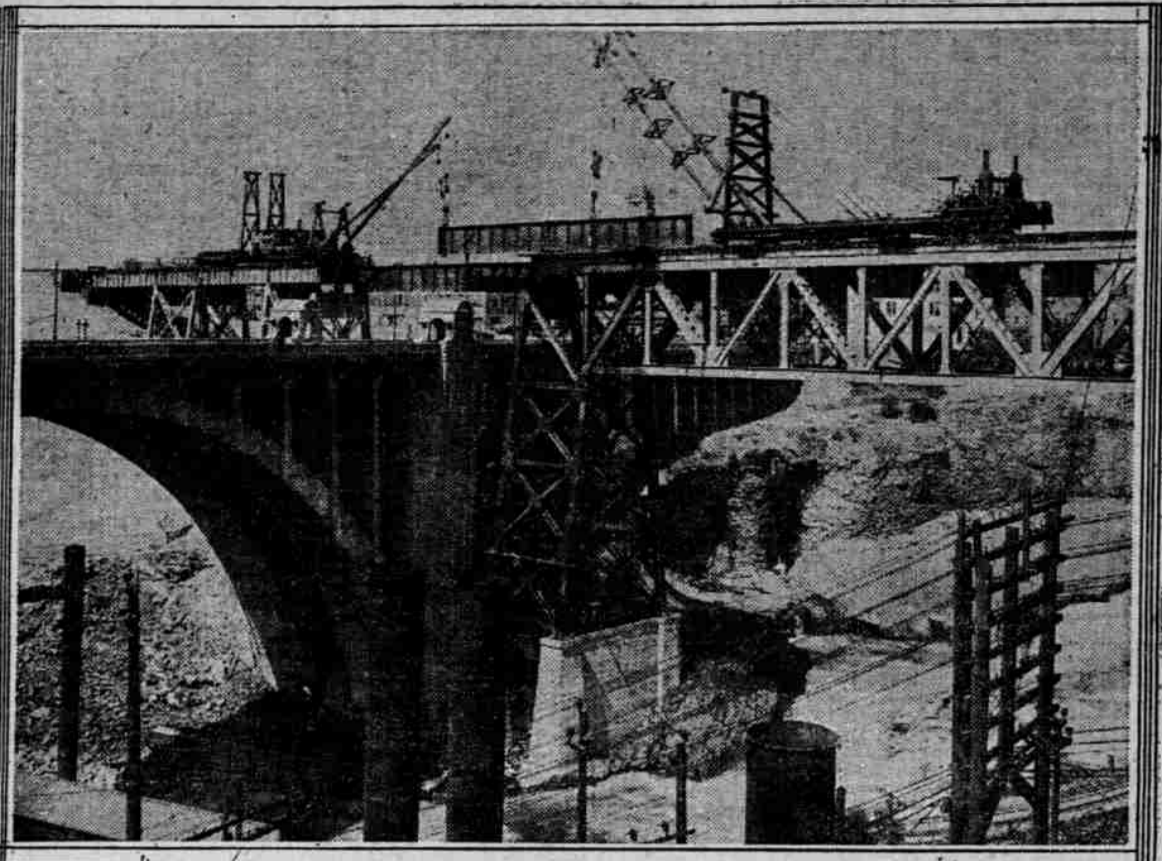


SPOKANE TO BE 10 MILES NEARER PORTLAND, BY RAILWAY, TUESDAY

Completion of North Coast Road Marks Great Achievement for Which Foundation was Laid Many Years Ago

By Robert E. Strahorn.



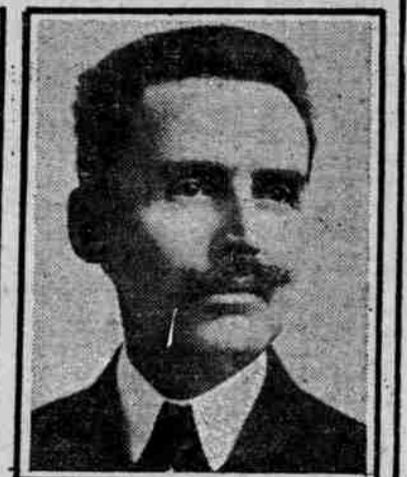
North Coast bridge crossing above Monroe Street bridge and the falls in Spokane



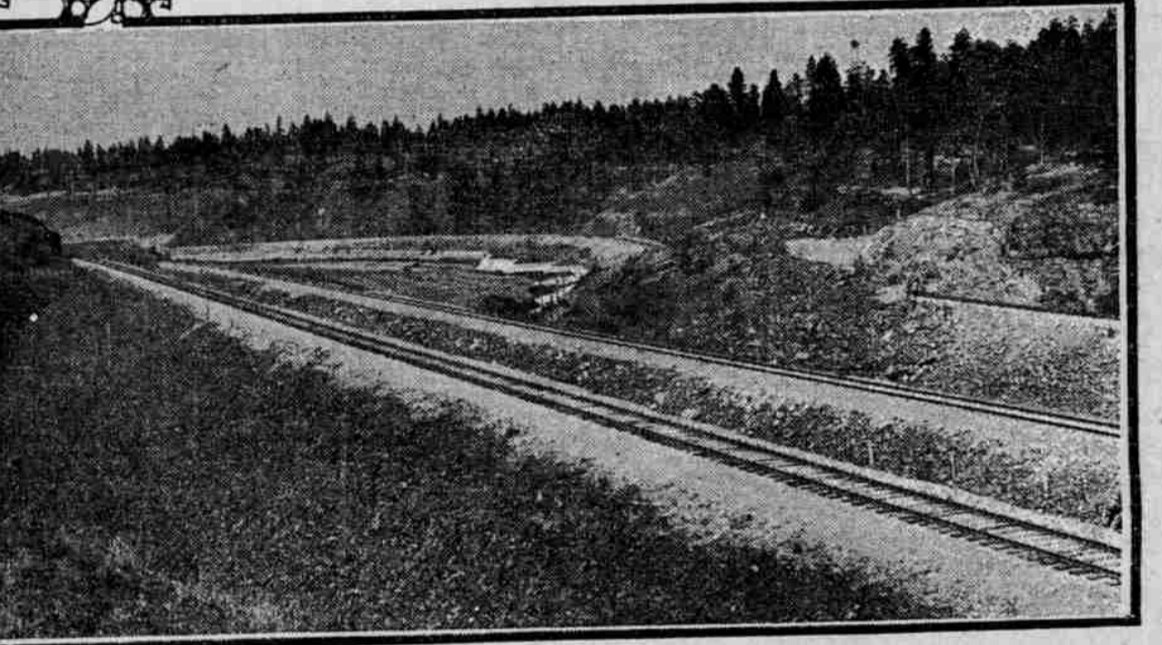
A. J. Eschler



J. D. Farrell



Robert E. Strahorn



Reconstructed Northern Pacific Track in Western Canyon and U. S. R. & N. Track on Left

BY MARK WOODRUFF.

SPOKANE, Washington, will be 10 miles nearer Portland Tuesday, and the famous North Coast road, the cut-off for which the Oregon-Washington Railroad & Navigation Company has struggled for years, will be an accomplished fact.

The new railroad is to be christened Tuesday morning, a golden spike will be driven on the great viaduct in the heart of Spokane, a reception will be held in the new union station that rears its stately colonnades where stood the old city hall. The building under waiver of the wand of progress and caused its disappearance, and Tuesday night the new equipment provided by the O.-W. R. & N. company for its Spokane service will start on its initial trip to Portland. Spokane will celebrate from sun-up to sun-down, and then banquet her distinguished guests.

pull it south for almost an equal distance to reach its Columbia River destination.

Inland Empire Trade Destroyed.

The construction of the Spokane-Ayer cut-off indicates the intention of the Oregon-Washington Railroad & Navigation Company to compete more strongly with the Hill lines for all Inland Empire business. The line over which the O.-W. R. & N. has heretofore operated its Spokane trains has been an expensive one. It was a road with heavy grades and curves. The old route started east from Spokane, then turned to the southeast, then toward the southwest and finally came west into Portland. The new North Coast road leaves Spokane on almost a direct southwest line to Ayer, and then follows the Snake and Columbia Rivers directly to Portland. In coming out of Spokane the North Coast parallels the Spokane, Portland & Seattle for about 81 miles, and then uses Palouse canyon to the Snake River. Comparison of the grades of the old O.-W. R. & N. road with that of the new North Coast shows a reduction of from 3 1/2 per cent to an average of 0.6 per cent and a change in curvature from 10 degrees to 3 degrees. To make these gains it was necessary to cut through mountains, remove them in some cases, remove graveyards, change United States reclamation canals, move county roads and to put in some of the heaviest fills to be seen on any railroad construction in the West, the one at Field's gulch containing 300,000 yards of material. The Portland contractors, Flag & Standifer, were in charge of much of this construction.

Terminal Unequaled in West.

The terminal yards and union station which are a part of the system to be opened for use next Tuesday are without parallel west of Chicago. The tracks which will carry trains through the city are elevated above the streets and all grade crossings are avoided, as trains come and go in moving the commerce of Spokane, the everyday uses of the streets of the city will go on undisturbed. Just south of the Union Station the North Coast crosses Spokane River, carries over the wondrously beautiful Spokane Falls and above the big white arch bridge erected by the city.

Stevens. It is as large as the old Chicago Union Station, and in the magnificence of its architecture and finish is the equal of any railroad building west of the great lakes.

Probably the most interesting feature of the O.-W. R. & N. Portland line from its construction and scenic standpoint is Palouse Canyon. This is an eight-mile gorge, beginning at a point a short distance below Hooper, on the Palouse River, and extending to Snake River. There is no single piece of scenery outside of the greatest mountain ranges that compares with it in the singularity of formation and beauty generally. The lava palisades forming the sides of the narrow gorge are worked into the most fantastic shapes, from the facsimile of a cathedral tower to the almost perfect outlines of medieval castles, and the beauty of the entire ensemble is wonderfully heightened by the great falls of the Palouse River over a sheer drop midway in the canyon of about 200 feet. At the foot of the canyon is the wonderful high bridge across the Snake River, an engineering work which experts have already come from the other side of the continent to see.

Scenery Is Beautiful.

Following the bridge en route to Portland is the always interesting chasm of the Snake River and the great cascade of the Columbia through the Cascades. These features, with the more peaceful and always beautiful pastoral scenery along the Upper Palouse and among the lakes southwest of Cheney, and the now exceedingly interesting situation presented by the construction of the three railway lines through Marshall Canyon and the picturesque entrance into Spokane through the portion of the city affording the most pleasing aspect altogether constitute in this new Spokane-Portland route the finest scenic attractions of any similar mileage in the West. The construction features at all points are of absorbing interest, and particularly so in the Palouse and Marshall canyons, where the hardest problems imaginable were attacked with a determination to produce what has been pronounced the most perfect transportation line possible to get and still stop short of unjustifiable cost. There is thus added to the scenic attractions a feature of which Spokane may justly boast, and from which the Pacific Northwest may hope to gain a vast amount of publicity as the years go by.

Region Open to Portland.

An important detail of the construction of the new Oregon-Washington Railroad & Navigation Company's line is the completed section of what was designed by Mr. Strahorn for the main North Coast line leading from the East to Puget Sound, which diverges from the Spokane-Portland line at Astoria and runs in a northwesterly direction

through the heart of the Yakima Valley to the city of North Yakima, and the important electric railway system of some four or five lines diverging from North Yakima into the surrounding fruit districts. This line and its feeders add to Portland's trade territory one of the most important and highly productive regions in the Northwest. Speaking of the addition of new trade territory, the new Portland-Spokane line passes through some of the best wheat country in the Northwest, taps an important wheat territory south of the Snake River, in the vicinity of Ayer, and proceeds northward through the very fertile Palouse and Cow Creek valleys and taps more big wheat country lying between Sprague and Spokane. All of the traffic on these lines flows on a steadily downhill water grade to Portland.

Completion of any enterprise which so materially shortens time between two great trade centers in the Northwest practically assures additional competitive railroad facilities to Portland, is of sufficient importance to justify the Portland Chamber of Commerce and the Chamber of Commerce in sending representation to participate in a celebration, and both will be at Spokane Tuesday morning.

Accomplishment Is Great.

When the golden spikes are driven at Spokane Tuesday, the ceremony will mark the accomplishment of the greatest undertaking in the life of this busy developer of the West, a task that would have daunted many of the bravest financiers or far-seeing Argonauts who have made the West what it is. The history of the building of the North Coast railroad by Mr. Strahorn gives assurance that here in the Willamette Valley of Oregon the big red cars of Puget Sound, the 104 miles of electrically operated interurban lines of the Portland, Eugene & Eastern may be accepted as evidence of the final completion of the Northwest electric system originally planned for the district. It required ten years to complete the North Coast with the backing of Robert E. Strahorn, the Oregon-Washington Railroad & Navigation Company and J. D. Farrell. Behind the red car line in Oregon are William Spooler, Robert E. Strahorn and Southern Pacific. Either aggregation forms a rush line that will break through the defense of any financial storehouse.

History of Possibilities Seen.

After years of adventurous Western experience as newspaperman, Indian fighter, confidential investigator of industrial possibilities and developer on his own account, there came to Mr. Strahorn a vision of the vast expanse of Western territory as they are coming into settlement and development. He not only saw what the railroads could do to this end, but what they should do to make that development certain.

Seven years ago Mr. Strahorn conceived the idea of a steam railroad running west from Spokane to Puget Sound, southward to the Columbia River, saving in distance for Spokane business over the O.-W. R. & N. lines to the East. Having years before been identified with the Union Pacific, he returned to Spokane, incorporated the North Coast road with himself as president, his attorney, his confidential secretary and his stenographer as partners. He had the idea and took it to New York to lay before E. H. Harriman. This late wizard of the rails gave his approval and the project returned to Spokane, incorporated the North Coast road with himself as president, his attorney, his confidential secretary and his stenographer as partners. He had the idea and took it to New York to lay before E. H. Harriman. This late wizard of the rails gave his approval and the project returned to Spokane, incorporated the North Coast road with himself as president, his attorney, his confidential secretary and his stenographer as partners.

Information Is Veiled.

Newspaper men, detectives, rival railroads, everybody who had a hand in trying to find out who was behind the man who was dubbed the "Sphinx," Mr. Strahorn talked to everybody who called on him, but he kept his plans veiled. His officers and directors were just as pleasant.

While people were speculating about Mr. Strahorn, the lowest class of representatives in the field, and it was after the Milwaukee plans were developed that Mr. Strahorn began urging a union standstill for use of the two roads stood two blocks of ground, occupied by the Spokane City Hall and a few blocks west a 12-acre tract was held by the Hills.

It Came Necessary to Condemn the Property.

Mr. Strahorn was still able to conceal the identity of the people and interests behind him. He paid for property with checks on his personal bank account in New York, and Spokane and it proved impossible for investigators to ascertain from whence those accounts were replenished. In these conferences, chief clerk and stenographer were mercilessly grilled on the witness stand by opposition attorneys to make them tell their story. These people agreed with every theory as to where money was coming from, and it gave them just as much satisfaction as it gave the attorney. The Northern Pacific was supplying the money as it did to agree with one that the funds came from the Illinois Central. In the Northern Pacific's favorite guise assumed by detectives was to appear at the Strahorn headquarters as bond dealers, and to offer unobtainable bonds as a bribe. Strahorn provided they could be informed of all the inside workings of the North Coast Road, which arrangement included the names of its backers. "Ain't there a law against it and ain't the City of Portland required to enforce the law?"

Enraged Women Numerous.

Young student—Can you tell me, please, how much Portland's water department cost in the Montavilla district? Still another enraged woman—I just got back from the beach and found the bulldozer cutting my weeds. I think this is an outrage. The city is in my small business to be doing petty things like this. Somebody's going to get me. I simply will not pay this assessment. Feeble feminine voice—Health department closed, you say? Grounds of a business man—Well, say, don't you think you could find some of the health physicians? There's a valuable cat here that's sick and I want something done for it. Peeved taxpayer—Too blankety blank had they can't rake up enough out of all the taxes paid in this city to get someone beside a bonhead to answer questions. Young woman—Will the city pay me anything for a big spider for the museum?

"Is My Dog In Pound?"

Woman—Can you tell me if they have my dog at the dog pound? Closed, you say? Well, that's an outrage. This pound business is disgraceful. Man—What car will take me to 1155 Fifth avenue Southeast? Woman—Is there an ordinance in Portland against women buying liquor in a saloon?

FLYER HITS HIGH MARK

Celebrity at 26,250 Feet Says Air Apparatus Is Weak.

BERLIN, Sept. 7.—(Special.)—It is officially stated that the height reached by the German aviator, Oberleutnant Lepelt, was 26,250 feet, and not 7300 meters, as was at first reported.

FRONTIER DAYS AT WALLA WALLA TO BE BETTER THAN EVER BEFORE

Rejuvenation of Wild Life in West of Half Century Ago, With Hundreds of Cowboys, Cowgirls, Pioneers and Valiant Beasts In Programme.



Lucile Mulhall, Sensational Rider



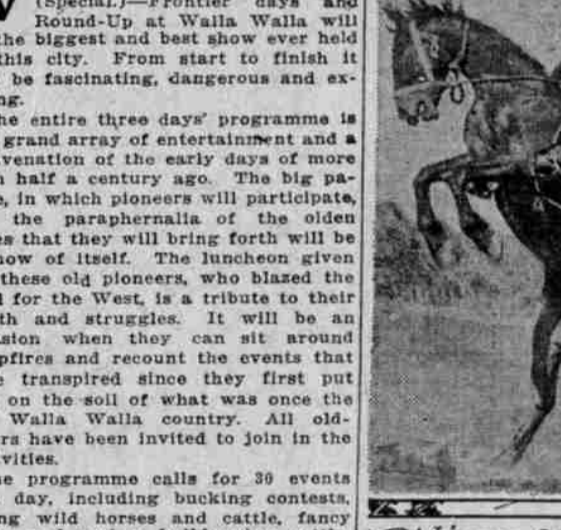
On a Bucking Bull.



Hoey Tying Wild Buffalo; Frontier Days, Walla Walla, Wash.



Rider of Last Year's Frontier Days.



Riding a Difficult Mount.



Rose Moritz, Lady Bucking Horse Rider

WALLA WALLA, Wash., Sept. 12.—(Special.)—Frontier days and Round-Up at Walla Walla will be the biggest and best show ever held in this city. From start to finish it will be fascinating, dangerous and exciting.

JANITOR HEARS WOES OF TOWN AS OFFICIALS REST

Howling Dog, Roaming Chickens, Cost of Water Supply and Weed Tax Keep Guard on Pins and Needles.

THE City Hall was closed and deserted on Labor Day. Watchman Albin paced the tiled corridors alone, trying to while away the long hours. It became so lonesome finally that he decided to answer some of the telephones which could be heard ringing intermittently here and there in the building. Calls at various departments were switched to one telephone and here are some of the usual everyday City Hall questions and complaints Watchman Albin heard:

Enraged woman—There's a dog howling out here in a woodshed. Can't you send some one out to let him go? He's torturing the whole neighborhood and someone'll kill him if you don't do something.

Another enraged woman—I want to know if I have to put up with other people's chickens running over my garden. Ain't there a law against it and ain't the City of Portland required to enforce the law?

Enraged woman—Can you tell me, please, how much Portland's water department cost in the Montavilla district?

Still another enraged woman—I just got back from the beach and found the bulldozer cutting my weeds. I think this is an outrage. The city is in my small business to be doing petty things like this. Somebody's going to get me. I simply will not pay this assessment.

Feeble feminine voice—Health department closed, you say? Grounds of a business man—Well, say, don't you think you could find some of the health physicians? There's a valuable cat here that's sick and I want something done for it.

Peeved taxpayer—Too blankety blank had they can't rake up enough out of all the taxes paid in this city to get someone beside a bonhead to answer questions.

Young woman—Will the city pay me anything for a big spider for the museum?

"Is My Dog In Pound?" Woman—Can you tell me if they have my dog at the dog pound? Closed, you say? Well, that's an outrage. This pound business is disgraceful. Man—What car will take me to 1155 Fifth avenue Southeast? Woman—Is there an ordinance in Portland against women buying liquor in a saloon?

of transportation was the freight wagon and the stage coach," said William McMurray, general passenger agent of the Oregon-Washington Railroad & Navigation Company. "We are going to bring you an audience in paternal cars, and when the men and women reach here they will be entertained in great modern hotels. Out at the grounds where the frontier days is staged they will see how men and women and children came to Washington when the country was a wilderness, and they will be told of the privations, hardships and perils which were undergone.

"True, the encounters with the Indians, the stage coach robberies and other happenings incident to the pioneer life will be but representations, but participants and men and women who witness the reproduction will be in part those who were in real encounters in the past."

males in the City Hall Museum. After looking at the animals they went into the water office and stopped at the window at Cashier Seboll's cage. While the receipt for the water payment was being made out, the mother felt the toddling youngster tugging at her dress.

"What do you want?" asked the mother, bending over to the babe.

"Lift me up, mamma, I want to see the animals, too," said the youngster.

"TURN ON" and "shut off" clerks in the water department have had a rather difficult time the past few months in handling the lawn sprinkling situation. When a water user makes application for water service, the clerk must find out whether the patron intends to use hose. It's surprising how many women have got offended when the clerk has asked, when fixing up the application, "Do you use hose?"

WISHING to congratulate Mayor Albee on his birthday, members of the board of chiefs of the fire department prepared a congratulatory telegram to send to the Mayor at Seaside, where he spent his birthday. One of the "bunch" delegated to send the message forgot and wrote on it "Hon. H. R. Albee, Portland." The message was rushed down to the telegraph office so it would be sure to go before the Mayor left the beach for home.

The Mayor got the telegram all right, but not until the next day at his office at the City Hall. And the chiefs were none the wiser.

GUARDED MONK IS LOST

Hlodor, Champion of Masses, Has Disappeared From Russia.

ST. PETERSBURG, Sept. 7.—(Special.)—The unfrocked monk Hlodor has disappeared mysteriously from Marinsky, near Rostov-on-Don, where he resided under police surveillance. The wildest stories are current to explain his absence. It is said by one that he has been kidnapped and driven off in a mysterious motorcar, and by others that he has voluntarily fled to Siberia to support the cause of the woman who stabbed Rasputin.

Rasputin is out of danger, and the press believes that the attempt on his life will now be hushed up, inasmuch as his private life will hardly bear investigation. The public interest in these two significant figures fully is accounted for when it is realized that Rasputin has the protection of the highest circles notwithstanding the crimes laid to his charge, while Hlodor is regarded as the champion of the people in religious questions.

In the Albee there is a letter box 10000 feet above the sea level, from which daily collections are made.