

# RAILROAD CONSTRUCTION RECORD TO BE BROKEN THIS YEAR

Nearly Seven Thousand Miles of Track Will Be Laid During Nineteen Hundred Six.

## MILLIONS BEING SPENT ON GENERAL IMPROVEMENT

Harriman to Expend Twenty-Four Million Dollars in Pacific Northwest—Development of the Country Cause of General Activity.

The world's record is to be beaten this year in railroad construction. Immediate results to the railroad companies from the general prosperity of the country for the last few years are shown in the enormous expenditures of money the railroads are now making for improvements and extensions. From present indications the year 1920 will witness the construction of nearly 7,000 miles of tracks in this country, a record-breaking figure, exceeding the 6,434 miles of 1912. The aggregate expenditure by railroad companies for new work will reach or exceed \$300,000,000, exclusive of electric roads.

Harriman's program for expenditure of \$24,000,000 on the Pacific northwest for new track improvements ranks next to the Pennsylvania company's New York terminal project. The railroad has been taking in an enormous amount of money and their treasurers are in a condition that warrants extensive construction work. They have bought all the steel rails that the mills in this country can make this year—amounting to about 8,500,000 tons, for which they have paid in the neighborhood of \$100,000,000—and they have already contracted for 1,500,000 tons of rails to be delivered next year, for which about \$40,000,000 will be paid.

Work Planned for This Year. Development of the country has forced railroad building in the last five years and this year is to put the cap on the record of progress. A compilation of 16 prominent railroads shows that from 1909 to 1916 they increased from a mileage of 76,239 to 92,124. Their annual gross earnings in that time increased from \$79,000,000 to \$1,045,000,000 last year. The mileage increased 21 per cent, while the gross earnings increased 56 per cent.

The Harriman companies, besides completing this year very large and expensive improvements in their Portland shops, are constructing shops at Sacramento to cost over \$2,000,000. The railroad has not yet completed terminal reconstruction at Galveston and must now begin reconstruction at a cost of several millions at San Francisco. New terminals, and very expensive ones, are to be commenced at Seattle and Tacoma by the Harriman companies. Their combined cost will exceed \$5,000,000.

New Roads Being Built. In the north and northwest track-laying is being started on many lines besides the north bank route, the Idaho extensions and the Oregon lines heretofore described in The Journal. In North Dakota over 400 miles are being built by the Great Northern and the Soo line. In South Dakota, the Minneapolis & St. Louis is building 220 miles, the Chicago & Northwestern 191 miles, the

Chicago, Milwaukee & St. Paul 400 miles. In Nebraska 103 miles is being built by the Burlington from Sioux City to Ashland, to connect with the Great Northern, the Union Pacific, building 111 miles from Hersey to Northport and other extensions are under way aggregating 60 miles. About 181 miles completed in Wyoming have been built by the Burlington and the Northwestern and the latter has 46 miles of track to lay to complete its extension from Casper to Lander, which will be done before the end of August.

In Montana 100 miles are under construction. In Nevada 227 miles have been built this year and more is under construction by the Las Vegas & Tonopah, the Nevada Northern and the Virginia & Truckee. The Western Pacific has begun track-laying on 996 miles, from Salt Lake to San Francisco. In Texas there are over 600 miles under construction. Iowa is the only western state in which not a mile of new track has been built this year.

At Pittsburg, the greatest freight tonnage center in the country, the Washburn is building \$2,000,000 terminals, under direction of B. A. Worthington, formerly of Portland. The largest freight engine roundhouse in the world is being constructed by the Lake Shore at Air Line Junction at a cost of \$500,000. It will have 12 freight engine stalls. The Burlington is enlarging its Lincoln terminals and double-tracking between Lincoln and Milford at a cost of \$2,000,000.

The Washburn has begun construction of new shops at Decatur, Illinois, at \$2,000,000. The New York Central has begun construction of a line 126 miles long through the heart of Pennsylvania. The Detroit & Toledo has begun construction of new shops at Toledo, the Texas & Pacific at Big Springs, the Western Maryland at Hagerstown, the Pennsylvania at Brownsville, the Lewisville & Nashville at Paris and the Rock Island at Denver.

Railroad earnings, on which all these improvements are based, are increasing by leaps and bounds every year. The earnings of the entire Pennsylvania system of 10,000 miles last year were more than \$240,000,000. Fifteen other railroad systems in this country earned more than \$80,000,000 each last year.

## EASTERN EXCURSION RATES

July 2 and 2, August 7, 9, 9, September 5 and 10.

On the above dates the Great Northern Railway will have on sale tickets to Chicago and return at rate of \$71.50, St. Louis and return \$67.50, St. Paul, Minneapolis and Duluth, Superior or Sioux City and return, \$50. Tickets first class, good going via the Great Northern, returning same or any direct route stopovers allowed. For tickets, sleeping-car reservations or any additional information call on or address H. Dickson, C. P. & T. A. 123 Third street, Portland.

## Potter Sailing Dates.

The T. J. Potter leaves Ash street dock for Astoria and North Beach as follows: Tuesday, July 2, 11:50 a. m.; Wednesday, July 7, 1 p. m.; Thursday, July 8, 7:15 a. m.; Friday, July 9, 7:15 a. m.; Saturday, July 10, 2:15 a. m. Particulars and time-table by asking C. W. Stinger, city ticket agent, Third and Washington streets. Tickets may also be secured at Ash street dock.

## Nebraskan Guest at American Society Independence Day Banquet in London.

## CAUCASIANS' DUTY TO HELP ORIENTAL RACES

Orator Pleads for Promotion of Peace, for Dignity of Labor, for Universal Education and Christian Charity.

(Journal Special Service.) London, July 5.—Fully 500 Americans attended the annual Independence day dinner of the American society at the Hotel Cecil last night. William J. Bryan was the orator of the evening. Some good-natured exchanges took place between Ambassador Field and Mr. Bryan which were cheered by the guests after which the Nebraskan read his address, which, in part, follows:

**W. J. Bryan's Speech.**  
Our English friends, under whose flag we meet tonight, recalling that this is the anniversary of our nation's birth, would doubtless pardon us if our rejoicing contained something of self-congratulation, for it is at such times as this that we are wont to review those national achievements which have given to the United States its prominence among the nations. But I hope I shall not be thought lacking in patriotic spirit if, instead of drawing a picture of the past, bright with heroic deeds and unparalleled in its glory, I turn rather to a serious consideration of the responsibility resting upon those nations which aspire to premiership.

**White Man's Burden.**  
"Take up the White Man's Burden—In patience to abide, To swell the labor with your sweat and tears, To see your brave countryfolk die, By open speech and simple, An hundred times made plain, To seek another's gain." Thus sings Kipling, and with the exception of the third line (of the meaning of which I am not quite sure), the stanza embodies the thought which is uppermost in my mind tonight. No one can travel among the dark-skinned races of the orient without feeling that the white man occupies an especially favored position among the children of men, and the recognition of this fact is accompanied by the conviction that there is a duty inseparably connected with the advantages enjoyed. There is a white man's burden—a burden which the white man should not shrug, even if he could; a burden which he could not shrug even if he would. That no one liveth unto himself or dieth unto himself has a national as well as an individual application. Our destinies are so interwoven that each exerts an influence directly or indirectly upon all others.

**Duties to Inferiors.**  
I take it for granted that our duty to the so-called inferior races is not discharged by merely feeding them in stoves, or by contributing to their temporary support when some other calamity overtakes them. A much greater assistance is rendered them when they are led to more elevated planes of thought and activity by ideals which stimulate their self-development. The improvement of the people themselves should be the paramount object in all intercourse with the orient. Among the blessings which the Christian nations are at the time of this and in duty bound—to carry to the rest of the world, I may mention five: Education, knowledge of the science of government, arbitration as a substitute for war, appreciation of the dignity of labor and high conception of life.

**Value of Education.**  
Education comes first, and in nothing have the United States and England been more clearly helpful than in the advocacy of universal education. If the designs of God are disclosed by his handwork, there is one constant in the human mind is indubitable proof that the Almighty never intended that learning should be monopolized by a few, and he arrays himself against the plans of Jehovah, who would deny intellectual training to any part of the human race. It is a false civilization, not a true one, that countenances the permanent separation of society into two distinct classes, the one encouraged to improve the mind, and the other condemned to hopeless ignorance. Equally false is that conception of international politics which would make the prosperity of one nation depend upon the exploitation of another.

**Signs as Examples.**  
No one questions that Japan's influence has been a beneficent one since she has emerged from illiteracy and endowed her people with public schools open to all her boys and girls. The transition from position of obscurity into a world power was scarcely more rapid than her transition from a menace into an ally. China is entering upon a similar experience, and I am confident that her era of reform will make her, not a yellow peril, but a powerful co-laborer in the international vineyard. In India, in the Philippines, in Egypt, and even in Turkey, statistics show a gradual education, and I trust I will be pardoned if I say that neither the armies, nor the navies, nor yet the commerce of our nations, have given us so just a claim to the gratitude of the people of Asia as have our schools, teaching them, many of them, by private rather than by public funds.

**Language of Magna Charta.**  
The English language has become the vehicle for the conveyance of governmental truth, even more than for the spread of general information, for beginning with Magna Charta and continuing through the era of the American revolution and the declaration down to the present, no language has been so much employed for the propagation of that theory of government which traces governmental authority to the consent of the governed. Our own nation presents the most illustrious example known to history of a great population working out its destiny through laws of its own making and under conditions of its own choosing, although, I may add, we scarcely go beyond England in recognizing the omnipotence of a parliament fresh from the people. It is difficult to overestimate the potency of this conception of government upon the progress of a nation, and in turning the thought of the world away from

**A Hard Lot.**  
of troubles to contend with spring from a torpid liver and blocked bowels unless you awaken them to their proper action with Dr. King's New Life Pills; the pleasantest and most effective cure for constipation, prevent appendicitis and tone up the system. At S. G. Skidmore company's drug store.

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despotism to the possibilities of self-government, the pioneers of freedom made western civilization possible.

**Lead in Peace Work.**  
The Christian nations must lead the movement for the promotion of peace, not only because they are enlisted under the banner of the Prince of Peace, but also because they have attained such a degree of intelligence that they can no longer take pride in a purely physical victory. The belief that moral questions can be settled by the shedding of human blood is a relic of barbarism; to doubt the dynamic power of righteousness is infidelity to truth itself. That nation which is unwilling to trust its cause to the universal conscience, or which shrinks from the presentation of its claims before a tribunal where reason holds sway, betrays a lack of faith in the soundness of its position.

**Dignity of Labor.**  
Let me go a step further and appeal for a clearer recognition of the dignity of labor. The odium which rests upon the work of the hand has exerted a baneful influence the world around. The theory that idleness is more honorable than toil—that it is more respectable to consume what others have produced than to be a producer of wealth—has not only robbed society of an enormous sum, but it has created an almost impassable gulf between the leisure classes and those who support them. The odium which rests upon the work of the hand has exerted a baneful influence the world around. The theory that idleness is more honorable than toil—that it is more respectable to consume what others have produced than to be a producer of wealth—has not only robbed society of an enormous sum, but it has created an almost impassable gulf between the leisure classes and those who support them. The odium which rests upon the work of the hand has exerted a baneful influence the world around. The theory that idleness is more honorable than toil—that it is more respectable to consume what others have produced than to be a producer of wealth—has not only robbed society of an enormous sum, but it has created an almost impassable gulf between the leisure classes and those who support them.

**Need of the Orient.**  
And now we come to the most important need of the orient—a conception of life which recognizes as individual responsibility to God, teaches the brotherhood of man and measures greatness by the service rendered. The first established a rational relation between the creature and his Creator, the second lays the foundation for justice between man and his fellows, and the third furnishes an ambition large enough to fill each life with noble effort. No service which we can render to the less favored nations can compare in value to this service, for if we can but bring their people to accept such an ideal, they will rival the occident in their contribution to civilization. If this ideal—which must be accepted as the true one, if our religion is true—has been perfectly illustrated in the lives of Christians and in the conduct of Christian nations there would now be less of the "White Man's Burden."

**Altruism in World.**  
While in America and Europe there is much to be corrected and abundant

room for improvement, there has never been so much altruism in the world as there is today—never so many who acknowledge the indissoluble tie that binds each to every other member of the race. I have felt more pride in my own countrymen than ever before as I have visited the circuit of schools, hospitals and churches which American money has built around the world. The example of the Christian nations, though but feebly reflecting the light of the Master, is gradually reforming society.

**Society has passed through a period of agrandisement, the nations taking what they had the strength to take and holding what they had the power to hold. But we already are entering a second era—an era in which the nations do not merely do what they can do, but what they should do, considering justice to be more important than physical prowess.**

Justice, after all, is cold and pulseless, a negative virtue. The world needs something warmer, more generous. Harmlessness is better than harmfulness. But positive helpfulness is vastly superior to harmlessness, and we still have before us a larger, higher destiny of service.

## BISHOP MACKAY-SMITH'S DAUGHTER IS MARRIED

(Journal Special Service.) Mount Desert, Me., July 5.—Miss Helen Stuart Mackay-Smith, daughter of the Episcopal bishop of Philadelphia and Mrs. Mackay-Smith, was married this afternoon to Mr. Charles Lester Marlett of Washington, District of Columbia. The ceremony was performed in St. Jude's chapel, Seal Harbor, in the presence of a considerable gathering of relatives and friends of the contracting parties. Bishop Mackay-Smith officiated, assisted by the Rev. Dr. Cornelius Smith of New York, an uncle of the bride. The Misses Virginia and Gladys Mackay-Smith, sisters of the bride, were her only attendants. After a European trip Mr. and Mrs. Marlett will make their residence in Washington.

**Joseph Is Dry.**  
(Special Dispatch to The Journal.) Joseph, Or., July 5.—For the first time in over 35 years the city of Joseph is without a saloon by operation of the law, and indeed in that period there have been very few months when no licensed saloon was in existence. Last Saturday was the last day before prohibition went into effect under the recent local option vote, and the town was crowded all day, merchants and saloon men alike doing a rushing business.

**INDIGESTION**  
With its companion, heartburn, flatulence, torpidity of the liver, constipation, palpitation of the heart, poor blood, headache and other nervous symptoms, yellow skin, foul tongue, offensive breath and a legion of other ailments, is at once the most widespread and destructive malady among the American people. The Herbin treatment will cure all these troubles. 50c bottle. Sold by Woodard, Clarke & Co.

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