

# MANY NEW LINES

## Electric Roads Will Grid-iron the State.

### WILL RIVAL STEAM SYSTEM

#### Sharp Struggle Manifested in Development.

### SOUTHERN PACIFIC MOTORS

#### How the Harriman System Hopes to Save Its Suburban and Local Travel From Encroachment of the Trolley Cars.

Oregon is on the eve of a great electrical development. This is the opinion of those who have been studying the happenings of the past year or more, as well as of those who by their business and association are familiar with what is doing or going to be done in that direction. Everything points to the fact that in the immediate future the railroad construction of the state will be electric, and not steam, and this is admitted by the men representative of both steam and electric properties. But what is more interesting than the simple indication that the state is soon to be gridironed with electric suburban and interurban lines is the almost self-evident fact that one set of men is back of the greater number of the propositions now being discussed, or at least that set of men is interested in nearly all of them.

Every day fresh notice of activity in the field of electrical investment is brought to the notice of the public by articles of incorporation filed for power stations, or for small extensions to systems now in operation or projected, or by the announcement of intention on the part of some man or set of men to build at an early date.

#### Struggle for Franchises.

A short time ago the interurban line between Portland and Salem was prominently before the public. Then came the extension of that line to Eugene. Now the Oregon Traction Company is fighting with the Portland Consolidated Company for a road up the west side through Forest Grove and Hillsboro, while the Southern Pacific, in order to hold its territory on that side of the river, has ordered fast and powerful gasoline motor cars to put on the west side lines of the company. Word comes from Grant's Pass that a road is contemplated there, while it is also announced that the construction of a line from Portland to Tacoma is being considered.

Yesterday it was announced and confirmed by the company that the Portland General Electric Company contemplated and had authorized the construction of

tion or private enterprise, is admitted by all railroad men and traffic students who are familiar with Oregon conditions. The Southern Pacific Company, through its local representatives, has seen the straws in the wind, and has planned to fight for the territory which has so long been neglected by the installation of a rapid interurban service by gasoline motor cars. The first of these cars is now on the road to Portland from Omaha, where it has been built. It will be put on the west side run between Hillsboro and Portland, and it has been announced that, provided the service is a success, other cars will be brought here to augment the effectiveness of the innovation. On the heels of this concession comes the story that a cut-off is being planned between Newberg and St. Joe, which will link the West Side and Yamhill divisions together and form a loop over which the motor service can swing to greater advantage. Nor is it devoid with any great degree of firmness that the east side line of the Southern Pacific may not have a motor service, provided that of the west side is all its promoters hope.

**Future for Electric Roads.**

Even the railroad men who represent the big lines agree that it is the electric line which will do the most for the development of the state. There is not population enough, and the rural districts are too sparsely inhabited to admit of profitable steam railway branches which are costly in operation. These companies cannot afford to build branch lines into the valleys and side districts to serve the people found here and there in the straggling villages. But it is different with the electric line, which has power from its central stations produced by natural sources. These lines can afford to build into new country and wait for the development caused by their advent to make them productive of dividends.

This is the future which railroad men are predicting for the state, and especially for the Willamette Valley, and not more than five years are allowed in the calculation. Everything points to the outcome, and the prophets are confident that the dream is not an idle one.

### WILL HAVE MONSTER PARADE

#### Woodmen of the World Initiatory Ceremonies Occur March 27.

The great logging and initiatory ceremonies of the Woodmen of the World of the State of Oregon have been making plans for during the last few months in preparation for Monday evening, March 27, at Merrill's Auditorium.

Nearly 1000 candidates have been secured for the degrees of the order, and to properly impress upon their minds the importance of the lessons that will be taught during the initiation, they will be led about the streets of the city escorted by the entire membership of the order in this section of the state. There are to be four divisions to the parade, each led by a band of music, and the line of march will be as follows:

East on Washington street to Third, south on Third to Morrison, west on Morrison to Sixth, north on Sixth to Post office, countermarch on Sixth to Washington, west on Washington to Seventh, north on Seventh to Merrill's Auditorium, Seventh and Oak streets.

Following the ceremonies of introduction, which will be conducted as a competitive drill by the degree teams from the various camps of the order, a great banquet will be held at Woodmen's Hall, Tenth and Washington streets.

Many of the larger stores of the city have signified an intention to appropriately decorate their places of business, and the Woodmen have arranged for an elaborate display of fireworks during the progress of the parade.

## HOOD RIVER ROAD

### Contracts Signed for Its Construction.

### JULY WILL SEE IT FINISHED

#### New Railway Will Be Sixteen Miles in Length, and Will Follow Closely the Course of the Hood River.

The much-talked-of railroad along the east bank of the Hood River from the town of that name in the direction of Mount Hood will soon be an accomplished fact.

Contracts were signed yesterday by the Hood River Railroad Company, which is composed of the members of the corporation known as the Hood River Lumber Company, and Archie Mason and Glebach & Joplin, general contractors, for the construction of 16 miles of roadbed and the laying of rails to be completed by July 1 of this year.

The route of the new road will be near the bank of the stream for the greater part of the distance and will need very little grading. There will be one tunnel of 300 feet and several trestles. There is some rock work along the right of way, but the contractors expect to put on a force of at least 100 men at once and about 75 teams. The road will be standard gauge, thus permitting the shipment of freight and other cars from all lines over the rails.

The country which the new road will reach is one of the best timber regions in the Northwest, and while the traffic of the road will consist largely of logs arrangements will be made for the handling of all other kinds of freight. Several passenger cars will be included in the rolling stock and it is probable that several new towns will come into existence in that section as soon as the timber has been removed from the land and a means of communication established with the outside world.

### HIS JURISDICTION EXTENDED.

#### J. C. Eden Promoted by Great Northern Management.

J. C. Eden, assistant general freight manager of the Great Northern at Seattle, was a Portland visitor yesterday on business connected with his road. Mr. Eden has recently been promoted by the Great Northern management, in that his jurisdiction has been extended to cover the whole of the Great Northern system. Heretofore the jurisdiction of Mr. Eden has extended only as far east as Jennings, Mont., and the change will place double the territory in his field.

Announcement is also made that W. W. Broughton, who has been up to this time general freight agent of the Great Northern, and F. I. Whitney, formerly general passenger and ticket agent, both with headquarters at St. Paul, have been promoted to freight traffic manager and pas-

enger traffic manager, respectively. Mr. Whitney especially is well known in this district, having been in Portland and other Northwestern cities several times.

### Northern Pacific Men Confer.

A. D. Charlton, assistant general passenger agent of the Northern Pacific, returned last night from a trip to Tacoma and Seattle, where he has been for several days, part of the time with the party of President Elliott, of the company, who has been making a short journey through the Northwestern division of the Northern Pacific territory.

Mr. Charlton was accompanied home by A. B. Smith, assistant general passenger agent of the same company, with headquarters at St. Paul. Mr. Smith has charge of the business done by the assistant agent's office at the eastern end of the line, while Mr. Charlton occupies the same position with reference to the western terminus and its vicinity.

Mr. Smith was formerly assistant general passenger agent of the Burlington, having charge of the lines west of the Missouri River. At the time of his appointment to a position with the Northern Pacific he was in the employ of the Yellowstone Park Transportation Company. While he has been over the Western lines of the Northern Pacific many times, this is his first official visit. He will remain in Portland for a day or two and will then return to the East, visiting Vancouver and Victoria, B. C., en route.

### Freight Business Considered.

R. B. Miller, general freight agent of the O. R. & N., entertained yesterday afternoon at his office in the Worcester building, when the traffic representatives of the Northern Pacific, the Washington & Columbia River and the O. R. & N. met in conference.

The Washington & Columbia River road was represented by S. E. Calderhead, general freight and passenger agent of that line, the interests of the Northern Pacific were looked after by S. G. Fulton, assistant general freight agent, and the O. R. & N. was present in the person of Mr. Miller.

The meeting was the occasional meeting of the traffic representatives of the Northwest territory, and the discussion was of routine business incident to freight conditions prevailing at this time.

### TAX PAYMENTS ARE HEAVY

#### Biggest Collections Made in History of Multnomah County.

The total sum of 1904 taxes collected to and including March 15, was \$1,785,326.55. The rebate of 3 per cent amounted to \$53,651.96, leaving a balance of \$1,731,674.59. The total amount of the roll was \$1,294,980. The books were opened six weeks ago, and the amount collected is the largest ever taken in within that space of time in the history of Multnomah County.

The statute requires one-half of taxes to be paid on or before the first Monday in April and the second half on or before the first Monday in October. If not paid before the expiration of the latter date taxes are delinquent and carry a penalty and interest. Personal property taxes have been paid in well. People are still paying, and a considerable sum was taken in yesterday. An effort was made last year to assess poll tax against everybody, and the books show that the Deputy Assessors were so delinquent in that respect that poll tax was marked down against several women. Some refused to pay the poll tax. Several persons called to pay personal tax and an examination of the books disclosed that they had not been assessed.

# Try the Powers Way

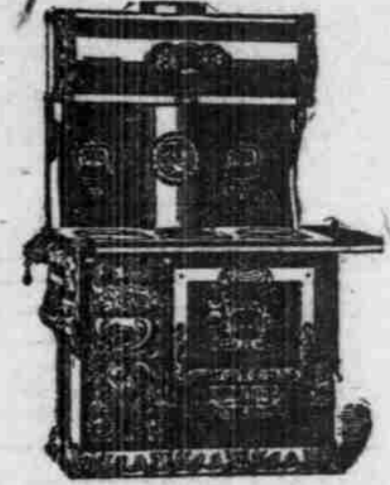
## Cut out the coupon, bring it with you to our store, and we will credit you with \$1.00 on the purchase price of a new Jewel Steel Range.

In addition to this liberal offer, we will take your old stove or range as part payment on the new one you purchase.

This Coupon is worth **\$1.00** as first payment on a new JEWEL STEEL RANGE, if presented at our store on or before March 23d. C.

**POWERS FURNITURE CO.**  
First and Taylor

**\$1.00 A WEEK**



**BRING THE COUPON**

Are you satisfied with the stove or range you are now using? If you are not, let us provide you with a new JEWEL Steel Range

Here are three of the many good REASONS WHY the Jewel Steel Range is the best that money can obtain

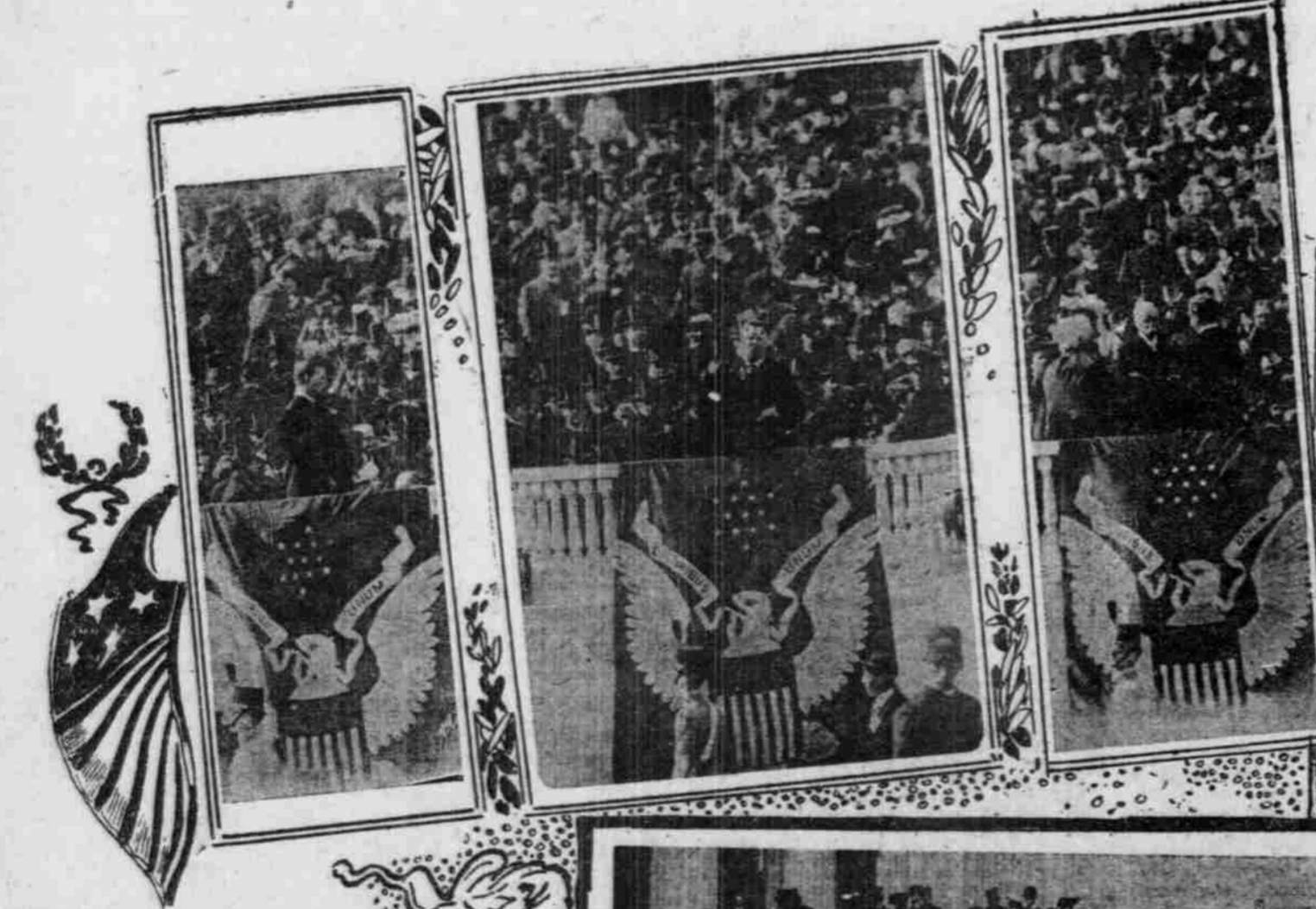
- FUEL-SAVING.** A very important item, where fuel is costly.
- QUICK-BAKING.** A quality which will appeal to every housewife.
- EVERLASTING.** The Jewel is guaranteed for 15 Years.

REMEMBER—Our Coupon as First Payment, Then \$1.00 a Week Afterwards.

The Store That Saves You Money

**THE POWERS FURNITURE CO.**

FIRST AND TAYLOR STREETS



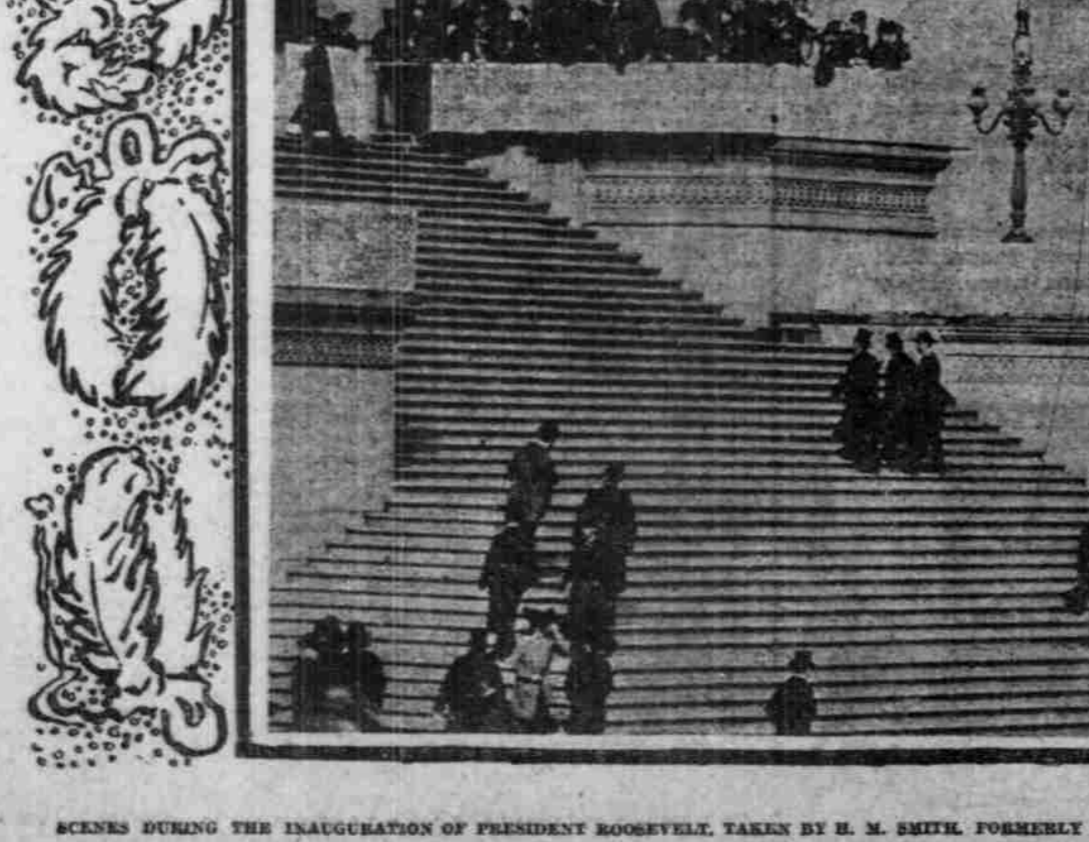
power stations at the Falls, on the east side of the Willamette, at Oregon City, for the purpose of supplying light and power to the Valley from that place to Salem. In Eastern Oregon large power plants are being built and projected. L. W. Anderson, of Tacoma and of Philadelphia, together with his associates, has gained control of the light and power stations at Walla Walla and Pendleton, and has bought the gas plants as well. An immense power plant is being constructed, or has been authorized, near Milton, and franchises are being secured for the construction and maintenance of transmission lines between the central station and the towns of Walla Walla and Pendleton. In the articles of incorporation filed provision is made for the construction and operation of electric railways.

**Represents Eastern Capital.**

L. W. Anderson seems to be the man of mystery around whom a great deal of the projects pivot. He is the representative of Eastern capitalists, and men of money in Tacoma and Seattle and other Northwestern cities. He and his associates have gained control of the Walla Walla-Pendleton electric project, they are the owners of the Spokane power plants, or practically so, and are well interested in Seattle and Tacoma. Now they are coming to the Willamette Valley, and are said to be behind the project to build to Salem and also to acquire either the whole or the greater part of the Oregon Traction Company.

This would indicate that there is a great and general plan on foot which will have as its object the construction of a system of electric railways that will join the different sections of the state in a network of rapid-transit lines.

That this thing is coming to pass, whether as the result of syndicate opera-



SCENES DURING THE INAUGURATION OF PRESIDENT ROOSEVELT. TAKEN BY H. M. SMITH, FORMERLY AN OREGONIAN STAFF PHOTOGRAPHER.

### DEATH OF A MUSICAL LEADER

#### Alec. Glenn Dies in Astoria—Will Be Buried This Afternoon.

Alec Glenn, a prominent musician of Portland and Astoria, died very suddenly at his home in Astoria, from hemorrhage of the lungs, thus ending a musical career of great promise, which was begun in Portland when he was a mere lad 20 years ago. Mr. Glenn was only 52 years of age, but had come to be known and recognized as a musical leader of great ability in this state. When a boy of 13 he began his work in Portland, being connected with prominent bands, and was a member of the Portland Musical Union when he moved to Astoria, about a year ago. At the latter place he was made president and secretary of the Astoria Musical Union, and leader of the principal Astoria band. It had been practically arranged that Mr. Glenn should conduct a band of 60 pieces during the Lewis and Clark Fair.

His friends who have known him from boyhood in Portland say he was a man of unusually fine attainments. He left a widow and a daughter, Mrs. Margaret Schroeder, who lives at 65 Powell street, is his mother-in-law. The funeral will be

held this afternoon, from F. S. Dunning's undertaking chapel, East Sixth and Alder streets, at 2:30 o'clock. It is expected that Portland musicians will attend and furnish special music at the funeral service.

### Professional Men Will Join.

The recent amendments to the constitution and by-laws of the Chamber of Commerce, especially in regard to the membership requirements, are meeting with great favor among the professional men of the city, and many have signified their intention of making application for membership at the next meeting of the board of trustees. Before the change in the articles, it was impossible for any men other than those engaged in commercial or industrial pursuits to belong to the Chamber. This, of course, barred out all lawyers, doctors, and men of similar professional class. The change was made to meet the wishes for a broader organization and a larger membership, and bids fair to very materially affect the future of the organization.

**Chamberlain's Cough Remedy.**  
Contains absolutely nothing injurious and for coughs, colds, croup and whooping cough it has no equal. For sale by all druggists.