

RAILROADS FOR HARRIMAN LINES

Large Amount of Railroad Construction Under Way in Oregon.

HUNDREDS OF MILES IN ALL

Coos Bay and Natron-Klamath Lines the Most Important—Great Improvement in Old Lines—Enlarged Supply of Cars.

HARRIMAN'S NEW OREGON LINES

The following article was prepared by the New York correspondent of The Oregonian from information furnished at the New York office of the Southern Pacific Company, and may be considered authoritative. It is to some extent a recapitulation of facts already published from time to time, but it contains much additional matter of great interest to Oregon.

NEW YORK, May 31.—(Special).—From official sources details have been obtained of the extensive programme of improvements and additions under way or projected for immediate execution in Oregon by the Oregon Railroad & Navigation Company and the Southern Pacific. As a whole, this programme is the most extensive undertaken since railway construction began in the state.

From Drain, on the main line of the Southern Pacific to Coos Bay, which is a distance of about 73 miles, a new line is now under construction, to be known as the Oregon Western Railway. It follows Elk Creek to its junction with the Umpqua River, then along the Umpqua to its mouth, and thence southward to the Coast near Marshfield. The line is being built in a substantial way, and its grades and curvature are such that it can handle traffic efficiently and economically. The main traffic that is expected to be developed by this line is lumber. It is estimated that there are 2,500,000,000 feet of red fir, 500,000,000 feet of white cedar and 200,000,000 feet of spruce, besides red cedar, maple and oak tributary to Elk Creek and Umpqua River. The Coast section also presents a very promising field of lumber development, drying and fruit culture. These industries, now in their infancy, will grow rapidly with the advent of shipping facilities.

Natron-Klamath Road.

From Natron to Klamath, a distance of 189 miles, the Southern Pacific is building the Oregon Eastern Railway. At Klamath it will connect with the California Northern, which is being built between Portland and San Francisco of much lower grade and less curvature than the present line over the Siskiyou Mountains. The route from Natron to Klamath at the southeast, by way of the Middle Fork of the Willamette, the western shores of Odell Lake, the west side of Klamath Lake, which will be carried to Lake Klamath Falls. For 30 miles up the Willamette from Natron the country is sparsely settled, and beyond to the summit of the Cascade Range the country is wild and unfit for settlement. But about 110 miles of the route lies within the Cascade forest reserve.

Wallowa Valley Branch.

Especially to serve the lumber producers of the Wallowa Valley and the development that is expected from irrigation in this region, the O. R. & N. is building an extension of its Elgin branch from Elgin to Joseph, a distance of about 65 miles. This new route follows the west bank of the Grande Ronde River to its junction with the Wallowa River 15 miles north of Elgin. From this point it follows the Wallowa River to Joseph, passing through the towns of Wallowa, Lostine and Enterprise. The estimated cost of the line, which may be taken as a gauge of the outlay involved in the whole improvement programme, is nearly \$12,000,000.

Freight Track From Troutdale.

An extension of the O. R. & N. that will serve industries now locating or proposing to locate on the coast, is the Willamette and Columbia Rivers is the new line from St. Johns to Troutdale. This is an extension of the Albin-St. Johns branch, which was carried in connection with the main line near Troutdale, a distance of about 20 miles from St. Johns. It will furnish a low-grade line to be used by freight trains in and out of Albin, which will be carried to the grade in each direction between East Portland and Troutdale. As the use of the present line by passenger trains will be continued, this extension, practically means double tracking a line for a distance of about 20 miles east of Portland. One of the big industries projected on the line of this road is a large packing-house of the Swift Company on the Peninsula near Woodlawn.

California's Northeastern Line.

Twenty-five miles of the California Northeastern Railway of the Southern Pacific system has been constructed and is in operation. There remains to be built about 65 miles of line, which will run from Weed, in Siskiyou County, California, to the California and Oregon Railroad passing along the foot slopes of Mount Shasta, continuing in a general northeasterly direction, crossing the northern arm of Lower Klamath Lake, and entering Oregon to a point near Klamath Falls. The road passes through a fine timber country on the north slopes of Mount Shasta and the adjacent region, and through the excellent farming country which is being improved and the tillable area increased by the United States Reclamation Service.

Portland-Seattle Extension.

One of the most important extensions of the Harriman lines is the Oregon & Washington Railroad, for which surveys have been completed between Portland and Seattle, a distance of about 180 miles. The route has been carefully selected, and in view of the character of country, is considered exceptionally favorable for heavy fast traffic. The new bridges, track and structures will conform to the highest standards. Among the cities that will be served by this line are Portland, Vancouver, Kelso, Castle Rock, Little Falls, Winlock, Centralia, Tacoma and Seattle. The line will make available several million feet of timber, open a large fertile agricultural section, and reach several important coal mines. Extensive terminal grounds, adequate it is believed for all time, have been acquired in the principal cities, and plans for passenger and freight terminals and wharves are well advanced.

Improving Old Lines.

Beside new construction, the O. R. & N. is under way a large number of im-

provements of existing lines. One of these is the change at the crossing of Hood River, 65 miles east of Portland, where 400 feet have been rebuilt, with a new bridge of very substantial steel and concrete construction. A change covering more than a mile is being made between The Dalles and Celilo, saving 100 degrees in curvature and 18 feet in the grade climb at this point. The maximum grade is reduced from 3 to 2 per cent. At Pendleton the improvement of the line saves nearly a thousand feet and 100 degrees of curvature. There is also a new bridge of two 150-foot spans across the Sandy River at Troutdale and across the John Day River, 18 miles east of Portland, are projected, involving a big outlay.

No less than 55 changes of line are proposed between The Dalles and Coyote, covering 25 miles of a section 32 miles long. There will be a reduction in curvature of 150 degrees and 100 feet of adverse grades will be eliminated, besides a saving in distance of 200 feet. For the line along the Columbia to Umatilla, the standard set for improvements is a 4-degree maximum curve and a 1.5 per cent maximum grade with no adverse grades on westbound traffic. This portion of the line is at water grade, but local topography caused occasional stretches of grade as steep as 1 per cent or more on the old line, and these are being eliminated as fast as practicable. Within the limits of The Dalles-Coyote section will be carried out this year if conditions are favorable.

Other Work Under Way.

Another important change proposed is beyond Yoakum, where some heavy grades are to be eliminated, including one complete horseshoe. When this change is carried out the rail distance will be reduced by over 6000 feet. A tunnel 250 feet long and three crossings of the Umatilla River are included in this improvement. This change has not yet been authorized. This summary of improvements and extensions taken as a whole of the work undertaken known as the Willamette-Beaverton cut-off, which will greatly improve the traffic facilities of Portland and such isolated construction as the Ilwaco Railway, on the Washington side of the mouth of the Columbia River, nor branches like the Umatilla Central from Pendleton, on the main line to Philo, and numerous projects for the reduction of curvature and grade. All the new bridge work of the O. R. & N. and the Southern Pacific is of the most substantial character. The O. R. & N. is rapidly changing its locomotive fuel from coal to oil, involving heavy outlays for new equipment and storage tanks.

Increased Lumber Traffic.

With other Pacific Coast industries, lumber interests will largely benefit by increased facilities provided on the Harriman lines, to avoid as far as possible a repetition of last year's delays in freight movement. The enormous increase in the demands upon the carriers in 1906 have indicated what this year's requirements will be. From a tonnage of 22,000,000 in 1905, 1905, the southbound lumber movement on the Southern Pacific lines in Oregon to points outside the state jumped to 35,000,000 tons in 1906, or an increase of 57 per cent, or 123 per cent. The eastbound tonnage in the same time increased from 13,000,000 tons to nearly 32,000,000. This unexampled increase of over 60,000,000 tons in a single commodity was responsible for the delays that occurred in spite of arrangements made in advance to handle an expected increase of business.

More Cars for Oregon Lines.

New freight-car equipment on the associated lines of the Union and Southern Pacific and the Oregon lines delivered since June and ordered prior to that time by the end of this month amounts to:

Union Pacific	New Cars	June 30
Oregon Short Line	3,330	13,335
Oregon & Washington	2,200	8,200
Oregon & California	600	2,600
Freight Systems	3,960	20,887

The increase in car capacity on the Harriman lines on June 30 will be 537,050 tons. This, with existing equipment, gives these lines a total freight car capacity of 2,720,776 tons. New trackage and motive power have kept pace with this increase in rolling stock.

GRADUATING EXERCISES.

The Holmes Business College will hold its graduating exercises at Grace Methodist Church, Wednesday, June 6, at 8 o'clock.

"He can who thinks he can."
Overture "Sans Souci".....Kaula
The Webber String Orchestra.
Invocation.....Thomas
(a) "Entr' Acte Gavotte Mignon".....Webber
(b) "Serenata Mexicana".....Webber
Annual Address.....Dr. J. Whitcomb Brounger.
Vocal Solo, "Await My Love".....Neldinger
.....Miss Myrtle Ward.
Typewriting contest for gold medal, presented by Underwood Typewriter Co.
J. Furnish Slater, Charles Lorati, Miss Frances M. McKerrrow, Miss Gladys Durst
Clarence W. Wardle.
Sextette from "L'Esperanza".....Domizetti
Presentation of diplomas.....Mrs. G. Holmes-Lawrence.
Presentation of gold medal.....W. W. Wiswell.
French Horn Solo, selected.....Richard Waltrath.
Class prophecy.....Miss Frances C. Norcross.
Ballad, "Love Me and the World's Mine".....Ball
Orchestra.

CANADIAN PACIFIC ROUTE

On June 6, 7 and 8, very low excursion rates will be in effect via the Canadian Pacific. If your tickets read "Great Scenic Route" you may see the Fraser and Thompson River Canyon, the Valley of the Hills, the Albert Canyon, the Great Glacier of the Selkirk Range, the Beautiful. For rates and full particulars apply at the local office, 121 Third street.

Two Clergymen Catch 110 Trout.

Rev. Francis Burgett Short will take for the subject of his sermon tonight at the Taylor-street Methodist Church, "Our Wives and How to Make Them Happy." This is the last of his series on home life. Dr. Short has just returned from an outing at Welch's, 40 miles east of Portland. His assistant in church work, J. C. Taylor, accompanied him and caught 110 trout.

Cabbages in Cuba grow to such size that a single head often weighs 20 pounds.

AT RISK SHEEP LAW

Washington Woolgrowers Object to Inspection in Oregon.

SAY ACT IS NOT VALID

Unconstitutional on Ground That It Restricts Interstate Commerce. Inspectors Deny Charges—Federal Court Hears Argument.

Arguments in the suit of the Washington sheep owners, attacking the constitutionality of the Oregon sheep inspection law, were begun before Judge Wolverton in the United States Circuit Court yesterday afternoon. The discussion of the case on its merits will be concluded before Judge Wolverton at an adjourned session to be held at 7:30 o'clock tomorrow night. Oscar Cain and H. C. Bryson, of Walla Walla, who are plaintiffs, who are prominent stockmen of the Evergreen state, while T. G. Halley, former member of the Oregon Supreme Court, appeared for the members of the state board of sheep inspectors who are the defendants in the suit affecting the validity of the law.

Attorney Halley yesterday filed an answer to the complaint denying all of the material allegations it contains, except as to the enactment of the state sheep inspection law. He also filed a number of affidavits in support of the fact that the law is in harmony with the quarantine provisions imposed by the Government against contagious diseases. Controversial affidavits, counsel for the plaintiffs called two witnesses, Dr. S. B. Melson, of Pullman, for 13 years state veterinarian for the state of Washington, and W. C. Johnson, a large sheep owner and deputy sheep inspector for Walla Walla County. These witnesses testified that the sheep owned by the plaintiffs in the pending suit are free from all infectious and contagious diseases and that they have been dipped and treated under the conditions of the Government quarantine law.

Counsel began the argument for the plaintiffs, who are: Leon Jausand and others in one of the suits and H. C. Adams and H. C. Bryson, partners, and others in the other suit. He attacked the Oregon sheep inspection law on the grounds of its constitutionality, charging that it is in direct conflict with the provisions of the constitution of this state. It seeks to regulate commerce between the states, and for the further reason that it denies to the citizens of one state the privileges enjoyed by the citizens of another state. Mr. Cain further contended that even if the law is held to be constitutional the attitude of the Oregon sheep inspectors in preventing the owners of sheep from bringing their herds, which are alleged to be free from disease, into this state is an untenable one, the legality of which can be proved.

Mr. Cain pointed out that the owners of the herds involved in the pending controversy have grazing permits entitling them to graze their sheep within the Wenaha Forest Reserve in this state. The herds number in the aggregate about 70,000 head, he said, for defendant sheep inspectors. In opposing these sheep, which are immune as to disease, subjected to a further inspection and dipping process under the direction of the Oregon inspectors. This treatment, he claimed, would necessarily detain their herds on the state's border line until August 1, when, as a matter of policy, the owners desired to get their stock to the grazing grounds early in June.

Mr. Halley for the defense began his argument in support of the constitutionality of the law and will conclude the presentation of his side of the case at the session Monday evening. It is the contention of the defense that the Oregon sheep-inspection law complies strictly with the provisions of the Government quarantine regulations. He denied that it is discriminatory against the plaintiffs in the State of Washington. The law, he explained, is entirely regular and intended solely for the protection of Oregon stockmen from the introduction of disease through herds coming into the state from other points.

PREPARES MANY TRUE BILLS

Federal Grand Jury Making Ready to Report This Week.

The first batch of indictments charging members of the alleged furniture trust with violations of the interstate commerce act will be reported to the United States Circuit Court by the Federal grand jury either Tuesday or Wednesday. United States Attorney Bristol and Assistant United States Attorney Cole are working hard to have the indictments, now in course of preparation, ready to be submitted to the court early in the week. The insistent click of typewriters in the office of the Government's prosecutors has been observed for more than a week. Sunday included, and the work has continued throughout today in an effort to enable the jury to report to the court early this week.

The estimated number of indictments to be returned, placed at 25, is believed to be excessive, although there is every indication that a large number of true bills will be reported. In a similar investigation in Chicago the indictments reported by the grand jury were quite voluminous, consisting of more than 80 pages of typewritten copy. Figuring on this basis, it is apparent that the bills will not be returned until next week, for the reason that it will be impossible to prepare that number of indictments by the time the jury is scheduled to report to the court.

Sues Terminal Company for \$10,300

Alleging that by having him arrested maliciously and falsely for a misdemeanor of which he was acquitted in the municipal court, the Northern Pacific Terminal Company has demanded \$10,300, Julius Dossche filed a complaint yesterday suing the concern for that amount in damages. Dossche avers he was damaged by humiliation of arrest and the publication of his plight in the newspapers to the extent of \$10,000, and that his loss of a wagonload of berries, which was turned down and dealers who are competing with the alleged combine are required to purchase stocks in the East.



Test Clothes--The Only Way to Get Good Clothes

By A. Frank Taylor.

MOST Clothes look Right-- And it's a Rank Suit that doesn't fit Right--At the "Try On!"

But will the Suits that look right and fit right at the "Try On" wear Right? Will they hold their Shape after they're Paid for?

They will not, for fully 90 per cent of all Clothes are improperly cut and tailored. Isn't there Some Simple Test that will Infallibly tell a Good Suit of Clothes from a Bad One?

A test that Anybody can Press, That certainly is! "Dope" and Sweat and Press, and Shrink a poorly made coat as much as you can-- There's one thing that will reveal its improper cutting and tailoring-- And that is the Wrinkle or Fullness of Cloth at the back of the Neck just below the Collar--

Have a friend hold the Coat you consider buying by the Shoulders--as in the illustration-- Then press your finger along the Center Seam toward the Collar-- If you see that Wrinkle or Fullness--you had better not buy the Suit-- For it has been "doped" by the Hot Flat Iron--and will soon lose its Shape and Fit. If you don't find that Wrinkle--you can buy the Suit, for it will hold its Shape Permanently.

This is the Experienced Tailor's Test--until recently a Trade Secret--known only to a Few-- For if you apply that test you will find one thing Sure-- That you won't be able to discover that Wrinkle in a "Sincerity" Suit-- For all "Sincerity" Suits are properly Cut and carefully and expensively tailored. There's no cheap Hot Flat Iron "Dope" in a "Sincerity" Suit--

"Sincerity" Suits are put together by experienced Needleworkers who sew the Shape and Fit Permanently into the very Fabric-- And while "Sincerity" Suits cost more to make than any other kind--they do not Cost more to Buy--not a single dollar-- "Sincerity" Suits will look good and Smart, and Fit well until you want another Cloth design. Look for "Sincerity" Suits at your high-class ready-to-wear dealer--see that the label below is in each Suit you buy--It insures Style, Service and Satisfaction.

There are some extraordinary values in this lot of 50. Take for example the rocker shown in the cut. This rocker is worth \$11.00, and is sold for that figure by any other furniture house in Portland, but owing to the great reduction in the cost to us we are able to offer it for only..... \$5.00

Monday, Tuesday and Wednesday

An \$11.00 Wicker Rocker \$5.00
Just Like the Cut for

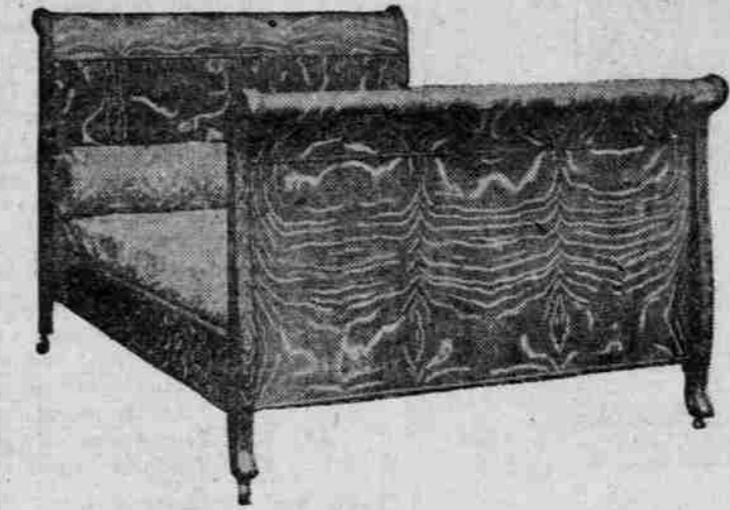
There are other values--\$7.50, \$8.00, \$9.00 etc.--all likewise marked for \$5.00, for we

Give You Choice of Lot for \$5.00

Accommodation Sales

For the month of June, we shall advertise weekly "Accommodation Sales," embracing specimens taken from our high-class stock, to which we hope to attract the general buyer's attention--customers who seldom or never darken our doors. We want all the people of Portland to know of the quality of the stock carried by Gevurtz & Sons, and we want them to know of the really great values we offer, as compared to other furniture houses. We want you to know that "If it's furniture you want, Gevurtz sells it for less." You may easily prove that our reputation for low selling is well earned by inspecting our mammoth stock, every piece of which is marked with the price in plain figures. We always invite comparison. These are called "Accommodation Sales" on account of the easy, accommodating terms. During these sales the persons of very moderate incomes may furnish their homes with high-grade furniture pieces, so modest will be the weekly or monthly payment required.

Napoleon Wooden Bed Special



The first on the list will be these handsome Napoleon or Empire Beds, in flaky quarter-sawn golden oak, birch or maple or mahogany. The illustration shows the shape of these beautiful beds. Wooden beds are more popular than ever this year--keeping pace with brass beds in the race for public favor. The regular price of these beautiful beds is \$40.00, but our special price for this week will be \$27.50 only.....

\$1 Down

50c a Week

A Whole Year in Which to Pay for a Bed

3 Days' Wicker Rocker Sale

TERMS: \$1.00 DOWN
50c A WEEK



Here is an exceptional sale of Wicker Rockers, all owing to a fine lot of these rockers our Eastern buyer was able to pick up. We give our customers the advantage of the saving we made, as we know they will prove to be a good advertisement for our house. There are some extraordinary values in this lot of 50. Take for example the rocker shown in the cut. This rocker is worth \$11.00, and is sold for that figure by any other furniture house in Portland, but owing to the great reduction in the cost to us we are able to offer it for only..... \$5.00

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Give You Choice of Lot for \$5.00

Still One More Chance

On Wednesday of last week we unloaded another carload of the great Anti-Trust Sewing Machines--by actual count 215 machines. These we shall be able to close out on the same easy terms heretofore prevailing.

\$1.00 Down, 50c Per Week

This may be the last opportunity to secure this great machine on these easy terms, and we shall surely close them all out during the month of June.

Get Your Machine Now

It is guaranteed for ten years, and is of the same high grade quality of the machines sold by us during the past year. There are \$15.00 and \$20.00 machines on the market, but none are of the quality of the Anti-Trust Machine.

50c a Week Buys It

This high-class machine is made for us in carload lots by a manufacturer not in the sewing machine trust. This is the Anti-Trust Sewing Machine. We employ no agents; we go to the people direct, therefore have no big commissions to add to its cost to the consumer.

\$60 Machine for \$25

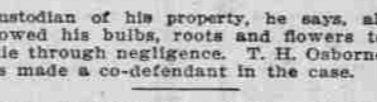
Country Customers: We send this machine to your nearest station, with freight prepaid, for \$3.00 cash and \$2.00 in monthly installments till \$25 is paid us.

Write for FREE ILLUSTRATED FURNITURE CATALOGUE, which will tell you all about our great offer.

N. B.--SEE OUR AD ON OPPOSITE PAGE

GEVURTZ

COR. FIRST AND YAMHILL COR. SECOND AND YAMHILL



DENT'S Toothache Gum

Must Refund Taxes Before Decree. Circuit Judge Sears rendered a decision yesterday morning which will compel former owners of property sold under the Sheriff's hammer to refund the taxes to the buyers thereof before the building is re-conveyed to them. This decision was handed down in the case of James H. Bowman and others against Kate H. Erlich and others. Mrs. Erlich asserted a claim on four lots in Sellwood which she obtained at a Sheriff's delinquent tax sale a decade ago. She has paid taxes on the property since the purchase. Bowman brought suit to have the tax deed declared void. Judge Sears decided the tax deed to be null, but ordered the taxes refunded before a decree is entered to that effect.

Says Husband Abused Her.

That her husband began a course of ill treatment towards her four months after marriage she refuses to work and that he squanders money by gambling are the main causes for the divorce complaint of Claude Roby which was filed yesterday. She also accuses her spouse of ruthlessly tearing her clothing and destroying her belongings and photographs of loved ones. She asks to be allowed to resume her maiden name, Claude Rhue, and to be awarded whatever relief the Circuit Court may deem equitable. The Robys were married in Portland, March 6, 1906.

KISER-KODAK DEVELOPING.

Imperial Hotel--Also Scenic Photos.

The Battle Sea is not salty enough to sustain the life of the oyster.

Members of the alleged combine in this city have not departed from their rigid trust methods of transacting business, and the small independent dealers still find it impossible to establish business relations with either the wholesalers or the jobbers who are identified with the so-called monopoly. Application from any of the anti-trust firms for a bill of goods from the large wholesalers and jobbers is promptly turned down and dealers who are competing with the alleged combine are required to purchase stocks in the East.

DENT'S TOOTHACHE GUM.

Old Remedy. NEVER KNOWN TO FAIL. Tarrant's Extract of Cubebs and Capsules. CAPSULES. The smallest, most thorough cure for gonorrhoea, which, when taken, is easy to take, convenient to carry. Fifty years successful use. Price 50c per box. ROWE & MARTIN, 225 Washington street, Portland, or by mail from the Extract Co., 44 Hudson St., New York.