

SCENES AT "RAILROAD DAY" CELEBRATION AT MOLALLA. WHEN WEDDING OF AGRICULTURE AND TRANSPORTATION RELIEVED DISTRICT FROM ISOLATION—MAP SHOWING LOCATION OF TOWN.

Intense Cultivation and Diversified Methods Urged by Railroad Man.

CARS RUNNING TO MOLALLA

Agriculture and Transportation Are Wedded—Celebration Attends Entrance of Willamette Valley Service Into Town.

Agriculture and transportation, the two greatest industries of modern times, were happily wedded at Molalla Friday when Robert E. Strahorn, president of the Portland, Eugene & Eastern Railroad, spoke the words that formed the union.

Mr. Strahorn was the central figure in the celebration attending the formal entrance of the Portland, Eugene & Eastern, "The Willamette Valley Line," into Molalla.

He appealed first for more diversified farming and the division of the big farms into small tracts so that they can be cultivated intensively and provide homes for more people. He pointed out then, how the railroads have been and are prime factors in the development and the prosperity of the country and urged the people to continue to give the railroads their support.

President Strahorn said: "When a few weeks ago we were asked by the Molalla Commercial Club whether it would be possible to celebrate the completion of our Molalla line on the opening day of its first agricultural fair, which had been set for the 19th day of September, I gladly answered yes. Thus it transpires that the words 'wedded' are not mere figures of speech, but are facts of life. Agriculture and transportation are happily joined in the anthem of rejoicing which thrills every nook of the Molalla country today. It is timely and fitting that these imperial partners in the redemption of forest, valley and desert here exchange confidences and good will, take note of their respective obligations and pledge themselves to go forward with fair and firm intent to closely co-operate on the good old lines of the golden rule.

Faith Held in District.

"Supreme indeed is our privilege of joining hands in developing a land so blessed as this. I have staged it, horsebacked it and footed it, in my Western pioneering, and followed it to several times across the continent and back, but nowhere else have I found nature so prodigal as in the hill region flanking the Willamette Valley. No country is better diversified, more favored in topography and climate or capable of a wider range or higher grade of products than the region about the city of 40 miles in extent roughly bounded on the west by the Southern Pacific line, on the east and north by the Clackamas River and on the south by Butte Creek, known only vaguely as the Molalla Valley. It has laid here practically undeveloped for countless centuries until today, lacking the one magic touch to quicken it into the bounding life of its sister valleys so near on the west.

"We have only now started on the agreeable task of ending your solitude. We will not be content until we have awakened it down through the magnificent foothill territory, through Marquam and near Scotts Mills to beautiful Silverton, with its climate necessary extensions to tap the great back country and possibly bring your favorite Willamette Springs resort within 20 minutes of Molalla. With this as a basis of operation the Portland, Eugene & Eastern hopes to be the hitherto missing factor in so developing this highly favored region that it will contain thousands in far greater comfort and prosperity than it now sustains hundreds. I need not tell you that the railroad is a great economic force, and that an immense social and moral influence. Your lonely farm or remote village will soon be in neighborly contact and enjoying not only the benefits of the public service but many other modern conveniences.

Original Projector Praised.

"In our rejoicing I would not fail to applaud the enterprise of M. J. Lee, the projector of this line, nor to omit praise to the public spirit of the citizens of Molalla in arranging this great demonstration and of the enthusiasm of the thousands who have come from all districts to meet its success. I doubt whether you can measure the gratification of Mrs. Strahorn and myself which arises through the attendance of you and your children on our 36th wedding anniversary, so that after all these strenuous years of our pioneering and development work we can be here together on the occasion of such vast import celebrating that happy event also.

"Now with this glad acclaim let us all resolve to have the big, long-time farm cut up and the logged-off land cleared up, have the hayrads, berry bushes, orchards, vineyards and dairies sweep from your clear statements to the Willamette, so that we may be justified in quickly adding that forest and sports, all moving that forest and country together, putting you within an hour of Salem and Portland, revealing to you the beauties of the city and moving their occupants back to the soil around such attractive suburbs as Molalla, where they will enjoy a healthier, more independent and more wholesome life.

"We are henceforth to pull along in the same harness and the foregoing will be realized in measure and time just in accordance with the way we do our team work. We will earnestly strive to match up with you to the limit in strenuous endeavor, liberality and fair dealing. My conclusions arrived at by hard knocks received in working out my own fortune, are that you and I are confronted with few more important duties to our neighbors and ourselves than to promote a better understanding and closer relationship between the public and the railroads. The railroads are now working absolutely in the light. Their books, conduct and policies are as open as the day. They are subjected to public supervision and regulation in every important detail and often almost to strangulation. May they not now fairly ask the people who exercise public authority not to exact conditions which can only defeat what they are intended to accomplish and work real hardship upon the communities and interests the railway honestly tries to promote and develop?

Railroad's Share Is Told.

"It is not infrequently claimed that transportation charges absorb the lion's share of the proceeds of our crops. It is, however, a fact that of the annual crop of \$13,000,000,000 the farmers of the United States receive 46 per cent and the railroads less than 4 per cent, the balance going to dealers and waste. In return for this the 16,000,000 of employes, holders and owners of our railroads and their allied interests furnish about 18 per cent of our total home market for all our

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President Strahorn Speaking.



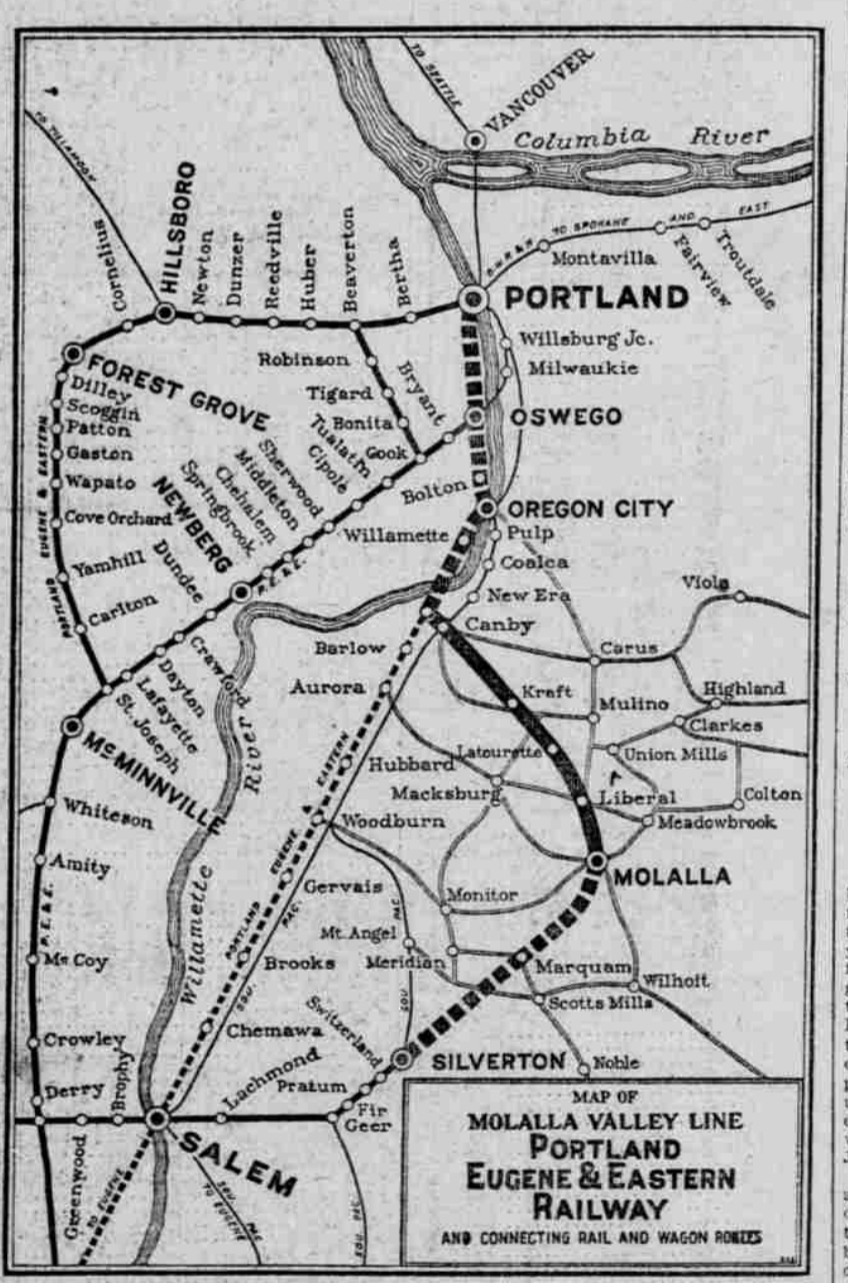
Bucking Contest at Molalla Race Track.

farm products. Is there any other customer in whose prosperity the farmer can be more interested? Is it not of paramount importance that every person, be his influence large or small, should use every atom of his support of fair play and fair dealing with such a partner, to the end that his hands may not be tied when it comes to raising more money for more railway extensions, more equipment and better transportation facilities generally? I am not confining these observations to the farmer, but as the soil and its workers are the real basis of all wealth and prosperity, it behooves those of us in other lines to take our most serious note of what affects them.

"It is roughly estimated that somewhere from \$20,000,000 to \$100,000,000 have been spent in the region tributary to Portland in the last four years for railway extensions, terminals and equipment. This is about equivalent to the value of the wheat crop of Oregon for the same period. But there is this great difference that practically every dollar of it was outside money that came on a golden platter without anybody sweating a hair excepting those few of us whose business it is to endeavor to get our principals to induce distant investors to furnish the money. While none of the railroads has as yet received any dividends on this particular money you all know how it has helped to tide over close times of low prices and what tremendous impetus it has given the development of the Oregon country. In 1912, of every dollar that the railroads of the United States received, over 91 cents was paid out for items, including taxes and interest, absolutely necessary for operating and maintenance, leaving about 4 cents for dividends. And while it is the desire of the company to furnish as good service as is offered to the public anywhere, the expenditures in that direction must be governed by the amount of revenue produced. I imagine that few of us are so ready to split hairs in the matter of rates and regulations of railroads as they are in getting more railroads and good, prompt passenger and freight service. Rates may be too low, as well as too high, and you and I ought to have the fairness to admit it when demonstrated and the nerve and good judgment to stand a raise when we know that this alone will enable the owners to give us the service we need and the modern service we are entitled to.

"A dollar spent with a railroad purchases more today than it ever did. It is the result of advancing prices of machinery, equipment, iron, steel, labor, lumber and all of the products of the country which go into the building and operating of railroads, as well as largely increased taxes and interest on capital borrowed. The only way the railroad company can make its earnings keep pace with expenses is in hauling more freight and more passengers. To do that the country must become more densely populated, more intensively cultivated and better supplied with industries to work up raw products and waste material.

"While it is also costing the farmer more to raise his crops than it did in former years, he is receiving more for his produce than he has at those war times. In this we greatly rejoice. We are co-operating by every possible means to aid the farmer in making more money. For example, the line of instruction, trains, demonstration farms, experiments on private farms, distribution of free literature relating to improved methods of farming, employment of agricultural experts to cooperate with farmers, and induce settlers, where land is scarce and high, to migrate to newer regions and engage in farming. Also making low assembling rates on products to canneries, storage, in transit rates, and otherwise, in the developing industries wherever possible.



MAP OF MOLALLA VALLEY LINE PORTLAND, EUGENE & EASTERN RAILWAY AND CONNECTING RAIL AND WAGON ROADS

Dividends Expected Soon.

"The Portland, Eugene & Eastern operations here in the Willamette Valley are expected to soon earn dividends instead of piling up deficits, and while it is the desire of the company to furnish as good service as is offered to the public anywhere, the expenditures in that direction must be governed by the amount of revenue produced. I imagine that few of us are so ready to split hairs in the matter of rates and regulations of railroads as they are in getting more railroads and good, prompt passenger and freight service. Rates may be too low, as well as too high, and you and I ought to have the fairness to admit it when demonstrated and the nerve and good judgment to stand a raise when we know that this alone will enable the owners to give us the service we need and the modern service we are entitled to.

Food Inspector is Loser

Judge Drops Case Against E. C. Walker When Evidence is Lacking.

Absence of the alleged unsavory fish and evidence that the dealer had used fish from the same catch for his own table threw out the case against E. C. Walker, of 264 Alder street, in Municipal Court yesterday. Walker was charged with having sold an unwholesome fish to a patron, and H. M. Johnson, City Food Inspector, was prosecuting.

Pomona Grange to Meet

Woodlawn Folk to Be Hosts Wednesday Afternoon and Night.

Pomona Grange will meet at Woodlawn next Wednesday and will be entertained by Woodlawn Grange. Mrs. S. E. Windle, lecturer, will have charge of the program for the afternoon and evening. Several important topics will come up, including a measure favoring lending money from the postal savings to farmers at low rate of interest.

Stops Tobacco Habit.

Elders' Sanitarium, located at 932 Main St., St. Joseph, Mo., has published a book showing the deadly effect of the tobacco habit, and how it can be stopped in three to five days. As they are distributing this book free, anyone wanting a copy should send their name and address at once.

COLUMBIA HIGHWAY SPIRIT IS AROUSED

Portland Enthusiasts Tomorrow Will Show Hood River Men Possibilities.

INTEREST IN PLAN GROWS

Various Methods of Effective Road Building to Be Talked at Meeting at Chanticleer Inn—Benson's Plan Attracts Notice.

A committee of Portland's Good Roads Boosters will take, tomorrow afternoon, a delegation from Hood River to Chanticleer Inn on the proposed Columbia Highway. Here the prominent citizens from the up-Columbia city will be talked to about the new highway.

Hood River is very much interested in the long scenic highway and good roads in general, and the meeting will be one of discussion on the merits of the various kinds of road building.

A. S. Benson has a new idea which will be discussed. From his residence on the Willamette boulevard, at St. Johns, Mr. Benson is having a construction company lay a strip of hard surface, 300 feet long and eight feet wide. On each side of the eight-foot strip will be four feet of macadam pavement.

The eight-foot strip will receive the wear and tear and the crushed rock on either side will be sufficient to allow passing of vehicles going in opposite directions.

Benson Confident of Plan.

"At best it is a hard task to keep roads in good condition in this country with the heavy winter rains. Anything but hard surface pavement will demand considerable repair, and I think that my plan would be ideal for Oregon climate," says Mr. Benson.

The Hood River delegation will be met at the train Monday morning and then hurried to Chanticleer, where lunch will be served high above the Columbia at a spot where the scene is expected to bring the Hood River men in favor of building the road with the least possible delay.

Some of the Portland men who will take care of the visitors are: S. Benson, A. S. Benson, C. S. Jackson, E. C. Knapp, J. B. Yeen, Major H. L. Bowby, Paul Wessinger, Julius L. Meier, Samuel Hill, County Commissioner Rufus Holman, W. B. Fochmeister, H. L. Keatts, E. E. Covert and Edgar B. Piper.

Hood River Delegates Named.

The following named men from Hood River will make the trip: Judge George R. Eastman, George A. McCurdy and John R. Putnam, Hood River County's Board of Commissioners; E. O. Blanchard, cashier of the First National Bank; S. A. Mitchell, vice-president of Hood River Banking and Trust Company; Truman Butler, vice-president of the Butler Banking Company; Charles T. Early, managing director of the Oregon Lumber Company; J. H. Hildbrunner, capitalist; W. E. King, C. W. Hooker, G. W. Uptegrove, J. C. Porter, Edward Lage, George Sheppard and George L. Sargent, orchardists; W. J. Clark, president of the Commercial Club; C. N. Ravlin, secretary of the Commercial Club; A. E. Moe, publisher of the Hood River Courier; R. E. Scott, manager of the Hotel Oregon; R. B. Bennett, manager of the Hood River News, and C. K. Marshall, roadmaster of Hood River County.

Mr. Marshall was among the first local citizens to take an active interest in the Columbia River road, having expended private funds in viewing and making surveys of the route.

CAR THEVES ARRESTED

ENGINE WORTH \$600 STOLEN FROM DISABLED MACHINE.

Participants Confess Taking Property.

Which Was Sold in Pieces to Second-Hand Dealers.

In a thrilling pursuit of a big truck by a touring car, the officers being in the car and the accused man in the truck, Detectives Hellyer and Howell yesterday ended a two-month hunt for a man who stole an 890-pound engine, worth \$600, from a buried auto truck near Leans. They arrested John Bannan and Jack Orchard, charging them with larceny. The arrests came on the confession of Pearl Reed, a hop-picker, whom the detectives, with Deputy Sheriff Lumsden, caught near Independence Friday, and who told the whole story of his part in the County Jail yesterday morning.

According to the confessions of Reed and Bannan, they took the engine out of the auto truck of R. R. Jones, after the machine had gone in the ditch and burned up near Leans. Jones had been obliged to leave his car in the original position until the insurance men had looked it over, and when he came to take it to town the engine was gone.

Reed and Bannan said that they took Jack Orchard, a teamster living near Montavilla, to the place, had him haul the engine from the wreck into town and keep it in his barn. Later they sold parts in small prices to several second-hand dealers, and these may be drawn into the prosecution as buyers of stolen goods.

In spite of the "tip" given him by a bartender in a saloon on Grand avenue and East Morrison street, where the detectives had inquired in their efforts to find Bannan's whereabouts, Bannan, who had fled in the truck with which he was working for the

Kryptok Lenses

In a Shur-On Mounting—Nothing Better



We are headquarters for genuine Kryptoks. We design and manufacture these lenses in our own factory on premises and carry the largest stock of Kryptok Lenses in Oregon.

Many of our patients have had unpleasant experiences in having broken lenses replaced elsewhere, especially Kryptoks.

Unscrupulous dealers have substituted "stock" lenses for ones that should be specially ground, causing great discomfort and annoyance to the wearer.

When possible, broken lenses should be replaced only by the firm who originally made them, to insure absolute correctness.

With our new automatic electric lens-grinding machinery, lately installed, we can replace any lens in quicker time and for \$1.00 a pair less than any other optical house in Oregon.

We urge our patients to return glasses to us in case of accident, and you will be absolutely sure of getting FIRST QUALITY LENSES, ground according to the original prescription, and for \$1.00 a pair less than formerly.

THOMPSON OPTICAL INSTITUTE

209-10-11 Corbett Bldg., Fifth and Morrison. Portland's Oldest and Largest Exclusive Optical House

Portland Railway, Light & Power Company, was caught several blocks away.

W. S. M'BRIDE IS EDITOR

Former Portland Man With English Paper in Japan.

Friends in Portland have learned from W. S. McBride, a former Portland newspaper man, that he has been appointed assistant editorial writer for the Japan Advertiser, of Tokio. Mr. McBride went to Japan a year ago for a tour of the island. He was so impressed with the opportunities that he decided to locate there for a time. He was in the office of the General Electric Company, of Yokohama, and contributed articles to the Yokohama and Tokio papers.

When the representatives of the Japan Chamber of Commerce toured the United States three years ago, Mr. McBride was secretary to the party and in that manner established friendships with many influential Japanese business men. Mr. McBride writes of having climbed Fujiyama, the sacred mountain of Japan and of having seen the Cherry Blossom Festival at Nikko. Mr. McBride is a nephew of Supreme Justice T. A. McBride, who was a cousin of Edmund C. Giltner, secretary of the Portland Chamber of Commerce. He formerly was a reporter on The Oregonian. The Japan Advertiser is an English paper.

COOS BAR BACKS GRAVES

Attorneys Express Confidence in Lawyer Accused by I. W. W.

In resolutions adopted last Monday at Coquille, Or., the Coos County Bar Association went on record as standing unitedly behind Robert C. Graves, the Bannan attorney against whom disbarment charges have been pressed in the Supreme Court because he is alleged to have taken part in the deportation of Dr. Bailey K. Leach, the Socialist editor who attacked business men of the community in the recent I. W. W. disturbances there.

In the resolutions, a copy of which reached Portland yesterday, the bar association not only expresses its complete confidence in Mr. Graves, but tenders any legal assistance he may desire.

Smart Shop Suit Not Pressed.

Del V. Meagher, who is seeking to prove ownership to the Hagerty Smart Shop, will not return to press the suit was testified in Judge Cleeton's court yesterday by N. Campbell, whose wife had taken part in the deportation of Dr. Bailey K. Leach, the Socialist editor who attacked business men of the community in the recent I. W. W. disturbances there.

ALVEOLAR TEETH

A NEW SYSTEM

A new system of replacing lost teeth without plates or bridge work or wires is now possible. If you have two or more teeth in either jaw, we can supply you with others as natural as your own without resorting to such makeshifts as partial plates, etc.

We wish to call special attention to our Simplex Removable Alveolar. This work is especially adapted to replacing lost teeth in the lower jaw, where ordinarily you would have to resort to partial plates and the like.

The pain incident to this work is practically none, the expense is the same as the best bridge work, but in satisfaction there is no comparison between the two.

We have samples in our offices to show at all times—hundreds of patients here in our home city to refer to. Examinations and booklets on Alveolar Dentistry are absolutely free.

Remember that in addition to our specialty, Alveolar Dentistry, and curing Pyorrhea (loose teeth), we are experts in every branch of dentistry, from the simple filling to the most elaborate work.

ALVEOLAR DENTAL CO., DENTISTS, Portland—Abnott Bldg., 16th & 2d Sts. Seattle—High Bldg., 10th & 2d Sts. Terms to Reliable People. Open Sundays, 10 to 1.

You Can Have It Repaired At a Very Moderate Price

The Oregonian's Repair Directory gives all principal places where an article can be repaired and should be preserved in every home as a ready guide.

 <p>No More Bald Heads! WIGS, TOPPEES, FOUR LADIES' AND GENTLEMEN'S \$10 Switches for \$6.50 Best Hair Dressing in the City.</p>	 <p>FANS, IRONS, MOTORS REPAIRED AND RENTED. Moderate Prices. WESTERN ELECTRIC WORKS, 218 Sixth Street, Marshall 696. A 2588.</p>
 <p>SEWING MACHINES REPAIRED All Work Guaranteed. We Have on Hand a Number of Slightly Used Machines at Home Agency, 340 Morrison St. Main 1845, A 1818.</p>	 <p>The best equipped Pipe Repair Plant in the U. S. A. place, Portland has long been waiting for. CARL GARHOFER 308 Stark Street, Between Fifth and Sixth</p>