

FOREIGN

Millions Have Been and Millions More Are Being Spent — Means Safety, Economy and Cleanliness — Electricity vs. Steam.

By **FREDERICK J. HASKIN.**
(Copyright, 1908, by Frederic J. Haskin.)
Washington, Dec. 26.—The Illinois Central railroad is getting ready to electrify its Chicago terminal, which occupies the lake front. The electrification of the smokestack chimneys has been one of the considerations which led to this action, but there is another important consideration, that is, the use of electric power for the motive power of the big four and other important roads entering the city through the terminal. It is calculated that the terminal, which is now being reconstructed rather than expanded, as there is no room on any side for expansion, the terminal being hemmed in on the west by Lake Michigan and on the east by city owned property, all chance to spread out has been eliminated. The question has been getting the maximum of train handling facilities out of the present space. It is this that has led to the decision to electrify the terminal.

Some careful figuring has been done in the premises. It is estimated that the expense of electrification will be less than \$4,000,000, while it is expected that the added earning power of the terminal will bring the investment more than sufficient to pay good interest on the cost of installation. The main line of the Illinois Central runs through the very heart of the fashionable part of Southeast Chicago, has eight tracks from Kennington in and carries over 100 trains more than 400 trains pass every day.

Three Electrified Terminals.

The electrification of this terminal will make the fourth terminal of the country to be electrified. The first movement in that direction was the Baltimore & Ohio terminal in Baltimore, extending from the Mount Royal station to Camden station, beneath the heart of the city. This terminal was a success from the beginning and was regarded as proving the feasibility of tunnel electrification. A second and a third terminal electrification was that of the New York Central and the New Haven, out of the Grand Central station in New York. The work has been summarized and they make a showing far beyond anything dreamed of by the advocates of electrification.

Electricity Better Than Steam.

On the whole it is probable that more than \$100,000,000 is now being spent on the substitution of electricity for steam in the operation of railroads. In addition to the projects already mentioned the Northern Pacific, the Southern Pacific, and a number of other roads have plans for electrification of certain portions of their lines on hand, and there are other projects in the air. Electricity is regarded as the most economical and safe method of generating power for the operation of railroads. It is estimated that a pound of coal will generate one kilowatt hour of electricity, while a ton of coal will generate one kilowatt hour of steam. The cost of electricity is also less than that of steam. The use of electricity also means safety, economy and cleanliness.

Pennsylvania Experiments.

The Pennsylvania is preparing to electrify its terminals at New York, Long Island, Long Beach, and Jamaica, Long Island, in conjunction with the Long Beach & Long Beach Electric. The Pennsylvania is also experimenting with the use of electricity for the motive power of its trains. It is estimated that the use of electricity will save the Pennsylvania \$1,000,000 per year. The use of electricity also means safety, economy and cleanliness.

Smoke in Congress' Eyes.

In the connection with the electrification of the terminal, the results of the experiment will be made known. It is a significant fact that in not a single instance has the electrification of a steam line, either in part or in whole, been followed by unsatisfactory results, and the increased favor with which the traveling public look upon the electric line leads it to patronize the road having such a terminal. Instead of the dirty, smoke-begrimed cars of the steam line, the electric line is clean, bright and comfortable. This has led the Lacksawanna and other Jersey roads to consider the electrification of their suburban lines. The results of the experiment are expected to be the outcome in each instance.

Plans for the Publicity Campaign.

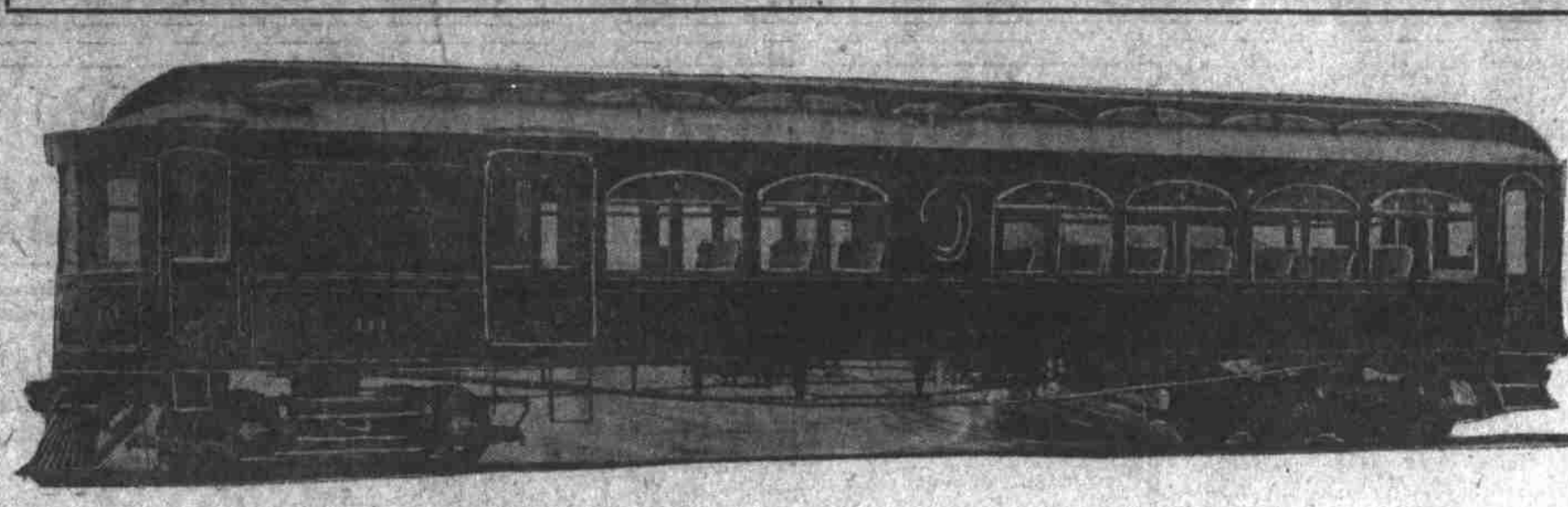
Plans for the publicity campaign for the coming year will be discussed at an important special meeting of the executive committee of the National Electric Light Association, which Chairman T. B. Wilcox has called for tomorrow noon. According to Mr. Wilcox the meeting is being held in order to continue the promotion work of the club through 1909.

Both Mr. Richardson and I have been away for some time," said Mr. Wilcox, "and we are anxious to get together again and map out our plan for the coming year. All that can be said is that the work will go on as usual."

Publicity Manager of Commercial Club Satisfied—Outline Plans Today.

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THE CAR FOR SUBURBAN SERVICE



One of New Cars for Portland, Linnton and Holbrook Interurban Service.

Three handsome new motor cars that are to make 45 miles an hour on a straight track have been ordered by the United Railway and are being completed at the shops of the American Car company at St. Louis. They will be forwarded to Portland some time next month and will be placed in operation over the new road of the United Railway between Portland, Linnton and Holbrook, February 1.

The Grand Trunk is as pleased with its investment as a little girl with a new doll. The Great Northern finds that it is the journal carriers' band that is the most successful association of its kind on the Pacific coast. Fifty-two months ago the band was formed with but 21 pieces. Now there are 38 members and it is the intention of the management to increase the band to 50 pieces within the next few months.

MARVELOUS PROGRESS IS MADE BY JOURNAL CARRIERS' BAND

Portland has one of the finest boys' musical organizations in the country. It is the Journal Carriers' band, the first and most successful association of its kind on the Pacific coast. Fifty-two months ago the band was formed with but 21 pieces. Now there are 38 members and it is the intention of the management to increase the band to 50 pieces within the next few months.

STORM OF PROTEST THAT MEANS DESPERATE FIGHT

(United Press Leased Wire.)
London, Dec. 26.—The government's repressive measures in India have stirred up such a storm of protest among the pro-Indians that a desperate fight over the colony's future is now assured after the reassembling of parliament. On one side the reactionaries will stop at nothing to prevent any move in the direction of autonomy for the province. On the other hand the Indian sympathizers will savagely criticize the law recently passed by the Indian council in Calcutta by which the southern provinces were virtually placed under martial law.

HER RED CROSS STAMPS

With a sad little smile, was quickly gone. Out into the Christmas throng she flew. Nobody noticed, nobody knew the lone little creature, thin and cold with the pinched little face under hair of gold. But she darted across the crowded street. 'Mid the roar of wheels and the clatter of hooves feet— A clatter—a cry of anguish shrill— And the brave little form lay crushed and still.

Richardson to Reclaim Here

Publicity Manager of Commercial Club Satisfied—Outline Plans Today.

CLAM BILITONS FROM ST. CLOUDS

ROMANCE AMID THE MOUNTAINS

Countess Cassini Meets Her Fate and "the Virginian" in Switzerland.

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The cars are 57 feet long and will seat 45 passengers. They are divided into three compartments, baggage smoking and passenger. The cars will be very heavy and of Pullman construction and will be finished inside with the maximum degree of comfort as to seats and general accommodations. Each car is operated by four motors and the controllers are so arranged as to make it possible to operate trains of three or four cars from one controller when it is so desired.

Service that will give a train each way nearly every hour is contemplated by the company. The track between Portland and Linnton is completed and the Linnton-Holbrook portion of the line is finished, except for the laying of the steel and several hundred men are at work on this task. The grades are completed and the bridges are all in

as far as the tunnel just beyond Summit. When the new line is built into Forest Grove there will be two interurban and one steam road connecting that place with Portland. Between 3000 and 4000 men have been employed almost continuously on the construction work of the new line. The completed portion of the road is about 14 miles long, counting the three miles within the city limits of Portland.

BAILEY WILL KEEP PLEDGE

Holdover Senator Says He Is Still Bound by Promise to People.

DRUG CLERKS WILL ASK GOVERNOR TO APPOINT ONE OF THEIR NUMBER TO FILL VACANCY IN STATE BOARD OF PHARMACY.

CORONER THINKS INQUEST INTO DEATH OF ROBERT BURNS IN OVERCROWDED CELL WOULD SERVE NO PURPOSE—POLICE CHIEF ISSUES WARNING.

HEART HUNTER GIVES OFFENSE

Fair Original Threatens to Sue Artist Who Published It.

PENDLETON CHIEF TO ROUT "BLIND PIGS"

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Notwithstanding the exposure of conditions in the city jail which directly or indirectly led to the death of Robert Burns Friday night, no inquest will be held. The city physician has reported to me that Burns died of alcoholism, said Coroner Norden last evening. "I know just what the conditions are in the jail, and I can see no reason why I should spend \$40 to \$50 of the county's money to have the people of the city who they know already about their city jail."

Chief Gritzmacher, however, is taking precautions to prevent further inmates from the jail from sharing Burns' fate. Late yesterday afternoon he issued the following order:

GOVERNOR TO APPOINT.

Mr. Laue resigned at the last meeting of the state board of pharmacy after a service of 12 years on the board. His place will have to be filled by the appointment by the governor some time within the next three months, the board meeting in regular session every three months.

It is contended by the drug clerks who are back of the movement for the appointment of Mr. Staples, that they are desirous of raising the standard of the men who sell drugs and compound prescriptions. Under the Oregon law no man is permitted to compound prescriptions or sell poisons unless he is a regularly registered pharmacist. No one who has not taken the state examination and been given a certificate can be counted as a registered pharmacist.

LOSE SIGHT OF ISSUES.

While the discussion waxed warm, the official proposition, the crying need of the city for a new jail, was lost sight of so the building deemed none too large when it was built 25 years ago it still the most ample station, municipal court and city jail.

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Drug clerks of Portland want representation on the state board of pharmacy in order that they may be enabled, through this representation, to raise the standard of the men who are working behind the counters of the drug stores of the state. Petitions are now out asking the governor to appoint one of their number to fill the vacancy in the board made vacant by the resignation of John M. A. Laue, who severed his connection with the board on December 12.

The petitions indorsing the application of Mr. Staples have been circulated for a few days among the registrars of the city and have met with enthusiastic favor. All drug clerks asked to sign have done so, and the registrars while the large majority of the proprietors asked have given the support of their names.

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STABLES TO JAIL TO CURE GEORGE'S HORSES NOT TO BE PLACED IN THE STABLES

Drug Clerks Will Ask Governor to Appoint One of Their Number to Fill Vacancy in State Board of Pharmacy.

Coroner Thinks Inquest Into Death of Robert Burns in Overcrowded Cell Would Serve No Purpose—Police Chief Issues Warning.

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