

RAILROAD OUTLAY OVER \$30,000,000

Approved Projects in Northwest Means Expenditure of Vast Amount.

HARRIMAN SYSTEM LEADS

Its New Lines Alone Will Cost \$14,525,000. While Other Companies Have Announced Many Extensions.

COST OF NEW RAILROADS UNDER CONSTRUCTION AND PROPOSED.	
Harriman System.	
Aberdeen-Gate City line, 40 miles	1,000,000
Deschutes branch, 150 miles	5,000,000
Tillamook branch, 80 miles	2,250,000
Peninsula tunnel, 1,000,000	
Oregon & Washington tunnel, at Tacoma, 1,000,000	
Klamath Falls-Natrona extensions, 2,500,000	
Beavering-sprung cut-off, 25 miles, 900,000	
New steel bridge across Willamette at Portland, 1,000,000	
Total	\$14,525,000
Northern Pacific.	
Adrian-Cassel branch, 70 miles	1,750,000
Ellisville branch, 40 miles	1,000,000
Total	\$2,750,000
Chicago, Milwaukee & Puget Sound.	
Gate City-Meckona branch, 35 miles	700,000
Beaverly-Richmond branch, 32 miles	1,250,000
Tacoma Eastern extension, 300,000	
Total	\$2,250,000
North Coast Railway Company.	
Appropriation for unknown mileage	2,500,000
Pittsburg & Gilmour Valley.	
Branch line, 65 miles	2,500,000
Oregon Trunk.	
Railroad up the Deschutes, 130 miles	5,000,000
Grand total	\$50,725,000

Contracts for the construction of new lines in the states of Oregon, Washington and Idaho, executed or scheduled during the last three months by the different transcontinental systems, aggregate the surprising total of \$50,725,000. Of this huge expenditure, Harriman is interested in improvements to the amount of \$14,525,000, all but \$1,000,000 of which is to be expended for extensions or improvements in this state. That such large appropriations should be made for additional lines in these three states is convincing proof of the attention this section is attracting from competitive railroad interests as a desirable field for investment.

and improvements in Oregon, Washington and Idaho. The total could be swelled substantially if these should be incorporated in the appropriations announced last week by the Northern Pacific for several needed extensions in the states of North Dakota and Montana. These items would easily swell the total to more than \$40,000,000.

Many Projects Under Way.

Included in the list of Harriman projects, enumerated in the accompanying table, operations are proceeding on all but two under contract, giving an idea of the magnitude of the Harriman operations in the Pacific Northwest. Bids have been received for the two extensions, aggregating 60 miles, of the Klamath Falls-Natrona line. It is expected that the contracts for these improvements will be awarded soon. Actual construction of the new steel bridge across the Willamette in this city will begin as soon as the Port of Portland and the city authorities finally approve of a location for the structure.

It is estimated that the Chicago, Milwaukee & Puget Sound Railroad will spend in the next five years \$25,000,000 in branch line construction in the Pacific Northwest. Contracts now under way and approved lines will cost over \$5,000,000 in the states of Washington and Oregon.

The North Coast Railway Company, which is recognized as a bona fide transcontinental scheme, has contracts under way aggregating \$2,500,000 for the extension of its road southerly and across the Columbia River into Portland. The estimate of this expenditure does not include approximately \$2,000,000 which is being spent by this company in the acquisition of terminal facilities.

Build to Salmon City.

The Pittsburg & Gilmour Valley road, 65 miles in length, projected from Armistead, Mont., to Salmon City, Idaho, is under construction. It is generally considered as a Northwestern and Harriman line.

Principal interest in the railroad operations in the Pacific Northwest attaches to the attempted construction of two roads up the Deschutes into Central Oregon by Harriman and the Oregon Trunk. The latter is believed to be backed unquestionably by Hill, despite the positive denials of Porter Brothers, the contracting engineers. Separate construction crews are at work in the canyon and each is building a railroad, following the line of survey formerly made and only recently approved by the Government, where the interests of the reclamation service were involved. Each side apparently is ignoring the other and at the same time asserts its determination of constructing a railroad over the projected route regardless of the other company. One thing is apparent to the average spectator, and that is, the reasonable certainty that the people of Central Oregon are assured of the transportation facilities for which they have been clamoring for years.

Two Thugs Arraigned.

Andy P. Morck, aged 38, and Harry Mitchell, aged 18, were arraigned before Judge Bennett in Municipal Court yesterday morning on the charge of highway robbery. The pair waived examination and were remanded to the County Jail to await the action of the grand jury. They were arrested in Tacoma and returned to Portland Friday night. They confessed to hold-ups here.

Portland Boy Takes High Rank.

Berbert Scott, son of O. M. Scott, received a grade of 100 in mathematics in the recent examination of the college entrance examination board.

Mr. Scott is a third-year pupil of the Allen Preparatory School. Two other pupils of this school, Johnstone Wilson and Waipole Burkhart, made 98 and 96 respectively on the same subject.

Trunks, suitcases and bags. Largest variety at Harris Trunk Co.

CORDRAY LEASES AMUSEMENT PARK

Theatrical Man Secures Oaks for Five Years From Power Company.

RESORT TO BE IMPROVED

Large Auditorium for Conventions Is Among Features to Be Added. Changes Will Begin at Close of Present Season.

One of the most important amusement transactions of the year was consummated yesterday when John F. Cordray, the well-known theatrical manager, secured a five years' lease of The Oaks, Portland's great amusement park. On Monday he will assume charge and thenceforth will absolutely control the policy and management. The Portland Railway, Light & Power Company releases all interest in the beautiful big recreation grounds other than to continue to operate its trains to the gates for the transportation of pleasure-seekers. Although the terms of the lease are not made public, it is known that Mr. Cordray gave a cash bond of \$50,000 to insure his lease.

Cordray's Plans Elaborate.

The passing of the Oaks to private control, particularly to a man of the recognized ability and standing of Mr. Cordray, is an event of much significance. The park is already the handsomest in the Northwest, but Mr. Cordray has very elaborate plans for its improvement and will spare nothing in the way of expense to make it the equal of anything in the country.

Although he will take charge tomorrow, the lessee will not commence upon his plan for extensive alteration this season. Numerous contracts for the present season will make it impossible for Mr. Cordray to do anything but carry out the present schedule. After October 1, however, when the park closes workmen will at once commence on the changes which will involve the expenditure of thousands of dollars.

Among other plans, Mr. Cordray intends to erect a mammoth auditorium, capable of seating several thousand people which will be especially designed for conventions and other large assemblages. He will at once start a literary campaign to advertise this feature and hopes to be instrumental in securing for Portland a number of the big National gatherings for next year. Another innovation will be an electric tower probably 200 feet high which will mount one of the largest searchlights to be had.

Set Aside Children's Day.

Many other distinct attractions will be added and special attention will be paid to the entertainment of the children. Mr. Cordray plans to make it the big municipal playground and will set aside every Saturday as children's day. Nothing but the highest class of attractions will be booked and the zone

Summer Serges

NICOLL'S SPECIAL OFFER Full Blue or Black Serge Suit With an Extra Pair of Trousers of Same or Striped Material... \$25

Tailored to your measure—in the Nicoll way—with guaranteed satisfaction.

Suit and extra trousers for the price of the suit alone for a short time only.

Full Dress and Tuxedo Suits a specialty. Garments order in a day if required. Satisfaction guaranteed in all cases.

Wheeler Tailor

WILLIAM JERREMS' SONS.
108 THIRD STREET.

of the place will be kept up to the very highest standard. Among other features planned for next season will be an aeroplane depot and an aerial regatta will be held some time in mid-summer. Numerous other big attractions heretofore new to the Pacific Coast are being arranged for.

ONE-THIRD OFF BOYS' WASH SUITS

The new Madison-street bridge, now under construction, will be completed next year and this will greatly expedite travel to the resort. Mr. Cordray expects to distribute thousands of pieces of literature throughout the United States in the exploitation of the park and Portland as a Summer resort.

MOUNT HOOD ROAD WANTED

Automobile Club to Discuss Plans at Meeting Today.

Members of the Portland Automobile Club who will participate in the "Eri-cassee run" to Welch's Camp at Mount Hood today will temporarily deviate from their pleasures this afternoon to sit in an impromptu good roads convention which will be presided over by E. Henry Wemmes, president of the club.

The object of the meeting will be to devise ways and means of taking the preliminary steps to arrange for building an auto boulevard from Portland through "Paradise Way" to Mount Hood. A committee will be selected to define the plans of the club to split Clackamas County and annex such a part of it as will come under the jurisdiction of the Portland Automobile Club. All plans and specifications of the proposed boulevard are

completed, the project will be presented at the next session of the Legislature for enactment. The principal address at the meeting today on the proposed highway will be given by Will F. Lipman, secretary of

SPECIAL SALE One-half Price

MEN'S LIGHT WEIGHT FANCY SUITS BOYS' LIGHT WEIGHT FANCY KNICKERBOCKER SUITS

MEN'S PANAMAS MEN'S STRAW HATS BOYS' STRAW HATS

ONE-THIRD OFF BOYS' WASH SUITS

ONE-FOURTH OFF MEN'S OUTING PANTS

\$1.50 MEN'S SHIRTS \$1.15 \$1 MEN'S UNDERWEAR 75c 50c MEN'S NECKWEAR 35c

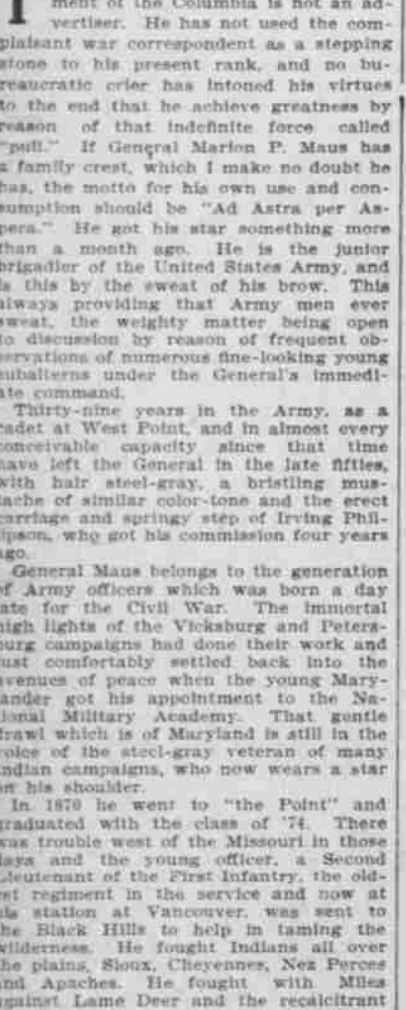
MOYER

Third and Oak First and Yamhill First and Morrison

NEW COMMANDER OF DEPARTMENT OF COLUMBIA WINS HIS PLACE BY MERIT

General Marion P. Maus No Advertiser, but Does His Work Quietly and Obediently—Has Served With Conspicuous Bravery Through Indian Campaigns and Has Congressional Medal.

NEW COMMANDER OF DEPARTMENT OF COLUMBIA.



BRIGADIER-GENERAL MARION P. MAUS.

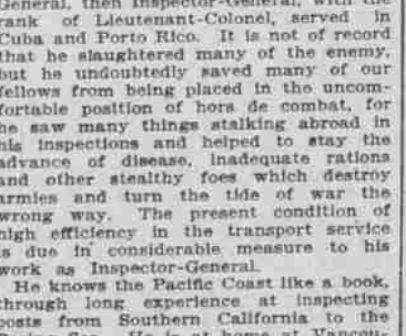
THE new commander of the Department of Columbia is not an advertiser. He has not used the complaisant war correspondent as a stepping stone to his present rank, and no bureaucratic orler has intoned his virtues to the end that he achieve greatness by reason of that indefinite force called "pull." If General Marion P. Maus has a family crest, which I make no doubt he has, the motto for his own use and consumption should be "Ad Astra per Aspera." He got his star something more than a month ago. He is the junior brigadier of the United States Army, and is this by the sweat of his brow. This always provoking that Army men ever sweat, the weighty matter being open to discussion by reason of frequent observations of numerous fine-looking young subalterns under the General's immediate command.

Thirty-nine years in the Army, as a cadet at West Point, and in almost every conceivable capacity since that time has left the final showdown when the last of the great aborigine leaders cashed in his checks and put his neck through the white man's yoke. In this latter campaign General Maus received the Congressional medal of honor for distinguished gallantry in action against hostile Indians. This is the last word in the language of courage. France may have her Legion of Honor and England her Victoria Cross, but when an officer or soldier of our neglected Regular Army receives the Congressional medal for "conspicuous bravery in action," it is a sure sign the recipient has been on the ground with the goods and duly delivered them. General Maus doesn't say a word about this. As I said before, he isn't an advertiser. He has never learned the gentle art of standing in the sunlight and saluting his own shadow. Perhaps if he had been less modest, he would have got his star long ago, for these be the days when an Army man advertises his heroism as do the best breakfast food exploit the excellence of their products.

After graduating at the Point in '74, he remained a Second Lieutenant until 1878, when he got his promotion. Then he waited, as was the fashion in the days of the old Army, with much causing of conditions until 1890 before he got his Captaincy. That rank lasted him until 1892, when he became Major, although he had rejoined in the rank of Lieutenant-Colonel of Volunteers during the Spanish-American unpleasantness. In 1893 he became Lieutenant-Colonel of the Twenty-second Infantry and in January, 1904, by the grace of the War Department and the recent royal highness, Theodore Roosevelt, he was made Colonel of the Twentieth. The promotion to be Brigadier-General is a bit of news of the other day and would be carrying coals to the Newcastle bunkers to relate it.

As I said at the beginning, General Maus is not an advertising soldier. He has plugged along, doing the duty of the day's work as it came to him, proceeding through hell and high water or wherever else the cause of his country and the orders from department headquarters sent him, without question. He has been in many a nasty scrap, has hungered and thirsted after National peace and righteousness with a six-shooter and saber and a blue flannel shirt as his defense. Sometimes courage, like virtue, is its own reward and sometimes political influence brings exaltation to the working members of our Army. Courage and coolness, according to many anatomists, lies south of the stomach and just north of the vermiform appendix. Our friend Kipling maintains that sand in the intestines will provide grit enough to last a man through days in a waterless and foodless desert and will keep one in fighting trim to meet red injuns and all other forms of

WEAK EYES MADE STRONG



If you have pain in or over the eyes, or in back of the head, headache, if you see floating specks, if you have blurred eye sight, if everything gets black at times, if the eyes twitch involuntarily, if you see double, if you see rings around lights, there is something wrong and you should consult a skilled specialist.

THOMPSON SIGHT EXPERT.

Second Floor Corbett Bldg., 5th and Morrison.

EASTERN EXCURSIONS

On August 11th and 12th, special round-trip excursion rates to Eastern points will be made by the

CANADIAN PACIFIC

Rates to Some of the Principal Points.

St. Paul	and Return	MADE...\$60.00
Duluth		
Winnipeg		
St. Louis and Return		\$67.50
Chicago and Return		\$72.50
New York and Return		\$108.50
Boston and Return		\$110.50

Tickets good for stopovers. Ask for information regarding diverse routes. Make your reservations now. See that your tickets read one way by

The New Train de Luxe

the finest equipped transcontinental train now in service. For full particulars apply at 142 Third street or address F. R. JOHNSON, General Agent, Portland, Or.

Special Offer This Week

Our Garments Will Give You a Bank-Account Appearance

It's the truth—manufacturing our garments from elegant, durable merchant-tailor woolsens. Our stock all made here. If we have not your size in stock ready to wear, will make you one. Can show you about 700 new style woolsens. Are actually using fine imported woolsens in these garments. All guaranteed from top to bottom—inside and out. Expert mechanics to fit you. Absolutely no question of fitting. Satisfaction, etc.—no long delays—you get your goods. SPECIAL NOTICE—today you can see in our window the best SUIT ever shown in Portland—made to order. It's worth any price—yes, \$75.00, \$100.00, \$125.00, for it will wear, look well for years, always be in style. Call around and look at it. It's a

Special for Monday and Tuesday

To substantially advertise our splendid fitting garments and induce you to see a first-class piece of cloth—Monday and Tuesday we will make blue serge skirts at (Regular sizes). Are well worth three times this price—for they will last for years. We do this simply as an advertisement. Garments are good—always—when offered as an advertisement. You know it. We know it.

ACHESON CLOAK & SUIT CO. 148 FIFTH STREET

