

CITIES ARE BORN ALONG NEW LINE

NEW TOWNS ALMOST BORN IN A NIGHT ALONG PATH OF THE ELECTRIC LINE TO CLACKAMAS RIVER—ONE PLACE IS BUILT UP BEFORE IT RECEIVES A NAME.

New Line Will Be Running to Clackamas Within Two Weeks and Two Daily Trains Will Run Through from the First—Additional Trains Will Be Run as Needed and Freight Business Will Be Cared For.

Within two weeks' time the Oregon Water Power & Railway Company will be running through trains to its power plant on the Clackamas river. This is the statement given out this morning by the officials of the company, and unless some accident happens in the meantime, the whizz of fast speeding electric and steam trains will be heard all along the new O. W. P. & R. Company's Eastern line.

The town that is building at the Clackamas river power plant will be named Casadero, which in the Indian tongue means "the hunting ground." It was the first intention of the officials to name the new city Clackamas Falls or Clackamas Rapids. But it is said that when the government postal officers heard of the new names they made an objection to both of them on the grounds that the mails to the future town would get mixed with that addressed to the postoffice named Clackamas, which is near Portland.

The new division of this railway system extends some 2 1/2 miles east of Portland and passes through several little cities that are said to be growing very rapidly. Among these towns are Gresham, Boring, Barton, Eagle Creek and Curvinsville. Many other stops will be made along the route, but the above named places are the most important ones at present. Many Portland people are of the opinion that within the next few years a large number of new towns will build up along this track making it almost one continual city from this place to Casadero.

Two passenger trains will run daily during the first few weeks of the through service between Portland and Casadero. Three or more trains will run daily as far as Boring. This will give the Gresham and Boring people an opportunity to attend to business in Portland and return to their homes within a few hours' time. Additional through trains to the Clackamas power plant will be put on as the business demands.

Freight traffic will be handled by several daily trains. As the section of the country tapped by this road is one of the richest farming communities in this part of the state, the railway officials are expecting the freight business to grow very rapidly. At first but three or four daily freight trains may run out of Portland, but with the building of new mills along the route the freight service will be improved.

All the trains from Portland will use electric motive power as far as Boring; steam will be used from this point to the end of the line until the Clackamas power house at Casadero is completed. The railway company officials are said to be planning several excursions to "the hunting ground," city as soon as the line is completed.

WILL WORK IN SOUND COUNTRY

GET-RICH-QUICK CONCERN DEBARS FROM THIS CITY TO SEATTLE, AS POSTOFFICE DEBARRED COMPANY FROM USE OF MAIL.

Holders of Certificates Residing in This City, It Is Declared by An Agent of the Company, Will Get Their Money in Washington Town, But Where It Is Not Stated—Methods of the Concern.

The Pacific Mercantile Company, which has offices in the Oregonian building and which was recently debarred from the United States mails on the ground that it is a fraudulent concern, will transfer its headquarters from Portland to Seattle on October 1.

Its manager, L. M. Swartz, is now in Seattle, and his office assistant said he would not return to Portland. The reason given on the street for the removal of the head office to Seattle is that business on what is popularly known as the "get-rich-quick" plan is better and brisker in the Puget Sound cities than here. Their \$150 diamonds find a more ready sale at \$100 than a \$200 diamond would find in Portland at \$100.

At Mr. Swartz's office it was stated that the real reason for the removal was because the company's business almost ceased to exist in Portland, while it was flourishing in Seattle, Spokane and Victoria. All who cared to invest in it here hold their contracts, and these, it is claimed, will be paid in Seattle.

Asked if the order of the postoffice department debarring the company from the mails had caused the removal, Mr. Swartz's assistant said it had not. The order, she said, seemed to apply only to Portland, as the mail is received regularly at the Seattle and Spokane offices.

INDICTED GROCER CO MMITS SUICIDE

Chicago, Sept. 19.—Upon being informed that an indictment on eight charges of receiving stolen goods in the big wholesale grocery conspiracy, Jacob Miller, a grocer, this morning cut his throat in the sheriff's office in the presence of his wife and a number of officials. He will die.

PALMA TRIES TO CRUSH BANDETTI

Havana, Cuba, Sept. 19.—A gang of bandits of Santiago province burned several plantations and unsuccessfully attempted to interrupt the railway traffic. The press today unanimously praises Palma's strenuous measures to crush the banditti.

THE BOGUS SADIE GIRLS AS THEY APPEAR IN "WHEN KNIGHTHOOD WAS IN FLOWER"



The Sadie Girls, made famous by Anna Held, are attracting great attention at the fall carnival. The Sadie Girls are not real girls, real ladylike gentlemen, members of the Multnomah club. Their makeup is perfect and they act with becoming grace and dignity.

STATE FAIR RACES.

YESTERDAY'S EVENTS.

Splendid Success and Excellence Marked the Program. Yesterday's fair was a splendid success. It was Farmers' day and contrary to all expectations, the grounds were crowded, all departments being well patronized, and as the weather was delightful, the show good and the race program excellent, all enjoyed the day to the full.

Consolation, 2:17 Pace, for Non-Winners in Greater Salem Stake, \$500. The first heat of this race, eight starters, horses that had started in the Greater Salem stake Wednesday and failed to secure place. They were: D. A. Warner's High Ball, Hogaboom; C. H. W. Goodell's Rajah, Hughes; C. Whitehead's The Mrs. Whitehead, J. T. Turner's Vision, Lindsey, W. Tryon's Bensbarba, Trvon; H. Helman's Fortia Knight, Helman; J. A. Richardson's Monroe S, Zibbell; T. H. Brent's Miladi B, Rutherford. The horses scored repeatedly, but High Ball, at the pole, failed to come up, and the start was delayed. At last he came in reasonable distance and the word was given, the horses starting badly scattered. Rajah led from the start and at the quarter High Ball soared toward the front, taking third place and a little later second, and by the time the three-quarters was reached the beautiful animal led the field, and came into the stretch and to the wire, winning in 2:12 1/4, with Bensbarba second, and the others in the order named: Rajah, Monroe S, Fortia Knight, The Mrs. and Vision. Only one, Miladi B, was disqualified. Time by quarters, .32 1/4, 1:05 1/4, 1:39, 2:12 1/4.

In the second heat Rajah again led, after a long time spent in an effort to get away. Bensbarba, not knowing it was a go, stopped at the turn, but the start was a pretty race, Rajah leading into the home stretch, but here he broke and Vision, coming fast, passed him and took the heat in 2:15 1/4, Monroe S, second, Rajah third, Fortia Knight fourth. Time by quarters, .33, 1:05 3/4, 1:39 1/4, 2:15 1/4.

Monroe S led off in the third heat, with High Ball far in the rear. On the back stretch Rajah again took the lead and kept it to the home stretch. Here Vision came fast, took the lead, with High Ball and Bensbarba fighting for first place, won the heat and race. Time by quarters, .33 1/4, 1:05, 1:40 1/4, 2:15 1/4. Vision secured first money, High Ball second, Bensbarba third, Monroe S fourth.

Trotting, 2:30 Class. This race was decided in five heats, although only three horses entered the contest. They were O. Hartnagel's St. Patrick, with Hartnagel driving; Richardson's Getaway, with Zibbell up, and E. Condon's Lord Kitchener, Miener at the ribbons. The start was made with a rush, but Getaway soon broke and St. Patrick took the lead to the half, where he broke, Kitchener taking the lead. To the stretch he sped, St. Patrick a close second, and near the wire the Irish saint took the lead and went under the wire in 2:25 1/4 with Lord Kitchener second and running, and Getaway a slow third. Time by quarters, .38 1/4, 1:16 1/4, 1:53 1/4, 2:29 1/4.

In the second heat, after a slow start, St. Patrick led around the first turn, but soon gave way to Getaway, and it was a close contest to the three-quarters. In the stretch Getaway led, with St. Patrick second, Getaway winning by a neck in 2:24 1/4, with St. Patrick second, Lord Kitchener third. Time by quarters, .37 1/4, 1:14, 1:49, 2:24 1/4.

When the horses came out for the third heat Hartnagel was replaced by James Erwin as driver of St. Patrick. The judges believing that St. Patrick had been pulled in the second. A good start was made. Getaway led, with St. Patrick in second place. In these positions the horses went to the stretch and to the wire, Getaway taking the heat, Lord Kitchener spurring into second place in 2:24 1/4. Time by quarters, .36 1/4, 1:12, 1:47 1/4, 2:24 1/4.

In the fourth heat Hartnagel again drove his horse and St. Patrick led from the wire, but Lord Kitchener took the lead at the turn, and kept it up the back stretch, with St. Patrick in second place. Into the stretch they went, when St. Patrick spurred, took the lead and held it to the wire, Kitchener only a half length behind, and Getaway third. Time by quarters, .38 1/4, 1:15 1/4, 1:52, 2:29.

Aurora B. second and Classes third. Banning for 3-Year-Olds.

This race was a pretty one. Sully Goodwin won the race in a splendid run, with Vince second, Brown Prince third. Time, 1:25 1/4.

Summary of the races is as follows: Consolation pace, 2:17: High Ball 1 5 3 2, Rajah 3 8 5 4, The Mrs. 6 6 4, Vision 7 1 1 1, Bensbarba 2 7 8 3, Fortia Knight 5 7 8 3, Monroe S 4 2 7, Miladi B 8 Dist. Trotting, 2:30 class: St. Patrick 1 4 2 1 2 2, Getaway 2 3 1 2 1 1, Lord Kitchener 3 2 2 2 3.

GERMAN COUNTESS CAUSES SENSATION

Berlin, Sept. 19.—A sensation in court circles has been made on the discovery that Countess Adele Orlova, who died recently, had been secretly a socialist, and moved in the highest circles. She learned the government secrets of cabinet members. Since her death it is learned that she subscribed immense sums to the socialist propaganda and attended meetings in disguise.

UNION LEADERS ARE PUT IN BULL PEN

Cripple Creek, Sept. 19.—State troops last night arrested President Davis of the miners union and five other leaders and put them in the bull pen. Arbitrary arrests and importation of slave copper miners from Michigan are arousing intense feeling against the militia.

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BUILDING OF THE NEW FIREBOAT

CONTRACT AWARDED TO THE WILLAMETTE IRON & STEEL WORKS AND THE CITY WILL ADD IT TO THE FIRE DEPARTMENT WITHIN SIX MONTHS.

Cost of the New Craft Is to Be \$42,400.—What Other Firms Offered to Construct the Craft For—Award Was Protested By Joseph Supple—The Boat Will Be Thoroughly Up-to-Date—Private Telephone Exchange.

The contract for building Portland's new fireboat was awarded last evening to the Willamette Iron & Steel Works, the price being \$42,400, and a guarantee of delivery within six months. The question of time entered largely into the award, for the successful bidders agreed to deliver the craft completed in two months less time than Joseph Supple, whose bid was \$50 less. The difference in time resulted in the bid of the Willamette Iron & Steel Works being accepted.

The bids submitted were: Willamette Iron & Steel Works, \$42,400, delivery, \$42,350 in six months; Joseph Supple, \$42,350, eight months delivery; Phoenix Iron Works, \$44,950, seven months delivery; J. Paquet, \$45,200, delivery in ten months.

Mr. Supple protested the award of the bid to the Willamette Iron & Steel Works. He claims that Supervising Architect Ballin told him eight months would not be any too much time, in view of the fact that it is necessary to season the timbers before they are adapted to use in the river. Mr. Ballin claims that his intention was to deal fairly with all of the companies. Mr. Supple will go before Mayor Williams and other city officials and seek to have the matter reconsidered.

The boat will be fitted with American Fire Engine Company's pumps, and the contract was awarded to that corporation through its agent, A. G. Long, for the sum of \$11,500.

VANCOUVER OFFICERS HOSTS AT A DANCE

The officers of the post at Vancouver barracks entertained their friends at a delightful dance given last evening at the post hall. The ball room was prettily decorated and presented a beautiful sight. The 19th Infantry band furnished music for the dancing and the jollity was continued until nearly midnight. Light refreshments were served. Those present were: Mrs. Huston, Mrs. Davis, Mrs. Hornaby, Mrs. Evans, Mrs. Gaillard, Mrs. Johnson, Mrs. Fenner, Mrs. J. J. Miller, Mrs. Kenly, Mrs. Welch, Mrs. Walton, Mrs. Screws, Mrs. Graham, Mrs. Brooks, Miss Hathaway, Miss Thornton, Miss Wilcox, Miss Thompson, Miss Pease, Miss Cannon, Miss Stockton, General Punston, Col. Huston, Major Davis, Major Bethel, Captain Johnson, Captain Kenly, Captain Hawthorne, Captain Enoch, Captain Walton, Lieutenants Cecil, Taylor, Screws, Miller, Hadsell, Hanson, Fenner, Graham, Lander, Mr. Welch, Mr. Evans, Mr. Thompson and Mr. Horan. Receiving day at the post has been set for every Friday.

A Problem in Arithmetic. From an Exchange. Johnny (aged 8)—When I was 2 years old and my big brother was 6, was he three times as old as I? Teacher—Yes. Johnny—And when I was 4 and he was 8, was he twice as old as I? Teacher—Certainly. Johnny—And now I'm 8 and he's 12, is he only once and a half as old as I am? Teacher—Yes, Why? Johnny—Well, how long will it take me to catch up to him? AUTHORS VISIT PRESIDENT. Washington, Sept. 19.—Among the visitors at the White House today to see the president were Mathews Stewart and Edward White, both authors.

MAYOR WANTS STREET SIGNS

WILL SOON HAVE AN ORDINANCE INTRODUCED IN THE CITY COUNCIL, HE SAYS, TO PROVIDE THE NEEDED GUIDES FOR STRANGERS.

Hopes to See the Law Passed Before Winter Sets In—Lack of Funds, However, May Be a Handicap, as It Is in the Making of Other City Improvements—City Engineer's Men Lost for Lack of Proper Signs.

"I fully appreciate the need of street signs," said Mayor Williams today, in discussing the absence of a law covering the subject, "and will soon have an ordinance introduced which I hope to see passed by the city council, remedying the condition." The mayor is heartily in sympathy with the movement to secure proper street signs and promises to give the subject his earnest attention immediately.

"I have had several consultations with City Auditor Devin," he explained, "and you can rest assured that a proper ordinance will be introduced within the near future. I would like to see the law passed before winter sets in and every thoroughfare in the city provided with street signs, but if that is impossible the work will be accomplished in the spring."

"The only trouble is our poor finances. We have no more money in the treasury than is absolutely necessary for the current accounts, but we must find the ways and means for this expense some way. I have noticed the lack of signs in the suburban districts, and there should be something done about it. Of course, I do not know how the councilmen feel on the subject, but the agitation for new signs meets with my hearty approval."

City Engineer Elliott also believes that something should be done about securing a street-sign ordinance. He says such a law is needed here and will receive his support. "I recognize the fact that some attention should be paid to the street signs in the suburban districts," he explained, "for I have very frequently had my attention called to the absence of name-plates at various places. It is a condition that should be remedied, and the absence of street signs, besides giving the city a bad appearance with visitors and strangers here temporarily, is something that should appeal to every loyal citizen."

The city engineer's department is more in touch with the street conditions than any other branch of the municipal service, and the corps of surveyors are frequently bothered when they find themselves in the outlying districts on some work and then are compelled to wander about among the residences looking up the name of a street. Sometimes it is little more than a path, but there are scores of people living in these sparsely settled sections to whom the street name-plates are a necessary utility.

Several members of the city council have had the lack of street signs brought to their attention by people in the wards and have promised that they would support any measure which would remedy the condition. "The trouble is," as one said today, "there are so many things demanding our attention now and such a small amount of money to defray the expenses that we are going ahead very carefully in planning for improvements. But I am personally aware of the inadequate supply of street signs and it will certainly be but a short time until we do something in that direction."

JAPANESE SERVANTS CROWD THE SCHOOLS

Educational Authorities of San Francisco Are Becoming Alarmed Over the Large Increase in Attendance. (Journal Special Service.) San Francisco, Sept. 19.—The school department is becoming alarmed over the large number of Japanese house servants who are attending the public schools, and are depriving them of room for want of room for the white children. In one school 11 Japs were found, where it scarcely has accommodation for the children of citizens, and the matter will be fully investigated and provisions made for this class of pupils so as not to congest the rooms. In all the schools visited by directors it was found that some Japs had been rejected on account of insufficient room for more pupils.

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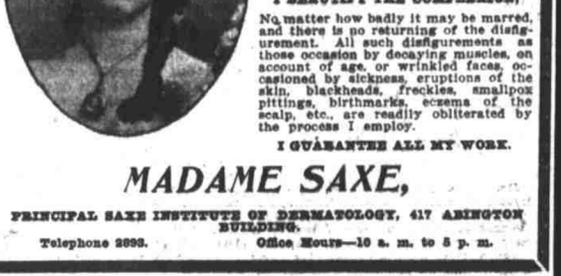
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