

ROAD NOT SEEKING CITY WATER RIGHTS

Official of Mt. Hood Line Explains Misunderstanding as to Real Facts.

BULL RUN NOT IN DANGER

Railway, Which Has Already Spent \$2,500,000 in Development, Has No Rights Above City Intake.

A proposal that has been made publicly that the city demand from the Mount Hood Light & Power Company certain rights on the Little Sandy and Bull Run Rivers is believed by C. B. Smith, general manager of the company, to be based on a gross misapprehension of facts.

"Recent attempts that have been made," said Mr. Smith yesterday, "to confuse our application made to the City Council for permission to construct a temporary street railway track in Villa avenue, with our water rights, are wide of the mark. This application has no bearing whatever on our power development. We are merely asking for permission to expend some thousands of dollars in providing for the Portland street railway system until such time as our trains can enter the city over the Broadway Bridge.

Track Not for Revenue. The half mile of track that we propose to build is to be operated by the Portland Railway Light & Power Company, and that company will not derive any income from it. The track is to be temporary and is to be removed by us at further expense after our line has been completed into the city.

"At present passengers on our railway and workmen employed by us leaving or entering the city are to walk half a mile to the Mount Hood Light & Power Station and East 80th Street, the nearest point where they can take the street car to the city. This is a distance of one and a half miles and will be increased when rainy weather comes. We are handling several hundred passengers daily in our motor cars, and more than 100 on Sundays. Since our sole object in asking this permit is to provide accommodation to the public, at considerable expense, we were greatly surprised that the application should have been resisted.

"People who are claiming that we surrender rights on Bull Run River are not cognizant of the facts. The only rights that we now possess on the Bull Run are entirely subject to the city. Some years ago the company held further rights on Bull Run River but these were transferred to the city in return for certain rights of the city across lands belonging to the city near the village of Bull Run. An ordinance was then adopted, permitting the Mount Hood Light & Power Company to use the surplus waters of Bull Run below the intake of the city's water system.

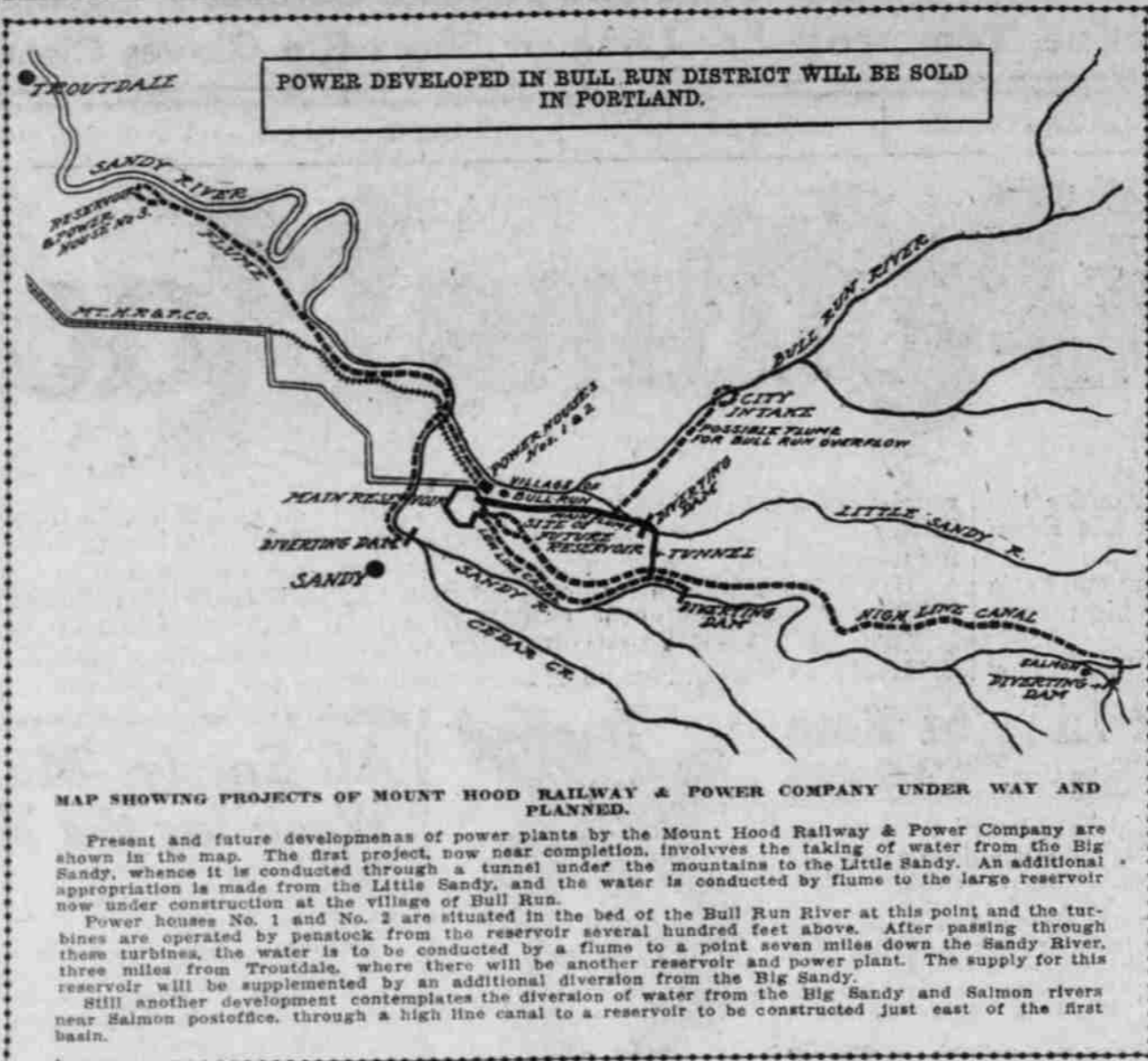
City's Rights Respected. These rights cannot, in any event, conflict with the city's requirements. We are entitled to such waters as spill over the dam after the city has taken what it wants. That is to say, the city may take the entire flow of the Bull Run all the time. Perhaps it is not generally understood that the level of the country above the Bull Run at a point several miles below the city's intake and therefore forms no part of the city's present water supply.

Little Sandy Often Muddy. The Bull Run River is always clear while every severe storm stirs up the Little Sandy and makes the waters roily. This makes it unsuitable during some seasons for the use of the city. The Big Sandy is entirely unsuited for a water supply for a city, being a glacial stream that is always white and roily, and sometimes the water is the consistency of soup. It is now generally assumed that when Portland has a population of 500,000, the entire flow of the Bull Run River will be taken to supply the city. It will be necessary then to look for a much greater source in order to provide for future growth of the city.

The history of the city's development shows that water supply must be prepared for many years in advance. Evidence of this may be found in the present demoralization caused by failure to complete the second Bull Run pipe line as soon as expected. It is attached to the rights to the small additional flow from the Little Sandy, which would not be of great value to the city even if the Mount Hood Railway & Power Company were willing to make such a concession, which it cannot in fairness be expected to make.

The city has no shadow of right to the Little Sandy. Our company obtained this right regularly and the suggestion that we give up the Little Sandy in return for an unimportant temporary franchise in Portland cannot be accepted by us as serious.

Perhaps the public will be interested in learning that we have expended for our railway and power project thus far, \$2,500,000, the larger portion of this being for power. Our programme contemplates further expenditure of \$1,500,000 this year. We have found that there is a good market for power in Portland and have had no trouble in securing contracts



MAP SHOWING PROJECTS OF MOUNT HOOD RAILWAY & POWER COMPANY UNDER WAY AND PLANNED.

Present and future developments of power plants by the Mount Hood Railway & Power Company are shown in the map. The first project, now near completion, involves the taking of water from the Big Sandy, whence it is conducted through a tunnel under the mountains to the Little Sandy. An additional appropriation is made from the Little Sandy, and the water is conducted by flume to the large reservoir now under construction at the village of Bull Run.

Power houses No. 1 and No. 2 are situated in the bed of the Bull Run River at this point and the turbines are operated by penstock from the reservoir several hundred feet above. After passing through these turbines, the water is to be conducted by a flume to a point seven miles down the Sandy River, three miles from Troutdale, where there will be another reservoir and power plant. The supply for this reservoir will be supplemented by an additional diversion from the Big Sandy and Salmon rivers.

Still another development contemplates the diversion of water from the Big Sandy and Salmon rivers near Salmon postoffice, through a high line canal to a reservoir to be constructed just east of the first basin.

For supplying the different factories and industries. We intend to go ahead and increase our output by building additional plants as the demand develops. Cheap power will be found an important factor in the development of manufacturing enterprises in Portland and will be the means of attracting numerous industries to the city.

"We shall soon be prepared to make application for our permanent franchise by which to enter the city over the Broadway Bridge. We shall then proceed to build this track as soon as the Broadway Bridge is completed, about eighteen months hence. We shall then operate cars from the city to Bull Run in one hour and 15 minutes. We shall run from the city limits to Bull Run in 45 minutes, and the additional 30 minutes will be required for operating the cars from Troutdale to the center of the city.

"This trip promises to be a popular one for tourists, and already strangers as well as residents are taking advantage of the opportunity to see a new portion of the country that is well worth seeing. Several Portland residents will establish summer homes in that district and this will be encouraged by the company. There is ample evidence that the line will afford the most valuable outlet for summer travel that has ever been constructed in the vicinity of Portland.

Wireless Swindler Sent West. NEW YORK, Aug. 26.—George H. Parker, the last of the United Wireless Company stock swindlers, who was sentenced to a year's imprisonment, yesterday was sent by Marshal Henkel to the military prison at McNeil's Island, Wash.

Kermitt Kills Four Sheep. YUMA, Ariz., Aug. 26.—Tanned a rich brown by his two weeks' hunting trip into the Sonora desert, Kermitt Roosevelt left for the East last night with four Mexican mountain sheep as trophies.

MAYOR'S WHISKERS ARE ASTORIA ATTRACTION People From Abroad Who Come to Attend Centennial Are Delighted With Hirsute Appendage of Executive.

TWENTY-FOUR inches wide by 38 inches long by 3 inches thick, making in all 2592 cubic inches, is the extent of the whiskers which Dr. H. L. Henderson, mayor of Astoria, wears, and which he claims are the largest whiskers on the Pacific Coast.

Warfare, designer of parades for the Rose Festival, the Seattle Follies and the Astoria Centennial, was in Seattle on an automobile trip near the close of the Follies. Down the street by them came a man with whiskers that spread in patriarchal-wise over his broad breast. Although Dr. Henderson is always in the lookout for claimants to his hirsute honors, he failed to see the man. Warfare bent over and shouted into the Mayor's ear that a man with bigger whiskers than he had just gone by. By this time the automobile had turned a corner and left the claimant in the rear. The Mayor was not satisfied until the auto was turned about and brought back around the block, where he could see the whiskers of the passer-by. In a glance he saw that the stranger was not so well blessed as himself and was satisfied.

Rumor has it that, when working, the Mayor always tucks away the whiskers in his coat, and that at such times one could not tell that the biggest whiskers on the Coast are his. On dress occasions they are in full magnificence, but when the rain begins to fall in the streets the whiskers of the Mayor are tucked carefully away under his overcoat, where they will suffer no damage.

The Centennial committee has offered free transportation to the Centennial to any one whose whiskers are greater than those of Astoria's doctor-mayor.

HEAD IS TO DECIDE

Strike Question Now Up to Julius Kruttschnitt.

MEETING SOUTH IS FINAL

Mechanics to Continue at Posts Until Word Is Received From International Officers—Rail Officials on Guard.

Having concluded to await the result of the conference between Julius Kruttschnitt, director of maintenance and operation of the Harriman system, and the international presidents of the labor organizations with which they are affiliated, operatives employed in the mechanical department of this railroad system in Portland will not seek a meeting with J. P. O'Brien, vice-president and general manager of the Harriman system in this territory.

"It would be altogether futile for us to hold any conference with Mr. O'Brien," said L. F. Lane, of the International Association of Machinists, who is representing the railroad employees, yesterday. "He is powerless to grant our demands and the best he could do would be to make a report of conditions here to his superiors for their information in the conference at San Francisco next Saturday."

"At any rate, the questions of difference between the Harriman system and its operatives must necessarily be settled in the conference at San Francisco. The result of that meeting will be final. What that result will be I cannot foretell, but until we are officially advised by our international officers and representatives I cannot instruct us as to our future action, we will continue our employment under existing terms and conditions."

Mr. Lane said last night that so far as he had been advised, no further men had been laid off by the Harriman officials in pursuance of their announced policy to instruct us as to our future action, we will continue our employment under existing terms and conditions.

According to Mr. Lane the only step that had been taken by the Harriman officials in this district toward cutting down expenses is to reduce from nine to eight hours the working day of 125 laborers on the Southern Pacific yesterday. He is powerless to grant our demands and the best he could do would be to make a report of conditions here to his superiors for their information in the conference at San Francisco next Saturday.

Kruttschnitt Is Firm. Judging from interviews Mr. Kruttschnitt has given since leaving Chicago for San Francisco, it is improbable that he will recognize the Federation of labor organizations that is behind the demand for concessions from the railroad. His failure to give this recognition to the laboring men fully as generally regarded serious. The action of the railroad officials in having stockades constructed around their shops at division points is considered a precautionary step to protect the property of the corporation in event of a serious strike, which apparently is anticipated by the railroad people themselves.

Further evidence that the railroad system is fortifying itself against possible trouble is furnished in the report that it is increasing its force of detectives and plainclothes officers. These officers move about expected trouble and show an activity on the part of railroad officials to be prepared.

GRADE STAKES ARE DRIVEN

Work Starts on Construction of Portland & West Coast Line.

SHERIDAN, Or., Aug. 26.—(Special.)—Work of driving the grade stakes along the route of the Portland & West Coast Railway has begun, the first work being done from Williamina to the newly platted town of Bentley, 15 miles west of this city.

Actual construction, it is announced, will commence soon. The money necessary for construction work is in the hands of the railroad officials. The papers for all condemnation suits necessary to be started by the company are prepared, and it is expected the whole state will be cleared at the next session of the court, early in September.

RING CLEW IS DISPUTED

Woman Says Italian Carabiniere Manufactured Evidence.

VITERBO, Aug. 26.—Margherita Daniels, known as the companion of Giuseppe Salvi, one of the actual assassins of Gennaro Cuccolo and his wife, took the stand today in the Camorra trial.

The woman testifying that Cuccolo's ring, which the Carabiniere assert they discovered in the mattress of a bed at the home of the witness, was not found in the mattress, but was fraudulently introduced by the Carabiniere to make evidence against Salvi. This was denied.

CANADIAN ROCKIES.

A trip through the Canadian Rockies by daylight is a trip of a life time. No such scenic attractions elsewhere.

Miss Cleveland's Engagement Denied. NEW YORK, Aug. 26.—Friends of Mrs. Geyer Cleveland have announced that they were authorized to deny that her daughter, Miss Esther Cleveland, is engaged to marry.

Let Your Teeth Reflect Your Good Health

and cheerful disposition. Good teeth, good health and a cheerful disposition are almost inseparable. It is our business to keep your teeth in such condition that you are certain to enjoy health and happiness. Our work is the best that can be procured and our prices are as small as the best work can be produced for. 24 years' active practice in Portland is a positive guarantee that we have always kept faith with the public.



W. A. WISE. PLATES—WITH FLEXIBLE SUCTION. The Very Best and Latest in Modern Dentistry. No More Falling Plates. No Squeezing Plates Down. No More Coughing or Laughing Them Down.

Our bridge work has been brought to the highest state of perfection. The teeth on this bridge are interchangeable at will without removing from the mouth. We use gold or porcelain, as your fancy dictates. This is only one of our many original methods.



FAILING BUILDING. Second Floor. Take the Elevator. THE WISE DENTAL CO. Office Hours—Daily 8 A. M. to 8 P. M., Sundays 9 A. M. to 1 P. M. Examination free. Phones: A 2029, Main 2029.

Read These Prices:

Table listing dental services and prices: Good Rubber Plates, each \$5.00; The Best Red Rubber Plates, each \$7.50; 22-Carat Gold or Porcelain Crown for \$5.00; 22-Carat Bridge Teeth, Guaranteed, each \$3.50; Gold or Enamel Fillings, each \$1.00; Silver Fillings, each 50c.

And an Absolute Guarantee Backed by 24 Years in Portland. Nervous and weak-hearted people can have their teeth extracted, filled, bridge work and teeth applied without danger or pain. Out-of-town patients' work completed in one day when necessary. All work is done under the personal supervision of Dr. Wise. Lady attendants.

Southeast Corner of Third and Washington Streets. THE WISE DENTAL CO. Office Hours—Daily 8 A. M. to 8 P. M., Sundays 9 A. M. to 1 P. M. Examination free. Phones: A 2029, Main 2029.

CAR GRINDS VISITOR

Roy Smith, of Pendleton, Loses Leg, Breaks Back in Jump.

Attempt to Board Front Coach of Mount Scott Train Leads to Accident—Bank Book Identified Injured Man.

Victim is at Hospital.

Yellowstone National Park—Season to September 15. Long limits and liberal stopovers. Trips tabled upon in hot water with sugar, which I take every morning, and I am able to do the biggest day's work you ever saw. I have recommended this medicine to two different parties, who said they were suffering with stomach trouble, and I have never heard a word of complaint from them since. They both take it regularly now. I praise Duffy's Malt Whiskey to every one I come in contact with. There is nothing like it for a run down system." Miss Anna M. Homan, 1722 Galena St.

Duffy's Pure Malt Whiskey is one of the greatest strength builders and tonic stimulants known to science. Its palatability and freedom from injurious substances render it so that it can be retained by the most sensitive stomach. It improves the digestion and assimilation of the food and gives tone and vitality to every organ in the body. All druggists, grocers and dealers, or direct, \$1.00 a large bottle. Refuse substitutes and imitations; they are impure and dangerous. Send for free medical booklet and advice. The Duffy Malt Whiskey Co., Rochester, N. Y.

Consumption Often Develops From Pneumonia. Consumption readily affects those who have had pneumonia. The lungs thus weakened are more easily attacked by consumption germs. Eckman's Alternative is then the appropriate remedy.

4240 Powlton Ave., Phila., Pa. Gentlemen:—"Since taking Eckman's Alternative I have gained twenty-eight pounds and I am very thankful for the great change of health it has brought." (Signed) THOMAS BELLICK.

Fuller details of above case on request. Eckman's Alternative is for Bronchitis, Asthma, Hay Fever, Throat and Lung Affections. For sale by The Owl Drug Co., and other leading druggists. Ask for booklet of cured cases, and write to Eckman Laboratory, Philadelphia, Pa., for additional evidence.

cent's hospital under the care of Dr. A. T. Stevenson. Smith, according to witnesses of the accident, attempted to board the front car of the two-car train to Mount Scott while it was in motion. He either failed to catch the hand grip, or caught one grip and was thrown off by the speed of the car. He fell under the wheels of the second car. The car was stopped and an ambulance was summoned in which he was rushed to the hospital.

A bank book on the First National Bank of Pendleton was found in Smith's pockets. Word of the accident was sent to the Chief of Police at Pendleton to inquire concerning relatives.

PENDELTON, Or., Aug. 26.—(Special.)—Roy Smith, worked in the grain harvest for Robert Hoett. Smith deposited \$100 in the First National Bank here Thursday and withdrew it Friday.

WHEN YOU TRAVEL Have your baggage checked at home. B. & O. Transfer Company. Phones Main 880, A 822.

Summer Excursion Tickets East-bound

ON SALE ON NUMEROUS DATES TO SEPTEMBER 7, 1911

Northern Pacific Ry.

THE ORIGINAL SCENIC HIGHWAY. A few samples—similar reductions to many other points in the Eastern United States and Canada, as well as the Middle West.

Table listing excursion routes and prices: St. Paul \$80.00, Minneapolis \$60.00, Duluth \$60.00, Superior \$60.00, Chicago \$72.50, St. Louis \$70.00, New York \$108.50, Philadelphia \$108.00, Omaha \$60.00, Detroit \$82.50, Boston \$110.00, Montreal, Que. \$105.00.

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ASTORIA CENTENNIAL Scandinavian Day

Tuesday, August 29

Special Round Trip \$2.50 For This Day

Trains leave North Bank Station 8 A. M. and 9:20 A. M. Returning, arrive Portland 10:30 P. M., giving seven hours in Astoria.

THE NORTH BANK ROAD. ASTORIA, PORTLAND & SEASIDE.