

NEW TRACKAGE NOW ASSURED

Contract Let for Road From Riparia to Lewiston. Work to Begin.

WALLOWA COUNTRY LINE

Springfield Cutoff Near Eugene Will Be Completed as Early as Possible at a Heavy Expense to the Corporation.

Construction of new trackage amounting to 140 miles, at a cost of nearly \$3,000,000, has been definitely decided upon by the officials of the Oregon Railroad & Navigation Company and Southern Pacific in Oregon, including the 71-mile extension from Riparia to Lewiston, extension of the branch now in operation from La Grande to Elgin into the Wallowa country, and the Springfield cut-off, near Eugene, by which the advance will be secured of having a double track from that point to Portland.

Opens Up Vast Area.

Beginning of work on this seven-mile stretch of new track will signalize the opening to production a vast area that has been developed to a considerable extent without the advantage of transportation facilities, except by river boats on the Snake to Riparia, and by rail on the outside markets, until the opening of the Portage Railway the last of May, when it was made possible to move traffic from the district by the open river. The extent of the tract will amount to some 16,000 acres that have not yet been occupied by farmers, while it will furnish the inducement for immediately multiplying the cultivated area of farms already subdued.

Extension of Elgin Branch.

Instructions have also been issued from headquarters of the Harriman system for the construction of an extension of the Elgin branch to proceed at once. This branch, in operation from La Grande to Elgin, a distance of 21 miles, and its continuation into the central portion of Wallowa County, will add materially in the development of that section of the state. Right of way has now been secured by the company preparatory to immediate commencement of construction and it is expected that the line will be opened as far as the mouth of the Wallowa River, 35 miles from Elgin, during the present season, probably leaving the further extension to Enterprise and Joseph for the coming year.

There is probably no other section of the Northwest more productive of great things, capable of maintaining a dense population and enormous production, than the northeastern portion of the state, which has remained uncultivated by anything like the population that its fertility and natural conditions justify because of the lack of transportation facilities. It has long been the understood purpose of the Oregon Railroad & Navigation Company to supply this need by continuation of the Elgin branch, within hauling distance of which has been founded prosperous communities. Grains, fruits and vegetables are some of the production of cultivated lands, with immense forests of standing timber and mineral resources that have only been the objects of prospectors. It is one of the chief reasons for the present time, and large feeding industries will undoubtedly be one of the results of the growth that will naturally ensue to the diversified pursuits to which the region is adapted.

Willamette Valley Project.

While these large improvements are being made on the line of the Navigation Company, the management will likewise prosecute construction of one piece of work on Southern Pacific Oregon lines that is of very great consequence to the Willamette Valley. Workmen are now engaged in building a bridge over the Willamette, near Eugene, and a stretch of a little more than one mile of track on the bank in initial cost with some of the notable bits of construction of the year. The bridge alone will cost more than \$50,000, and the expense incurred to connect the Woodburn branch and the main line will approximate \$150,000.

That portion of Lane County reached by the Woodburn branch at Woodling and Natron is in the heart of large areas of excellent timber, in which are situated the mills of the Booth-Kelly Lumber Company. It has been necessary to haul the product of these mills, a large part of which found market in California, to Woodburn before it could be transferred to the main line, a distance of almost 30 miles. With completion of the above connecting link, such traffic will move directly southward, saving a haul of 35 miles. Mileage from the junction point at the north and south end of the branch will be practically the same as by the main line, hence it will serve as a double track whenever traffic is heavy or occasion demands use of either. The work in its progress, and no time will be lost in its production to early completion.

Prospects for a Settlement.

SPOKANE, Wash., July 15.—Advices received here that no more meetings of Northern Pacific officials and the Railway Telegraphers will be held until Monday, when it is expected the union's requests will be submitted in writing. It is believed here that the probability of a strike is steadily growing less. One of the hardest obstacles appears to be the main line demand for the reinstatement of certain men discharged by the company.

House Near Mount Zion Burned.

At midnight last night a residence back of Portland Heights, east of Mount Zion, was destroyed by fire. No details were obtainable up to a late hour this morning. The Fire Department was not asked for help.

railroad from Basin, Jefferson County, near to bridge the county seat of Clatsop County, about 200 miles, returned today and announces the Montana Northern, which is the name of the company, has a capital of \$4,000,000, a large amount of which has been subscribed, and that the road will be built and in operation inside of one year.

The road will afford a connecting link between the Great Northern and the Northern Pacific, and Hewett says it will be operated independently of those railroads.

Locomotive Boiler Explodes.

LOS ANGELES, Cal., July 15.—The boiler of a Santa Fe engine, owned by a colored policeman from a crowd that was threatening a lynching last night in Thirty-seventh street, near the Rock Island tracks, exploded at 10:30 p. m., killing Engineer Copeland and Fireman Bryant and completely wrecking the engine.

RESCUED FROM MOB FURY

Negro Militiamen Save Policeman From Lynching in Chicago.

CHICAGO, July 15.—Members of the Eighth Regiment, U. S. C., rescued a colored policeman from a crowd that was threatening a lynching last night in Thirty-seventh street, near the Rock Island tracks. The policeman was Frank Locke, who was appointed recently for strike duty. In trying to escape from a mob he opened fire with his revolver, shooting Julia McHugh, 18 years of age, a crowd of several hundred persons surrounded the man, bent on killing him, but the Eighth Regiment soldiers came to his assistance. About 20 negro militiamen have arrived at the Rock Island Regiment Armory, preparatory to leaving for their annual encampment at Springfield. They heard the shots that Locke had fired at his pursuers and rushed in the direction whence the sound came. The militiamen were in full uniform and armed with rifles.

Under the Island tracks, in Thirty-seventh street the policeman was standing off a mob of men and women by flourishing his revolver. There were cries of "throw him," and he was forced to his life. He first fired two shots at his pursuers, and one of the bullets struck the McHugh girl, who was standing at the curb 200 feet away. Two more shots were fired by Locke, one of the bullets passing through a man's hat.

MASHER SENT TO PRISON

Six Months for Man Who Tried Street Filth.

NEW YORK, July 15.—A six month sentence to prison for a passing street filth with a married woman was imposed today by Magistrate Seibert on Benjamin F. Smith, who came here from St. Louis. Late last evening Mrs. Grace M. Gamble, who is handsome and dresses stylishly, was waiting for her husband, a Brooklyn landman, at Madison Avenue and the Forty-second-street subway entrance. Smith was passing and spoke to her. Mrs. Gamble recognized this street filth, and she called out to him. In court today, although Mrs. Gamble herself requested leniency to the prisoner, the magistrate imposed a sentence of six months in the House of Correction on Smith for "mashing" to act as did Mrs. Gamble.

Pennsylvania Train's Escape.

HARRISBURG, Pa., July 15.—Train No. 23, on the Pennsylvania Railroad, known as the Pennsylvania Flyer, the new 38-hour train from Chicago to New York, met with an accident today a mile west of Port Royal, which fortunately did not result seriously. A westbound freight train near Port Royal tried to stop suddenly, and car buckled and was thrown over to track No. 1, on which the Flyer was speeding East. The break occurred almost simultaneously with the arrival of the Flyer, which plunged into the wreck. The momentum threw the wrecked car from the track, but the Flyer did not jump the rails. Engineer Miller jumped from the engine and was hurt about the head and back. No others were injured. Fireman Garman brought the train to a stop. The passengers were in their berths, and did not know there had been an accident. They were not even shaken.

Change Name of Association.

At Friday's session of the National Association of Food and Dairy Departments in the Auditorium at the Exposition grounds, a resolution was adopted to change the name of the organization to the Pure Food Interstate Commission. Some of the members of the association, in advocating the change, had more or less to do with the organization, and in electing new officers it would be advisable to select a new title.

Montana Day Postponed.

Montana day, which was to have been celebrated July 20, has been indefinitely postponed. Some day in the early part of September will be chosen, but the exact date had not been decided upon. This week, with the exception of today, will be devoted to Montana cities, the largest and most prominent in the state having special sessions. The attendance figures from Montana will be unusually heavy. Several excursions are being arranged for at the different cities. One of the prominent Montanans in Portland attending the Exposition, is Lieutenant-Governor Edwin Morris.

Commercial Club Courtesies.

Delegates in attendance upon the National Conference of Charities and Corrections will receive cards issued by the Commercial Club entitling them to privileges of that institution while in Portland. Numbers of visitors to the Chamber of Commerce building to ascend to the tower observatory and view the city from that altitude are constantly increasing. Members of the Commercial Club are energetic in making visitors welcome to courtesies of the rooms, especially those who come as delegates to conventions.

Campaign on Bucket-Shops.

NEW YORK, July 15.—For a crusade against bucket-shops, it was reported in brokerage circles yesterday, a movement is on foot among the exchanges of the country for a general movement. The New York Stock Exchange, it is said, may be voted to send a representative to the conference, which may be held in this city, but it is unlikely that it will take part, as \$2 policy is to avoid all business with the exchange.

House Near Mount Zion Burned.

At midnight last night a residence back of Portland Heights, east of Mount Zion, was destroyed by fire. No details were obtainable up to a late hour this morning. The Fire Department was not asked for help.

SLIGHT GAIN IN THE BIRTH RATE

Percentage of Increase Over Last Season Is Not a Large One.

MARRIAGES NOT MANY MORE

Lewis and Clark Fair Period Does Not Show So Great a Gain Over 1904 as That Season Did Over 1903.

That the Lewis and Clark Fair is not so fruitful a season for babies as it might be is indicated by the birth statistics of the City Board of Health, for in the first six months of this year only 42 more midwives have arrived than in the corresponding period last year, whereas the first six months of last year exceeded the same period in 1903 by 144.

Up to July 1 808 births were recorded in the ponderous log book of the Board of Health. Last year the number was 822, and the year before 851. It will be seen, therefore, that the year 1904 made a big jump over 1903, and that the gain for the first six months was 17 per cent. But the gain this year over last has been less than 5 per cent, and the gain for the year the gain in marriages over the same season the year before was 19 per cent, but this year's gain has been only 6 per cent.

Cupid did poor work in April and May of this year, but made up for it in June, for the County Clerk issued 32 licenses to wed last month, which stands as the record. The birth and marriage record for this year compared with those of other years follows:

Table with columns for Births and Marriages for various months from January to June, comparing 1905, 1904, and 1903.

Table with columns for Births and Marriages for various months from July to December, comparing 1905, 1904, and 1903.

FOR HIGH SCHOOL SITE

SPECIAL SESSION OF BOARD FOR ITS DISCUSSION.

May Result in a Taxpayers' Meeting to Act Upon the Proposed Location.

At the earnest solicitation of citizens, among whom were Rev. T. L. Elliot and Rev. Stephen S. Wise, rabbi of the Church of the Messiah, Mr. L. W. Sisson, chairman of the City Board of Education, yesterday decided to call a special meeting of the Board for tomorrow afternoon at 2 o'clock to consider the question of selecting the site of the new East Side High School, concerning which there has been so much local discussion of late.

The meeting will take place in the office of the City Superintendent of Public Instruction at the City Hall, and it is expected that citizens will be present to discuss the issues involved.

Child Hurt While at Play.

Maud Eckhart, 8-year-old daughter of Mr. and Mrs. Eckhart, Thurman and Twenty-seventh streets, was severely injured yesterday afternoon at an Exposition booth by the fall of a carelessly boy, with whom she had been playing. Two deep gashes were cut in her forehead, and three stitches had to be taken in one of them. From the emergency hospital, at the Exposition grounds, the little girl was sent home. The boy who caused the wound had been whirling the spin top around his striking the Eckhart girl on the forehead.

Arbogast & Bastian's Logs \$400,000.

ALBANY, Pa., July 15.—Arbogast & Bastian Co., whose extensive provision house was destroyed by fire last night, estimate their loss at \$400,000; insurance, \$200,000.

Property-Owners Object.

Ralph R. Dunaway, as attorney for objecting property-owners, has filed a remonstrance with the City Council against the proposed assessment for the improvement of Hooker street. From the east line of Third to the west terminal line of Hooker street, the grounds that the city has not complied with the conditions precedent provided by law to obtain jurisdiction to make any legal assessment; that there is no proposed assessment on file with the Auditor or made, and no notice published or given; and that the so-called improvement has not been made in substantial compliance with the contract, and what has been done is not to benefit but to damage the property within the assessment district.

Bids for School Work.

Bids for the construction of the Irvington School were opened yesterday afternoon by the City Board of Education. The awards will be made at a special meeting of the Board at 2 P. M. tomorrow. All the bids were from the following: Carpenter, W. R. Griffith, \$16,425; brick work, James McBride & Co., \$2,975.60, with \$20 additional if wood floor is used, and \$25 extra for glass, plaster, plumbing, Williams & Beck, \$100; painting, Ward & Ritzinger, \$25; glass, W. P. Fuller & Co., \$54.

cavation and removal of 884 cubic yards of earth, were received from J. M. Manning, 19 cents a cubic yard; Joplin & Meek, 12 1/2 cents a cubic yard; Abe Trencher, 11 cents a cubic yard; Stevens Bros., 10 cents a cubic yard; J. L. O'Donnell, \$11; William E. Cole, \$174, and J. R. O'Neill, \$248.

Civil-Service Examination.

At 9 o'clock tomorrow morning, 36 firemen will be examined by the Municipal Civil Service Commission for promotion as eligibles for captains and lieutenants in the local fire department. The examination will be held in the Ladd School building, the rooms of the Commission at the City Hall having been found inadequate to accommodate the large number of applicants.

Yesterday the Commission examined four applicants for eligibility as assessment deputy in the City Auditor's office. None of the results of any of these examinations will be known for several days, as an assessment deputy to check up all the different papers before the standing of the various applicants can be definitely ascertained.

Protest Against Street Improvement.

C. M. McKay and 23 other property-owners have filed a protest with the City Council against the proposed improvement of Bancroft avenue, from the west line of Macadam street to the west line of First. The remonstrance sets forth that the property to be assessed for the proposed improvement is all the lots, parts of lots and parcels of land lying between a line 100 feet north of and parallel with the fourth line of Bancroft avenue, and a line 100 feet south of and parallel with the south line of Bancroft avenue, and between the west line of Macadam street, and a line 100 feet east of and parallel with the west line of First street. The remonstrators claim to be the owners of more than two-thirds of the property affected, and ask that all proceedings be stopped.

ONE DAY MAY BE ENOUGH

COUNTY BOARDS OF EQUALIZATION LIMITED TO A WEEK.

Oregon Attorney-General Construes the Law at Request Made From Tillamook.

SALEM, Or., July 15.—(Special.)—Attorney-General Crawford rendered an opinion today in which he holds that a County Board of Equalization need not hold its session for more than one day, unless there is business requiring that the session be longer. He holds that the board may remain in session not to exceed one week, but unless its published notice declares an intention to remain more than one day, the first day is all that is necessary.

The opinion was rendered at the request of County Assessor A. M. Hare, of Tillamook County. Mr. Crawford questions the constitutionality of the law as it is now in force, and he holds that the law is unconstitutional in so far as it requires all persons interested in the assessment of property to appear in person at any time while they were in session.

Section 3282 provides that "said Board of Equalization shall continue their sitting from day to day until the examination and assessment of the property is completed, but if the board should continue in session longer than one day, complaints could be filed at any time while they were in session."

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Vernon Vernon Vernon

This beautiful Suburb of Portland has changed hands. It is now owned by the Moore Investment Co. and is being put on the market by them. Here you can buy a lot for \$90 to \$400 on ground nearly as high as Portland Heights; only 20 minutes car ride from Washington street. From this site there is an unobstructed view of Mounts Hood, Adams and St. Helens, the Columbia river and Vancouver barracks.

The streets are graded; it is supplied with city water; has 15 miles of sidewalk.

Lots in this highly-improved tract can be had for much less than is asked in other sections not so well located where no improvements exist. Special inducements offered to those wishing to buy lots to build houses on for sale. Call or write and get our terms and plan of selling.

MOORE INVESTMENT CO. 151 1/2 Sixth Street. Phone Main 16. Agent on Ground.

BUY OR BUILD BOATS

Open River Association Is for Competition.

COMBINE ON THE COLUMBIA

Extension of the Portage Road and an Independent Line of Steamers May Be Required to Meet New Business.

Extension of the Portage Railroad to a connection with the Great Southern at Big Eddy, at expense of the Open River Association, on condition that the people of The Dalles make the connection to the river at that point, and establishment of an independent line of steamers to ply between Portland and the lower terminal of the Portage Railroad, were projects that received approval of the entire yesterday afternoon at a meeting held in Portland.

It is the belief of members of the executive committee that a combination has been formed by transportation companies and other interests to operate a line of steamers to make operation of the Portage Railroad as difficult as possible. The hope had been entertained that there would be no need for additional boats at this end of the line to take care of all business, but either because of heavy traffic offering or for some other reason the boats engaged in plying the waters below Big Eddy have not found the through traffic any attraction. Where a boat is making the round trip daily to The Dalles it would be impossible for such a steamer to handle the business, but the committee feels that other motives must be responsible for other boats not accepting through freight. It was, therefore, decided that boats of the Open River Transportation Company must be placed on the lower portion of the Columbia, as well as above Celilo.

Negotiations have been under way for purchase of boats suited to the purpose, and obtainable at the service may be started at an early date. If necessary to build the boats inauguration of the service would be delayed somewhat. Business men of The Dalles have come forward and expressed willingness to take stock in the proposed line and pledge their own traffic to the boats.

Territory along the Columbia from Celilo to Pasco, has been carefully gone over by a representative of the commission to determine the amount of traffic that may be obtained by a boat line. While the report has not been fully com-

pleted it is known that the result shows a tonnage assured that will supply a number of boats.

It was decided that the proposition submitted by the Commercial Club, of The Dalles, pledging that if the Open River Commission would build the track to connect the Portage Railroad with the Great Southern, a distance of about three-fourths of a mile, the citizens of that town would build the track for a much greater distance to connect to the river, should be accepted. The committee was formed that the schedule of tariffs to apply on the Portage Railroad will soon be announced by the commission, the road being ready for handling traffic as soon as the boats bring it to their terminals for transfer.

Heavy passenger traffic to Portland, that has exceeded all previous records for the past week, continues to pour through the gateways of the big passenger station at the foot of Sixth street in an undiminished stream. All trains arriving last night were heavy, and three specials arrived over the Northern Pacific, one at 10 o'clock last night and the others at 1 and 1:45 A. M. today. This was in addition to the regular through trains of yesterday and last night arriving in double sections. Southern Pacific No. 12, last evening, brought 15 cars, loaded to the vestibules, and this morning's train from California is running in two sections, both heavy. U. S. R. & N. trains from the East arrived in double sections last night. One of the specials arriving last evening was that of the National Conference of Charities and Correction delegates, whose reservations had been made at the Hotel Portland four months ago.

CHRISTIAN UNION NAMES PRESIDENT. HARTFORD, Conn., July 15.—The national convention of Young People's Christian Union of the Universalist Church today elected Frederick W. Perkins of Lynn, Mass., as president.

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