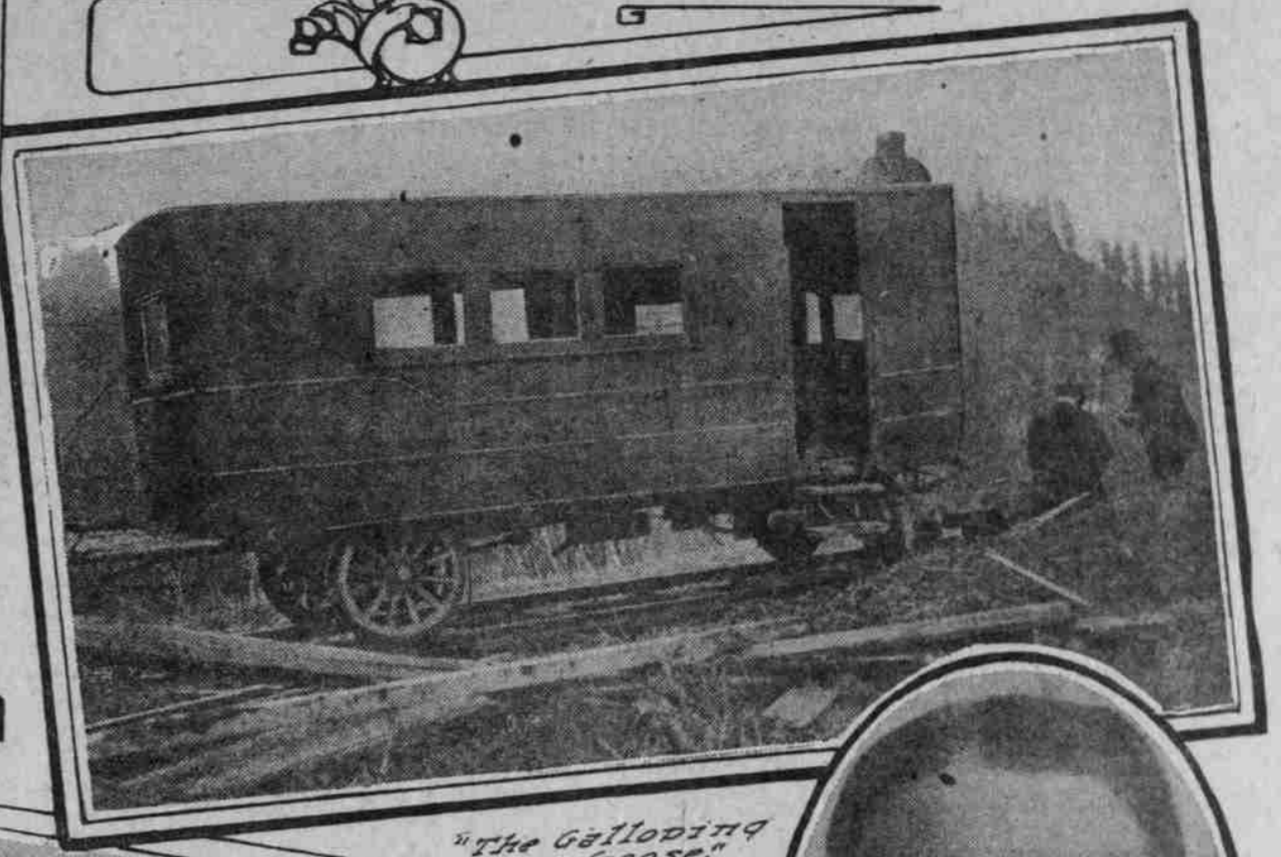


One Man Railway Ties Portland to Clackamas Wilds

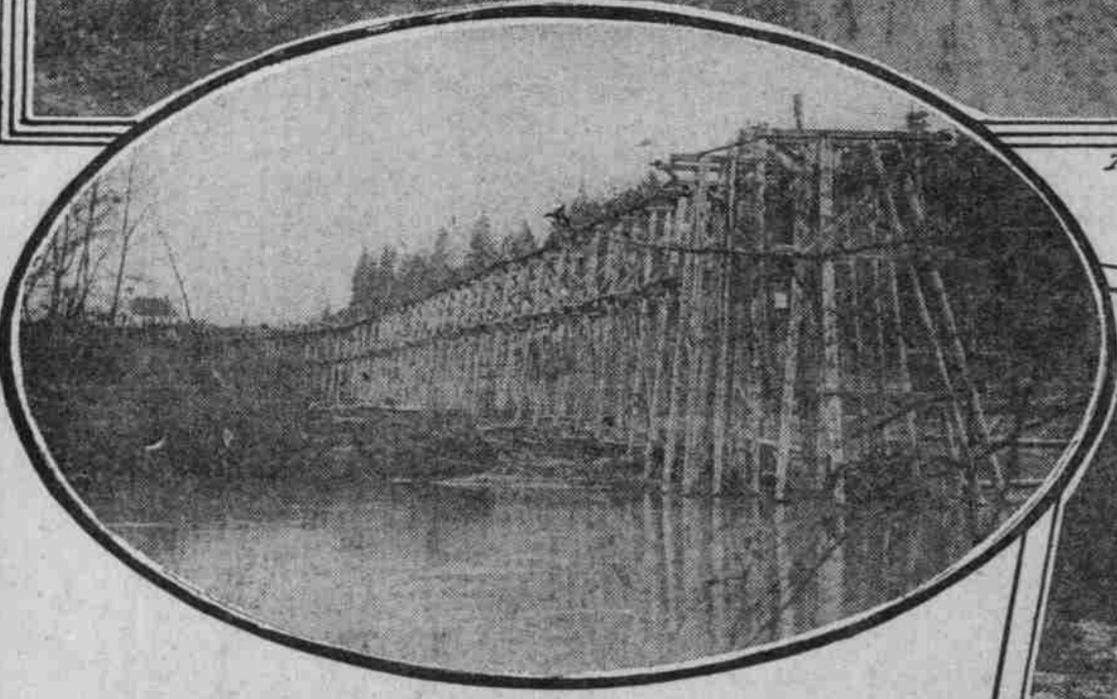
Stephen Carver Dreamed as a Child of Being Banker and Railroad Man, and His Dreams Came True.



Town of Carver, Four Years Old



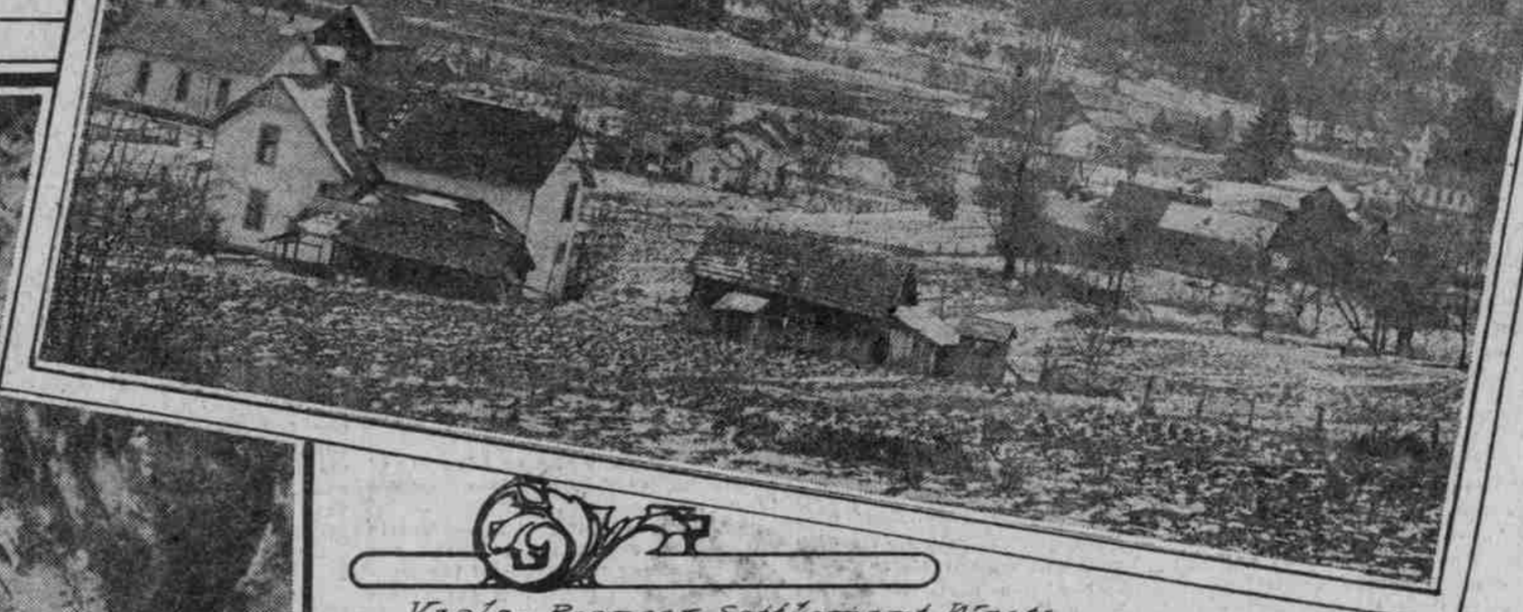
"The Galloping Goose"



Trestle Nearly Over Clackamas River.



Rock Cut Ready for Rails.



Viola - Pioneer Settlement Waits for Railroad



Stephen Carver Holds all Jobs on Road.

BY DE WITT HARRY.
 N Gilbert and Sullivan's tuneful "Mikado" appeared a character whose talents were so varied that he managed to hold down a choice selection of positions. Stephen Carver might be called the Pooh Bah of the Portland & Oregon City railroad, for he is superintendent of the entire line, construction foreman, maintenance of way chief, head of the operation department, has charge of all traffic, is engineer, dispatcher, section foreman and crew, ticket and station agent at several places and in addition has charge of the promotion and financing departments.
 Carver's tale, as related by himself, reads like a page from some child's dream book. As a youngster in a small Iowa town he used to accompany his hard-working farmer father to town. In those days it was the fashion for bankers to display their wares in somewhat the same manner as did other merchants. On the counters would be stacks of gold coins and this money display made a great impression on young Carver. The little Iowa town was on the main line of a transcontinental railroad, and the men who operated the trains were also heroic figures to the impressionable boy. Therefore young Stephen came through childhood with twin ambitions. He wanted to be a banker and a railroad man. The story of his life shows that he fulfilled his childhood dreams, for he has founded two successful banks and built two successful railroads and is now building the third one.

"Galloping Goose" wanders to County.
 Golfers on the municipal course at Eastmoreland often see Carver passing by with his "Galloping Goose," but the chances are that few of them have taken the trouble to find out what it was. The "Galloping Goose" is a bird of somewhat the same nature as Bill Nye's "Walk-Up-the-Creek." It is an exceedingly rare bird. It is a creation of Carver's, a home-made auto-bus on railroad tracks that furnishes service between Portland and the 100 residents of the metropolis of Carver, 16 miles away and on the banks of the Clackamas

river, near where Clear creek has its mouth. With this auto-oddy the Portland & Oregon City railroad, in other words, Stephen Carver, maintains regular schedules and holds its or his franchises. Carver, or the railroad, take your choice, is under the control of the state public service commission. He or it publishes a regular schedule and time table and issues a tariff for both freight and passenger traffic that must be given official approval like that of any other corporation rendering a public service in this state. So much as a fillip to coax the reader further into the story of a unique enterprise with many amusing and at the same time interesting angles.
 What is the reason for the Carver line up the Clackamas? The same as for the building of any other railroad, traffic. In this section of the state lies some of its most valuable timber; close to tidewater and terminal facilities and a suburban area that seems to promise considerable development in time, as well as a rich potential agricultural community. The railroad at present is completed to the town of Carver, 16 miles from Portland, and 85 per cent completed to Viola, one of the pioneer towns of Clackamas county, 14 miles back in the hills from Oregon City. Difficulties of financing have held up construction of the last link to the timber line, for the reason, according to Carver, that the backers are Montana cattlemen and their market for beef and stock has been hard hit during the adjustment period following the war. They have hopes of soon being able to complete their railroad to a point where it will begin to pick up paying traffic. In the meantime Carver is operating the line. One man against the world, it might be said, for he is holding expenses down to the absolute minimum and at the same time maintaining regular schedules per official time table and rendering that service that enables him to hold onto valuable franchise rights. In 1888 Stephen Carver, chuck full of ambition, left Iowa and came to Nebraska, where he got his start with three head of horses and lived in a sod shack on a homestead. When he had made a little money, here he moved

west to Chinook, Montana, and there fulfilled the first part of his childhood dream, opened up a bank. The Chinook bank was a success from the start and to show in what respect Carver was held by the friends he made there, these are the men who are putting up the money for the Portland & Oregon City railroad. They had confidence in Carver and he has not failed to come through as he promised. He is having a difficult time with his present and third railroad, but hopes to come out on top in the long run. Whether Carver will make it a perfect score and pull another chestnut out of a hot fire in this case, time only can tell, but it must be admitted that he is making a gritty fight and meeting obstacles that would discourage many a man.
 After the bank at Chinook got going good Carver looked about for other opportunities and in 1898 came to Ontario, Oregon, and established his second bank, the first one in Ontario. Like the Chinook institution this bank also was a paying success from the start and Carver gained the confidence of the community to such an extent that when Ontario was threatened with a serious disaster, none other than losing the county seat, they came to Carver and offered to pay him a bonus if he would build them a railroad to Vale, a distance of 16 miles. Here again was fate intervening in Carver's life and warming up the memory of those childhood dreams. It had been his dormant ambition ever since he left the little Iowa town to build a railroad and here was opportunity.
Farmer Rests Engineers.
 Prior to this time engineering crews had been in the country for the Oregon Short Line and had made adverse reports on this section of construction on account of their difficulty in locating a feasible route that would not entail too costly construction. Carver was in a quandary on account of the difficulty in getting rails and material and made a trip to Salt Lake to see if the Harriman interests would not sell him light rails and not force him to buy in the east and pay a terrific freight rate. He was turned down cold, but before he left deliv-

ered the ultimatum that he would go ahead in any event. However, before he made much progress he was called back and the railroad officials agreed that in consideration of an option, they would furnish the necessary steel, and Carver, his time sadly depleted, and with a rush in sight to collect his bonus, started construction.
 He wasn't an engineer, so he took the most direct method he knew to locate his line, mounted a horse and rode straight across country, guided by a compass, and staked out the route. When he had his survey completed he hired a draftsman to make the location map and the line is there today, straight as an arrow and with an exceptionally easy grade and very cheap to construct. The engineering staff of the railroad, whose best men had spent months trying to figure out means of following a tortuous river to Ontario, paid Carver the tribute of saying that they had to "give the palm to a farmer."
Race Against Time Won.
 So Carver started his race against time and with a crew of men throwing up a temporary grade ahead of the track-laying gangs he rushed the line straight across from Vale to Ontario and ran the little locomotive into town, its stack just showing above the sage brush as it came across country just in time to collect his promised bonus. When the railroad was first talked of Ontario mustered a population of 121 and was an alkali hole in the midst of a sage desert. Within 18 months it had 1100 population, two banks, a waterworks and an electric light plant and today is one of the prosperous cities of Oregon. The Oregon Short Line afterwards purchased the Carver railroad and it is now the Malheur valley Branch line, part of the Union Pacific system, and has been extended on up Crane creek for 70 to 80 miles.
 Then Carver came to Corvallis for his next railroad building experience and constructed the Corvallis & Alsea railroad, 31 miles long. In the building of this line he was just at his busiest when the panic of 1907 hit the country, but his Montana backers were not injured and they managed to keep the funds coming in so that he could carry on the work. The case this time is different, for the Montana stock interests do not have the money to turn loose, but hope that an adjusting market will soon place them in a position to take on their present railroad to completion. Four years after the Alsea line was built it was sold to the Portland, Eugene & Eastern, and afterwards to the Southern Pacific. So Carver's first two construction attempts produced

railroads that, measuring by operational standards, are a success.
 In 1914 Carver thought he saw an opportunity to build another railroad that promised success south from Portland into Clackamas county and found it an easy matter to interest his Montana backers. The city of Portland, under Mayor Albee's administration, granted him a franchise and the work went ahead. War-time measures forced the shutting down of the actual construction work just as the line was ready to cross the Clackamas river and a great wooden trestle is now half way across that stream, waiting to join onto the right-of-way that appears in the hillsides a stone's throw away. Between Carver and Viola the road is 85 per cent completed and one mile of track laid. Here the builder found he was up against a different proposition than an ordinary panic and was forced to shut down. During the war period the road paid on account of the passenger traffic that originated with many men working in the shipyards, but this has dwindled off now until Carver doubts if he is breaking even in paying the expenses of coaxing the "Galloping Goose" on her three round trips daily.
 Lying back in the hills near Viola

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 And there is Carver, holding on like a bulldog, buffeted by the "return to normalcy" conditions and forced to ride as best he can. He is making a single-handed effort against the world and as the "pooh bah" of the railroad is a unique figure. His childhood dreams have come true and he has owned his bank and his railroad, several times each, but here he is, all tied up, and trying his best to untangle himself. Perhaps some day some fairy will come and help him out with a magic wand that will make steer beef worth enough so that the Montana backers can dig up the money to complete the line.
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THE TRUTH ABOUT HOLLYWOOD
 (Continued From Page 2.)
 200 other persons are needed to assist his light in shining before men. Lusting "Westerns" requiring no studio, Colonel William M. Selig is credited with having built the first studio, at Edendale. Then came the Biograph and others, one at a time. They found in this part of California not only the greatest number of sunlit days and the best acting light value, but the greatest variety of "locations" to be discovered anywhere. There were prairie, desert, ranches, rocky and sandy beaches, gorges, mountains, snow, gardens, vegetation of every climate, romantic villages, bustling cities, all within a small geographical compass.
 In the center of all this, Hollywood, conveniently placed between the mountains and the sea, far enough from Los Angeles to be out of the highest rent zone, affording plenty of vacant space for the erection of studios. At first, each producer of pictures had his own independent personnel. For example, each company making wild west films had his own army of cowboys. Each outfit was jealous of the other, and as no producing company can be busy all the time, there was time for dissipation, wrangling, sometimes serious brawls. Since then the cowboy market has been virtually cornered by two women. When a producer needs a ranch crowd, he telephones the women for help. When the cowboy scenes are finished these men are paid off. They return to headquarters and wait for an assignment to some other studio.
 Rob Wagner, biographer of the movies, estimates that for every star

passing into the room late one afternoon with this announcement: "Dad, there's a man at the door who says he wants to see 'the boss of the house'."
 Dad glanced up from his paper and answered laconically, "Tell your mother."
 Whereupon mother, who from the next room had overheard this, called out: "Willie, tell Bridget."
Money Smuggling Profitable.
VIENNA — The profits in money smuggling continue to tempt even well placed persons and keeps the police busy trying to check it. The authorities traced one trunk with false bottoms and sides containing about 5,000,000 kronen and arrested a trunk manufacturer who confessed he had made in his place 250 such specially designed receptacles and that he had personally packed 25 of them with money.

Mammoth Cave Is Desired as National Park.

LOUISVILLE, Ky., March 18.—Unless the government acts soon a will, with a strange bequest, may prevent the purchase of Mammoth cave, Kentucky, as a national park. This was pointed out by Stephen T. Mather, director of national parks, in a report recently issued. A move for the purchase of the cave as a national park is now under way and has been urged upon congress for action.
 "The 3000 acres sought for the park purposes at the entrance to Mammoth

are in private hands under the terms of a famous will which dictated that the land must be held in trust until such time as the death of the last of the named heirs occurs, when it is to be sold at public auction in its entirety. "Because of the advanced age of the two surviving heirs, it may be expected that it will not be long before this world-famed cavern will be sold under the hammer, and unless some means are found to take it over nationally at that time, either through congressional appropriation or else through donation of some public-spirited individual or organization, the cave will be lost for all time as a national park possibility and will continue to be privately exploited."
 "I trust congress will make an exception in its evident policy not to utilize public funds in the acquisition of park areas by purchase of the great Mammoth cave of Kentucky."