

DESCHUTES ROAD MAY BE BLOCKED

Report of Federal Engineers Is Said to Impose Serious Obstacle to Line.

MUST PROVIDE FOR DAM

Condition Might Necessitate Great Expense in Future and May Cause Harriman to Reject Route to Interior.

Restrictions to be put on the Deschutes Railroad in the recommendations of Engineers Henry and Hopen of the Reclamation Service are understood to be such that the Harriman line may not be built at all. Obstacles that are thought to be insurmountable, it is understood, are to be embodied in the recommendations to the department at Washington. This report is now ready to go forward.

Neither the reclamation engineers nor Harriman officials, with whom the engineers held a conference before making their report, will discuss the recommendations made. It is understood, nevertheless, that requirements to be placed on the railroad are onerous and are such that the railroad company will not make the heavy investment required to build the Deschutes Railroad. It is understood that the department project is to be given the right of way over Government reclamation projects along the Deschutes River, with the express stipulation, however, that if the department later on decides to carry out the reclamation project already mapped out at a point half way between the mouth of the river and Sieras's bridge, the railroad must move its line so as to cause no interference with the Government's plans.

That this project imposes upon the railroad a condition that is prohibitive is believed in some quarters where information has been received as to what the stipulations of the engineers report are. If the road were built along a water grade into Central Oregon by the Deschutes route and the Reclamation Service later decided to construct an irrigation dam in that stream, the railroad would have to be rebuilt around the dam, at an elevation of no less than 100 feet above the river, as the plans for the dam call for a 100-foot wall.

The railroad builders do not favor jumping up 100 feet from a water grade and then down again to the level of the way of an irrigation project, in fact, there is some doubt as to whether such a thing is practicable because it is thought a road would have to climb sheer cliffs if built at that elevation above the river.

Conditions That Threaten.

Perhaps the worst feature of the whole case is that if the Government dam were favored in this way by the railroad and a detour made, private power enterprises and irrigation companies might insist that further jumps be made by the railroad to get over the dam as well.

The Deschutes Railroad is difficult enough of construction at best, railroad men believe. That it will be very expensive is shown by the estimated cost of \$4,758,000 for 120 miles. Many railroad engineers would not recommend the building of a railroad up the Deschutes Canyon at all, so rough is the sledging encountered. The construction will be more difficult than the North Bank road, but in many ways, construction problems are similar. Solid rock cliffs confront engineers at many points and tunnels and high bridges are numerous. Space to lay track will have to be blasted out of basalt bluffs for miles if the surveys are followed by a railroad.

Not Received With Favor.

Additional obstacles to railway construction are not likely to be given a hearty welcome by the Harriman interests. It is pretty well understood already that the best of the Deschutes railroad, as given in the estimates of the projected line, cast somewhat of a gloom over the Chicago offices of the Harriman system. Additional expense and serious operating difficulties are not likely, it is believed, to be met with favor at headquarters. It is estimated that if the reclamation dam is built it would cost not less than \$600,000 for the railroad to make the jump over it. Such protection of the reclamation service as is said to be contained in the report of the irrigation engineers will not, it is expected, find favor with the Harriman officials, and it is being predicted that the Deschutes route will not be followed, in view of the restrictions believed to be laid upon the railroad.

The report of the engineers will probably go forward to Washington today or tomorrow, and prompt action is expected to be taken on it by the department. Then the matter will be up to the railroad to accept permission to build the road with the consequent limitations or reach Central Oregon by some other route.

UNKNOWN MAN IS DROWNED

Body of Ash-Street Dock Suicide Is Not Recovered.

An unknown man was drowned in the Willamette River yesterday morning at the Ash-street dock, and although the river has been dragged for considerable distance, no trace of the body could be found. The only clue to identification is a cap that was picked up in the water. This cap was such as is worn by laboring men, and especially by drunks. It is a heavy, woollen covering with ear flaps folded on the sides.

Miss Bessie Anderson, of 200 Twentieth street, an employe of the dock office, was the only person who saw the suicide. She was sitting at her desk, near the window overlooking the water, when she heard the cry of a man in distress and saw some one struggling in the water. She called Assistant Superintendent Overbaugh, who rushed to the floor and called help. In response, Watchman Bowman and Boat Carpenter Barber manned a boat and went out to the rescue. By the time the dock employe had reached the water the man had disappeared from sight. The search for the body will be continued today.

TEACHES GIRLS IN TURKEY

Miss Charlotte R. Willard Home on Furlough and Will Lecture.

Miss Charlotte R. Willard, at the head of a girls' school at Marsovan,

Turkey, is in the city, the guest of Miss Frances Gage, whom she succeeded in the work of the school. Miss Willard is home on a furlough of one year, granted by the American Board of Foreign Missions after ten years' continuous service in the foreign educational work. Miss Willard is a native of Minnesota, and is a graduate of Carleton College. She is a woman of the highest culture, and talks entertainingly of her work in the interior of Turkey, where the women are so hungry for education that they make all manner of sacrifices to obtain the priceless Western learning that they believe will liberate them from their unpleasant conditions. Just now Miss Willard is in Salem, where she is giving a lecture on the educational work in which she is engaged. She will return to Portland Wednesday and will speak that night in the Hassalo-street Congregational Church. The public is invited to this lecture, and no admission will be charged. The subject is to be the "Politics of Modern Turkey," and Miss Willard will tell of the great change that has been brought about in that country since the Young Turks came into power.

TRAIN IS BADLY SHAKEN

EXPLOSIONS AT CELLO BREAK WINDOWS OF PASSING CARS.

Government Officials Neglect to Flag Approaching Express and Three Terrific Blasts Go Off.

Passenger train No. 7 on the O. R. & N. Railroad from Pendleton, Or., passed through a thrilling experience yesterday as the coaches came opposite the Government works at Canal Portage, at Celilo. The officials connected with the work there had superintending putting in three large blasts of dynamite, and had neglected to flag the train as it approached. The immense charges were exploded just as the train reached the spot, and, according to F. W. Woolley, of 185 East Yamhill street, the results were something terrific.

The first blast was turned loose as the train came alongside, and a number of windows were smashed in the car. Almost immediately the succeeding two blasts belched out with a thunderous crash, and a number of windows in the two rear cars were completely demolished. Some 15 or 20 windows were partially or entirely destroyed, and glass was flying like a hailstorm through the cars. Almost by a miracle no one was hurt, but the passengers were nearly frightened out of their wits by the crash and the startling effects of the blasts.

The ride into Portland for the remaining distance was an exceedingly chilly affair, as there was little left in the window frames of some of the cars but a fine variety of ventilation blowing in over jagged spears of broken glass. An impromptu indignation meeting among the passengers warmed up the atmosphere considerably, and in future, if the railroad company and its patrons have anything to say about it, there will be no such scares fired when the trains go by.

According to Mr. Woolley, there was an interval of only a few seconds between the first blast and the next two, and the passengers had a chance to get ready for the initiation "temblors" which followed with some degree of forewarning. If they had all gone off together the results might have been counted in some serious injuries to the passengers, it is thought.

Mrs. Chipman Wins Ride.

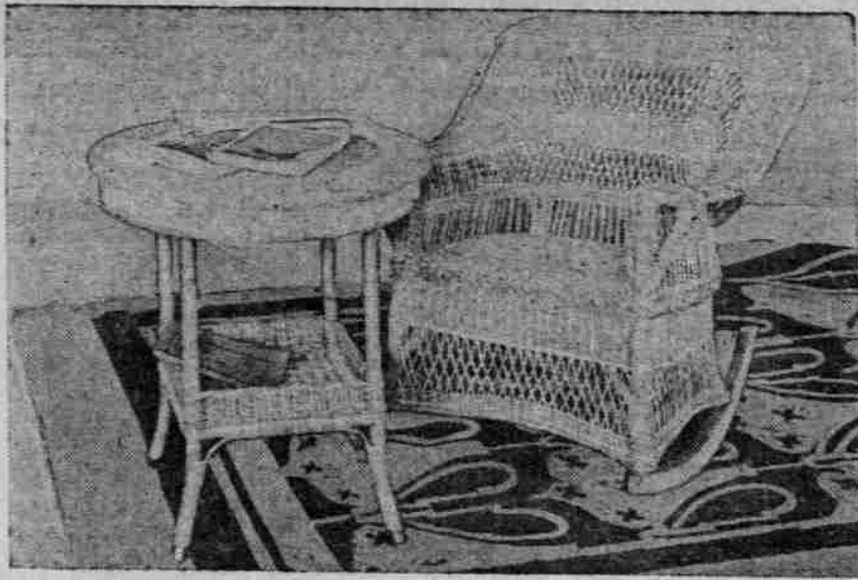
The ladies' paper chase of the Portland Hunt Club for the R. B. Lamson cup was won yesterday afternoon by Mrs. R. J. Chipman. Miss Mabel Lawrence was second and Mrs. A. M. Cronin third. The start was made on the Sandy road on the East Side and ended at Rose City Park. Those taking part in the ride were Miss Leaning, Mrs. William Woods, Mrs. E. G. Buffum and Mrs. James Nicol. The event was closely contested throughout.

FIRST PHOTOGRAPH OF PORTLAND'S NEW POSTMASTER TAKEN FOR SIXTEEN YEARS.



JOHN C. YOUNG, PHOTOGRAPHED AT HIS DESK IN THE POST-OFFICE.

The accompanying excellent likeness of John C. Young, Portland's new postmaster, is the only photograph taken of Mr. Young for the past 16 years. As Mr. Young explains it, he has hitherto been so busy that he has had no time to sit down and "look pleasant." One picture taken in his "courtship days," and one taken years ago at the request of Senator Bourne, constitute the only previous records of his likeness. The picture appearing herewith shows the new postmaster at his desk beginning, as he hopes, a new postal administration in the City of Portland, which shall give the people all the advantages and facilities enjoyed by any city in the United States.



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Kelto Porch Rugs, \$12.50 to \$25; Crex Porch Rugs, \$3.75 to \$12; Fiber Rugs, Japanese Rugs, Burmah Rugs.

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Fifth and Stark

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Fifth and Stark

GAS ENDS SAD LIFE

Mrs. Mary Nichols, Deserted, Thought to Be Suicide.

FOUND SEVERAL DAYS DEAD

Had Been Living With Divorced Husband, Who Left After Quarrel. Woman Came Recluse, Acting Strangely—No Inquest.

Mrs. Mary Nichols, of 572 Williams avenue, was found dead in her home yesterday morning, having been asphyxiated by gas. Indications pointed to the fact that she had been dead several days. Whether the death was accidental or intentional cannot be determined, but from remarks Mrs. Nichols made previously and from her actions it is thought the result was deliberate.

For several days nothing had been seen of the woman, who was perhaps 40 or 50 years old, and the neighbors began to wonder what had become of her. Mrs. H. B. Eddy, who lives next door, and another neighbor were discussing the nonappearance of Mrs.

Nichols and determined to investigate. Mrs. Eddy looked into all the windows but could see nothing wrong, except that the furniture and personal belongings were scattered about the rooms in disorder. Several papers dating from Monday were found on the front porch.

Mrs. Eddy then went around to the bedroom window and tried to see if she were in bed, but the window blinds were down. She then took a pair of shears and prised open the window a few inches and smelled the fumes of gas. Thinking something wrong she immediately notified the police, who forced an entrance. The woman was found dead in bed as though she had retired for the night.

Gas Too Strong for Officers.

The gas was so strong the officers could stay in the room only a few seconds at a time. They opened the windows and tried to clear the room but the gas still poured in and for some time they could not locate the leak. The body was taken to the coroner's, where it is being held for a few days until something can be learned concerning her relatives. This falling she will be buried Monday.

Mrs. Nichols came to Portland nearly three years ago, according to Mrs. Eddy, first living on the West Side and then moving to the present house with James Nichols, who was supposed to be her husband. Some trouble occurred one morning and Mrs. Nichols and Nichols left the place swearing never to return. Mrs. Eddy says they were in the habit of quarrelling and that that particular morning was especially bitter.

Mr. Nichols had arisen, according to Mrs. Eddy, and tried to make Mrs. Nichols get up and get breakfast. She refused and Nichols undertook to do it himself. He had placed some meat and vegetables on the stove and then went down to a corner saloon, where he drank himself intoxicated. He had left the things on the stove and the smoke of the burning viands forced Mrs. Nichols to get up. A short time later Nichols came home and was given orders to leave the house. He went and has not been seen since.

However, he wrote to several of the neighbors and told them the woman who had been their neighbor was not Mrs. Nichols and never would be, saying several things detrimental to her character. These things were told by the neighbors and it is supposed she brooded over this until her mind became deranged.

Lived With Divorced Husband.

According to the story of Mrs. Nichols to Mrs. Eddy, the dead woman had been married to a man named Mitchell in Chicago several years ago. Later she had obtained a divorce from him and later met Nichols in Montana, and fell in love with him. She married and lived with him for four years, and then secured a divorce from him. Then she came to Portland and started giving lessons in china painting. While here she came across Nichols again and they lived together until the time of the trouble.

Since then, it is said, she became a recluse and her actions were peculiar. She could often be heard talking to herself alone in the house and sometimes threw things about the room in a sort of rage. Last Fall she told Mrs. Eddy that life was miserable to her.

FEED YOU MONEY

Feed Your Brain and It Will Feed You Money and Fame.

"Ever since boyhood I have been especially fond of meats, and I am convinced I ate too rapidly, and failed to masticate my food properly."

"The result was that I found myself, a few years ago, afflicted with ailments of the stomach and kidneys, which interfered seriously with my business."

"At last I took the advice of friends and began to eat Grape-Nuts instead of the heavy meats, etc., that had constituted my former diet."

"I found that I was at once benefited by the change, that I was soon relieved from the heartburn and the indigestion that used to follow my meals, that the pains in my back had ceased entirely."

"My nerves, which used to be unsteady, and my brain, which was slow and lethargic from a heavy diet of meats and greasy foods, had gradually, but none the less surely, been restored to normal efficiency."

"Now every nerve is steady and my brain and thinking faculties are quicker and more acute than for years past."

"After my old-style breakfasts I used to suffer during the forenoon from a feeling of weakness which hindered me seriously in my work, but since I have begun to use Grape-Nuts Food I can work till dinner time with all ease and comfort."

"There's a Reason."

Read the little book, "The Road to Wellville," in pink.

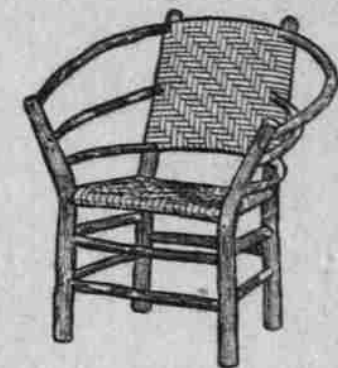
Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

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Malabar, East Indian Furniture—Our own importation—comfortable, graceful, remarkable both for durability and cheapness. Complete line of Tables, Steamer Chairs, Chairs and Rockers. \$3.75 to \$8.00.

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Announcement

Mr. Adolph Winkler, formerly fitter with H. B. Litt, of this city, wishes to announce that he is now associated with the Drake & Swan Co., where he shall be pleased to meet his many friends.

In order to close up the affairs of former management soon as possible, we are making special prices on Suits, Gowns, Waists, etc. It will be to your interest to give us a call when contemplating a purchase in this line.

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