

ALASKAN RAILROAD HELD BACK BY WAR

Completion of Government Line Into Far North Will Require Several Years.

COAST WORK NEARLY DONE

Construction Inland Is Beset With Difficulties and Working Forces Have Been Seriously Reduced by Conflict.

WASHINGTON, April 20.—Construction of the Alaskan Railway is being somewhat delayed by the war, and completion may be deferred somewhat beyond the 1919 or 1920 date originally projected for it.

While more than 6000 men were employed in the field during 1917, a force of perhaps 2000 is probably all that can be maintained through the Summer of 1918, and, though the \$40,000,000 undertaking stands at a stage 85 per cent toward completion, the remainder may take somewhat longer to construct than has the two-thirds so far built.

A linking up of gaps in the coastal section and the pushing of main railroads some 40 or 50 additional miles toward the interior is the limit of construction which the commissioners feel certain that the shortage of men, materials and shipping will allow them to attain.

"That will be Alaska's share of the inevitable sacrifice war entails," said William C. Edes, chairman of the Alaskan Engineering Commission, discussing estimates and uncertainties connected with the enterprise, "although some of the delay would have intervened even under normal conditions."

Coast Work Nearly Finished.

"During the last two seasons we have practically completed the coastal sections of the route, and the work was enabled by transport conditions, to work simultaneously at a number of points. In the future we shall be constructing straight up into the interior, extending the line at most from only two points."

Assuming that the usual Congressional appropriations become available, the commission, which will have some doubts about its ability to secure even half the labor force it had a year ago, will center its effort during the coming Summer upon the completion of the main line from Seward to Anchorage, both of which are Pacific Ocean ports on the Alaskan southern seaboard, between which a rail gap of 17 miles now exists.

Main railroads in addition will be pushed some 40 or 50 miles toward the interior terminal, which is Fairbanks, opening the line approximately from Mile 214 to Mile 265, distance estimated from the ocean terminus at Seward northward. In Alaska, except in certain places and on certain types of work, the commission has found that construction is only practical during the Summer after May 15.

The Alaskan Railroad, stretching up 800 miles in trunk and branches to reach the Arctic Circle, is literally the longest in railroad building enterprise, and as it stands today has 295 miles of rails laid, has grades and cuts completed far ahead of rails, and location engineering entirely completed. It does not quite touch the polar zone, for its northern limit at Fairbanks is 120 odd miles south of the great circle, but its tracks cut across an area where the sun shines for 22 hours a day in June and Chairman Edes admits that the daylight saving prescription in the United States will appear trivial from an Alaskan viewpoint.

Difficult Problems Solved.

Engineering and transport problems of no mean magnitude have been solved and are being solved in the construction of the line, for its locators and even its grade crews must hold themselves abreast and ahead of the pioneer settler. With work proceeding from both ends of the line the transport line is being built up to supply the interior terminus stretching from the United States through the Pacific and Arctic oceans to the Yukon delta, at the mouth of the Yukon River. Steel, powder, food and equipment must go thousands of miles by sea, be transhipped to river boats, forced upward against the currents of the Yukon and Tanana rivers, and then overlaid by a last painful stage of pack and wagon train to Fairbanks.

Until last November the commission had a steamer, an Army transport borrowed for the work, but the Army took it hastily back for the more important duty of carrying soldiers. The commission will now depend upon commercial transport facilities, which are greatly restricted, to deliver 5000 tons of freight this year over the circuit, whose magnitude can be comprehended from any man's supply of the word "terminal" will present less difficulties, for the sturdy ocean tugs can still put out from Puget Sound and go safely up the "inside passages," but the islands from the Pacific winds, and bring the clumsy, heavy laden barges into Seward and Anchorage.

Building the line itself, across tundra wilderness, smiling valleys and sharp-edged passes alike of the Arctic coastal range, the commission has met conditions and problems strange to the railroad. For a part of its distance it skirts a living glacier, and a glacial, as Mr. Edes remarks, is "a ticklish thing."

"You never know quite what it is going to do," he says, "and from it we always look for trouble. We don't actually run over the ice, but we have to skirt the gravel of the terminal moraines. And in the Summer the ice recedes, leaving a veritable flood of water, while in the Winter it pushes slowly forward again. Just now we run the line upon a trestle, high above the gravel, but the glacier, working away, has, at a price based on quantity and type of material moved. Then they set their own pace and their own hours and literally work wonders. The commission's tools and equipment."

"Our figures indicate that the average scale of wages we paid during 1917 would work out around \$1500 a year," Chairman Edes said, "but it actually doesn't run a year for more than a part of the men, because of the seasonal character of the work." "Station-men, a hard-bitten set of old hands who have come through the era of railroad constructing in the West. Each of them, or perhaps a pair or a group, agrees to construct 100 lineal feet of the grade, whether it involves cutting down through a hill, building up from a swamp, or blowing out the hard rock, at a price based on quantity and type of material moved. Then they set their own pace and their own hours and literally work wonders. The commission's tools and equipment."

ILLWACO MOSS WANTED

SPHAGNUM ABUNDANT ON NORTH BEACH PENINSULA.

Quantity and Quality of Moss Grown Near Ilwaco Declared Best in U. S. by Experts.

ILLWACO, Wash., April 20.—(Special.)—Professor J. W. Hooton, superintendent of moss dressings for the Northwest division of the Red Cross, has received a wire from Washington, D. C., asked for 500,000 sphagnum packets by July 1. Professor Hooton, who holds the chair of mycology at the University of Washington, has relayed the appeal to Ilwaco and has asked for active cooperation from the people of this region in the endeavor to meet the demand.

There are 123 species of sphagnum moss, but only four of these are useful in surgical work. The three most valuable species grow in larger quantities here than in any other locality in North America, with the possible exception of Alaska.

Each sphagnum packet weighs one pound when completed, or one-fourth of the weight in its moist, shipping state. In order to secure the 500,000 packets it will be necessary to ship 2000 tons to Seattle.

Dr. John A. Hartwell, of Bellevue Hospital, New York, has proclaimed sphagnum an unequalled substitute for cotton dressings.

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SEVEN PROVE LOYALTY

SPOKANE PEOPLE REPORTED AS "SLACKERS" BUY BONDS.

Men of Large Means Said to Be Among Those Called Before United States Officers for Investigation.

SPOKANE, Wash., April 20.—(Special.)—Following their appearance before United States Marshal James McGovern, after they had been reported as liberty bond slackers, L. B. Whitten and A. A. Barnett made substantial purchases of the third issue today. Mr. Whitten subscribed for \$1100 worth and Mr. Barnett for \$500. Valentine Reynolds subscribed \$50 for a bond. The grand jury took no action in the case. Federal officers expressed the opinion there was no legal method by which the men could be prosecuted. Those questioned were Mr. Whitten, Mr. Barnett, Maurice Lindholm, John Brawl, Stewart Drebbel, Herman Linke and Valentine Reynolds. After a committee of citizens interested in soliciting for liberty bonds had appeared before United States District Attorney Garrecht yesterday, Deputy Marshals were sent in quest of the seven persons alleged to have refused to purchase bonds, although said to be amply able to do so. Some are men of large holdings. The cases were then brought before the Federal grand jury.

Those in the list submitted by the committee were L. B. Whitten, H. A. Barnett, Maurice S. Lindholm, John Brawl, Stewart Drebbel, Herman Linke and Valentine Reynolds.

ALBANY PASSES PRIMARY

No Party Nominations Will Be Made as No Candidates Filed.

ALBANY, Or., April 20.—(Special.)—Albany will have no city primary election this year. The time has passed within which to file petitions and no candidates filed. This means that no party nominations will be made and by petition and appear on the ballot as independents, at the general election. This is the plan which has been followed here the past few elections. It was discovered that the primary in the city elections was an unnecessary expense so by common consent no candidates have filed petitions, which obviates the expense of printing ballots or having election boards. The only effect has been that party nominations were impossible.

HOOD RIVER BOY ABROAD

Fordham B. Kimball Reports Safe Arrival in France.

HOOD RIVER, Or., April 20.—(Special.)—Walter Kimball, chairman of the ways and means committee of the Hood River chapter of the Red Cross, has received word from Fordham B. Kimball, who announces his safe arrival in France. Mr. Kimball enlisted with a regiment of heavy artillery last Summer. He trained at San Antonio, Tex. Mr. Kimball, who has been assigned to special service abroad, is well known in Portland social circles. His engagement to Miss Alice Gilman, of that city, having been announced recently.

Albany Guard Auxiliary Formed.

ALBANY, Or., April 20.—(Special.)—Preliminary organization of a women's auxiliary to the local Home Guard company was effected at a meeting held at the Albany Commercial Club last evening. The auxiliary will develop various plans to assist the Home Guard in its work and particularly will form a motor corps to drive automobiles to carry the members of the company in nearby trips in the event of a call. Mrs. A. Young, of Albion, is chairman and a committee on permanent organization consisting of Mrs. Willard L. Marks, Mrs. Charles H. Cusick, Miss Kate Stewart, Mrs. J. H. Simpson and Mrs. George E. Sanders was named.

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Where quiet dignity, home-like comfort and perfect service predominate. The many pleasing features of this hotel make it especially desirable for residential guests. Attractive permanent rates, either American or European plan. Eleventh and Stark Streets—Off Washington

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ELECTION HELP IS SOUGHT

Persons Who Will Act as Clerks and Judges Are in Demand.

There is an immediate need for more election judges and clerks in practically every precinct of the city. People who are willing to serve in this capacity at the coming primary and general elections are urged to notify County Clerk Beveridge by letter, telephone or in person as early as possible this week. Mr. Beveridge said yesterday that several hundred persons will be unable to serve as election officials. Some of those who were appointed have left the city, while others, and many of them, have sent in letters stating it will be impossible for them to serve. Those who desire to serve on the election boards should file their applications at once and they will receive regular appointments good for two years.

MRS. MOONEY GOES SOUTH

Presence in San Francisco Court Tomorrow Morning Is Required.

Due to an eleventh-hour change in a San Francisco court schedule, Mrs. Rena Mooney will not appear at the Municipal Auditorium this afternoon. W. D. Patterson, of San Francisco, representing the defense, will recount the history of the Mooney case. Dr. C. E. Chapman, of Portland, and Edward Lauer, of Oregon City, will also address the meeting. Mr. Otto Hartwig, president of the Oregon State Federation of Labor, will act as chairman. Mrs. Mooney was to have been placed upon trial May 11. A change in the plans of the prosecution requires her appearance in court tomorrow morning. The meeting at the Auditorium today will be under the direction of the Central Labor Council of Portland.

AUTO SCHOOL HELD MYTH

Spokane Man Charged With Using U. S. Mails to Defraud.

SPOKANE, Wash., April 20.—(Special.)—George J. Vorderfer, proprietor of the Jordan Automobile School, was indicted by the Federal grand jury on a charge of using the mail to defraud. According to the indictment Vorderfer offered a complete course in automobile instruction for \$50 and guaranteed to prepare his students for positions paying from \$100 to \$150 a month. His only equipment, it is charged, was a desk in the garage and a shop at 817 West Second avenue, containing two worn-out automobiles. The evidence submitted showed Vorderfer had received \$1000 in the two months prior to his arrest.

Lebanon Cannery Incorporated.

ALBANY, Or., April 20.—(Special.)—Following a recent organization of the company which has been conducting a fruit and vegetable cannery at Lebanon, in which considerable outside capital was interested, articles of incorporation were filed in the County Clerk's office here yesterday for the Lebanon Cannery Company. The capital stock is \$25,000 and the incorporators are T. D. O'Brien, J. O. Scott, A. Rupert, Roy Fitzwater and J. C. Mayer. This company proved a success from the first and the new capital which has been enlisted in the company means further development of the plant.

San Francisco Fire Injures Two.

SAN FRANCISCO, April 20.—Two firemen were burned, one seriously, the other slightly and damage estimated at between \$50,000 and \$75,000 was caused here today by a fire in the plant of the Heiber Laboratories, Inc., manufacturers of X-ray equipment.

PEOPLES

QUALITY OUR POLICY

PAULINE FREDERICK

IN

LA TOSCA

By Victorien Sardou



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A mighty picture with a mighty star. The world's greatest and most tragic heroine brought to the screen by an emotional artist without a peer.

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For Men of Action Give Satisfaction

RACINE Old Reliable Work Shirts let muscles play in every way. Work wonders for wonder workers. You'll like their honest, broad-shouldered comfort, cut full, not "skimped." Re-inforced where the strains come. Continuous facing on sleeves—making them—rip-proof—dirt-proof—non-gapping. Buttons sewed on to stay. Racine Flannel Shirts are tough as pigskin—hold their shape and color. The kind you always hate to throw away when you finally wear them out. The Racine reputation has been made by using Quality Goods combined with expert workmanship.

UNION MADE

—June weddings draw near. We have bride's silver here in wondrous array—everything from a dainty spoon to the most elaborate service imaginable. If Cupid has whispered to you any of his secrets, select your gifts now and let us lay them away for you.

—And before the wedding come diamonds! There's many a maiden wearing an Aronson diamond right now who will be a matron come June. Special values in engagement rings at \$25, \$50, \$75 and \$100.

—The world has speeded up an hour! How's your time? We show the leading makes of watches at the right prices.

—Expert watch repairing—American and Swiss.

—Expert eye service by a skilled optometrist.

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Not long ago forty manufacturers were asked, "Does advertising increase the consumers' cost of your product?" Each one declared not only that the cost was not increased, but went further and stated that it was actually lessened.

About eighty per cent of the failures in business center among firms who do not advertise.

ARE YOU IN THIS CLASS?

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