500 for taxicab rides. The son asked that the case be put over until he could communicate with his counsel. Stephen Baldwin, of this borough, but Magistrate Appleton committed him to Bellevue for 10 days.

2 CARS SEIZED; ROAD TIED

Patrons Walk When Two-Thirds of Rolling Stock Is Held.

ST. LOUIS, Mo., July 23.—Suburbanites living along the St. Louis, Lake-wood & Grant Park Railway, in St. Louis County, are walking these days, while a private guard is watching over two double-track trolley cars—two-thirds of the railway's rolling stock—which have been seized by Deputy Sheriffs to satisfy a judgment of a former employe.

But there is consolation, the patrons say, in that the line is not as long as its name would indicate. The line extends from Gravois road to Afton (just a nice constitutional), and those who used it say walking is nothing new to them. Only recently the line was tied up a week because somebody thoughtlessly put something on the track.

The problem confronted by the suburbanites is not nearly as puzzling as that which is faced by the man who now has the cars. He is Frank Piper, who says the company owes him \$502.96 back wages. He said he was the superintendent of the line.

Piper was wondering what he would do with the cars. "You might get some rails and build a little line of your own," one of the deputies suggested. Piper was formerly superintendent of the company and he sued for back pay. He obtained a judgment May 3 in Circuit Judge Hennings' court. When the judgment was not paid, Piper swore out an execution so that he could hold the cars.

The Lakewood line runs from Gravois road to Afton, about four miles. The line was built by a real estate company which promoted the sale of the Lakewood homesites.

Piper, according to Chouteau, claimed that he worked for the company in 1908 and that it was then his salary accumulated. Chouteau said he was surprised at the action taken by Piper, as he understood the company's attorney had appealed the case.

"It strikes me that Piper waited a long time to put in a claim for back wages," said Chouteau. He said the tying up of the cars would cripple the line, but he was sure everything would be adjusted in time to haul the suburbanites this morning. About 300 persons use the cars daily.

CRY TELLS OF ROBBERY

Bank Clerks Gagged and Thieves Make Escape With \$5000.

BLOOMFIELD, N. J., July 2.—"For God's sake, send the police!" These were the words shouted from the roof of the Bloomfield Savings Institution, 11 Broad street, one afternoon recently by Frank Hochstahl, a bookkeeper in the institution. Then it was revealed that two thieves had entered the building and, after holding up Alexander Dahl, the assistant cashier, and Hochstahl compelled them, at the point of revolvers, to go down into the basement, where the thieves bound and gagged both men.

Returning to the banking office, the thieves cleaned up to the tune of between \$5000 and \$10,000 and escaped by a rear door. After making the bank clerks helpless, the thieves gave each some kicks and punches for good measure as they lay on the floor.

After trying their legs, the thieves turned the bank clerks over, face downward, and tied their hands over their heads and then proceeded to rifle the place. It was fully 20 minutes before Hochstahl was enabled to free one of his hands to get a knife from his pocket and cut the cord that bound his feet. He then quickly released Dahl.

When they got upstairs into the banking office, they found that the thieves had made their exit impossible by locking both front and rear doors. The men were able, after much difficulty, to get to the roof, where the alarm was given. Hundreds of persons, when they heard the cries, rushed to the scene. Police headquarters were notified and all the men available were sent to the bank.

A general alarm was sent out to all the nearby towns and cities, but the thieves had a good 20-minute start before the robbery became known.

That the thieves were professionals is the opinion of the bank officials.

WILL ARRANGES FUNERAL

Man Specifies Expense Items and Asks Orphans Be Remembered.

ST. LOUIS, Mo., July 22.—William Pohlman, 52 years old, a fireman, was found lying on the pavement at Ninth and Morgan streets, suffering from heart trouble. He died on the way to the Central Dispensary.

In his pocket the police found a will providing for his funeral and disposing of property in Oklahoma. The will stipulated that all his property should be sold to pay for his funeral and purchase a marble tombstone, and that if any money remained it should be given to orphans.

A bank book showing a balance of \$222.85 was found in the man's pocket. The will described a farm of 152 acres in Roger Mills County, Oklahoma, and two lots in the Highland Addition of Oklahoma City.

"For my coffin," the will specifies, "spend \$200, for a lot in the cemetery, \$200, for a tombstone \$125, or if enough money is available pay \$250 and get a good marble one. Indebted expenses about \$150, and for the city or state to look after the funeral." The will also states there is any money left, let it be given to the poor orphans kept by the state or city in which I am buried.

During the last illness, William Pohlman had been employed as a fireman at St. Mark's Catholic Church and School, Page boulevard and Academy avenue. He had not been at the school since he had been in the police did not learn where he had been living. The public administrator will take charge of Pohlman's estate.

The Man-Tasks Ahead.

Our country will endure only as long as our citizens are truly responsive to their civic duties. Patriotism cannot come through word training alone. There must be the preparatory action and service.

The Boy Scout movement is essentially a movement of action—a constant emphasis of the other fellow's needs, the state's and country's welfare. It makes the boy to place himself in the "mass." It makes citizenship an actuality. It also hardens the boy to the life

SHARK SCARES CHILDREN

Men With Crowbars Kill Stranded 200-Pound Fish.

PHILADELPHIA, Pa., July 21.—Children bathing at Pennycuik Beach, on Long Island Sound, near Throggs Neck, yesterday screamed at sight of a shark seven and a half feet

of the great out doors. We cannot afford to permit boyhood to pass without the closest acquaintance with and the tenderest affection for mountains, stream, sunset, flower and songbird.

And through it all the spirit of the physical ideal prevails—the strong body, the clear brain and the pure heart.

This movement deserves our unequalled support. It develops in our boys those qualities that we want them to have and which will make them equal to the man-tasks ahead.—George A. Carlson, Governor of Colorado, in the Boy Scout.

MRS. FLAGLER ON BAIL

Woman Accused of Representing Herself as Financier's Widow.

NEW YORK, July 23.—The woman who described herself as Mrs. Zora Emma Flagler, 59 years old and widow of Henry M. Flagler, was held in \$5000 bail recently for a further hearing, charged with obtaining money under false pretenses.

Frank J. Mahoney swore he had paid \$500 to the woman after she had represented that she, as the widow, son was to receive \$15,000 from the estate of Flagler, the millionaire railroad builder.

Lawrence C. Haines, of Brooklyn,

Muddiest of Rivers.

New York Sun.

The Missouri River is the muddiest river in the Mississippi Valley; it carries more silt than any other large river in the United States except possibly the Rio Grande and the Colorado.

For every square mile of country drained it carries downstream 481 tons of dissolved and suspended matter each year. In other words, according to the United States Geological Survey, the river gathers annually from the country it drains more than 123,000,000 tons of silt and soluble matter, some of which it distributes over the flood plains below to form productive agricultural lands, but most of which finds its way at last to the Gulf of Mexico. It is by means of data of this kind that geologists compute the rate at which the lands are being eroded away.

It has been shown that the Missouri

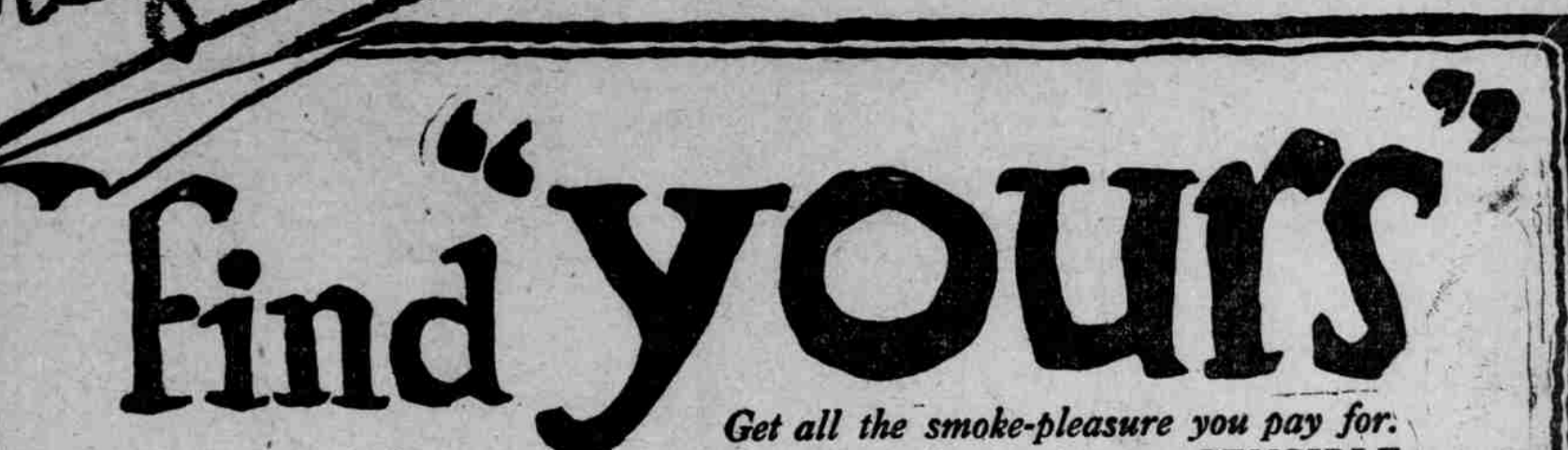
Youngest Great Grandpa Is 62.

FORT WAYNE, Ind., July 27.—Manuel Frank, 62 years old, of this city, today asserted that he is the country's youngest great-grandfather, following the birth of a daughter to his grandson, Jacob Nieman, of Chicago. Mr. Frank was married when he was 17 years old.

Wolf Kills Ninety Sheep.

WALSENBURG, Colo., July 17.—Ninety sheep were killed a few days

ago in a daylight raid made by a large gray wolf upon the herd of Limbaro Martinez, a ranchman living two and one-half miles from Walsenburg. The sheep had just been taken out for the day by the 12-year-old son of Martinez, when the wolf appeared.



Get all the smoke-pleasure you pay for. Find the right cigarette—a SENSIBLE one that fits your own likes and dislikes. It may or may not be Fatima—but this will help you find it.

Tastes differ—in fashions, foods and pretty girls. Also in cigarettes. A cigarette that started out to please every man's taste would end up by pleasing none. Most of us like our cigarette smoke deliciously cool and refreshing. The Mexican likes his hot and dry, with a nice little peppery sting in it. Some men like a cigarette wholesomely, fragrantly mild. Others of us hunt for a cigarette almost as heavy as a black cigar. Most of us want an "easy" cigarette—a SENSIBLE one, so that no matter how steadily or how many we smoke, we'll feel as fit as a fiddle. Other men, though, don't care about that. They smoke only a few—so they want a kick like a mule's in each puff. All of us want our smoke "full-bodied"—it must satisfy that smoke-hunger. But the cigarette that just fills the bill for you may not do at all for your next-door neighbor.

But the Taste is up to You. All cigarettes are pure, but when it comes to the taste, nobody can help you choose. You simply have to decide for yourself. Of course, Fatima's taste may not appeal to you. But most men who try Fatimas like the taste so well that they seek no further—otherwise Fatimas could never have won and held their enormous and growing leadership amounting to over one and a half BILLION cigarettes a year.

How to Find "yours". To avoid blindly trying too many different cigarettes, ask yourself, first of all, this question: "Just what do I like in a cigarette?" If you smoke only a few every day, you may prefer a cigarette which is rather rich or heavy and "oily." Or you may like one which has a rather strong "oriental" taste with a pungency almost like perfume. Or you may want a cigarette with that noticeably "sweetish" Egyptian flavor. But if you smoke quite often—if you would like to smoke whenever you feel like it and without any effect on the tongue or throat or any fear of a heavy or "heady" feeling afterwards—then you should choose some cigarette such as Fatima, a cigarette composed of all-pure tobaccos of considerable aroma, mellowed by being aged and carefully blended to produce a fragrant and wholesomely mild, yet "full-bodied," smoke. And the smoke must be noticeably COOL. For otherwise your tongue or your throat will soon signal you to stop smoking so often. If you will ask any Fatima smoker, he will tell you that Fatimas never make him "feel mean"—no matter how many he smokes. That is why Fatimas are considered the most sensible cigarette by such a large majority of smokers. And that is probably the main reason why hardly any Fatima smokers ever switch! They like a sensible cigarette—and one with a good, pure taste to it.

Advertisement for Fatima cigarettes featuring 'TWO TESTS FOR ANY CIGARETTE' and 'Clip out these tests and try them on Fatima'.

FATIMA was the Only Cigarette Awarded the Grand Prix at the Panama-Pacific International Exposition.

Representing the Flagler estate, made an affidavit corroborating that of Mahoney. He swore that the woman's representations were false and that she was not the widow of the financier.

River is lowering the surface of the land drained by it at a rate of one foot in 6034 years. The surface of the United States as a whole is now being worn down at the rate of one foot in 8120 years. It has been estimated that if this erosive action of the streams of the United States could have been concentrated on the Isthmus of Panama, it would have dug in 73 days the canal which has just been completed after ten years' work with the most powerful appliances yet devised by man.

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Advertisement for Cortland Ide Silver Collars, featuring an image of a collar and the text 'A great favorite Ide Silver Collars'.