

UNITED RAILWAYS REVEALS PLANS OF TILLAMOOK LINE

President Stevens Says It Will Be High Grade Piece of Railroad, Part Steam and Electricity; Run in 2 Hours.

A written statement came out of the office of John F. Stevens, head of the Hill lines in Oregon, today setting in a general way the plans of the United Railways as to construction of its Portland-Tillamook line, and clearing up some details as to its operation.

Through steam service will be used from Portland to Tillamook, but for a distance of about 30 miles from this city the road will be "electricized" for local interurban traffic. According to engineers, the run from Portland to Tillamook will consume about two hours.

To avoid transporting the freight taken from the Oregon Electric and routed to outside points, through the streets of Portland, a cutoff will be built from the Forest Grove division of the Oregon Electric to the United Railways line at a point about three miles west of Cornelius tunnel. Freight from the Willamette valley, destined for the east, will be transferred over the cutoff to the freight yards of the North Bank. The statement follows:

"Since the management of the United Railways company, has been in the present hands, its affairs have been gone thoroughly into and plans for future development have been formulated in a general way. The company has completed the final location of its proposed line through to Tillamook Bay, and has secured the greater part of the right of way and necessary terminal grounds at all grades.

High Grade Road.

"The line, when constructed on the present location and plans, will be a high grade piece of railroad, with unusually easy curvature and long tangents, considering the character of the country traversed. It will be entirely practicable to cover the 70 odd miles from Portland to the bay in two hours or less. In fact, it is expected that express trains can handle people to and from the beaches to the Portland station in two hours.

The work of construction will necessarily be heavy, owing to the high standard adopted for the new line. There will be a number of tunnels, the longest being about one and one quarter miles in length. The road, after passing through Cornelius Gap through a foot tunnel now under construction, will strike directly across the upper Tualatin valley, through Cedar canyon and to upper Gales creek, thence through the crest of the Coast range and down the picturesque Wilson river to the shores of Tillamook bay.

Will Be Electric.

"Every mile of it will afford a scenic ride of rare beauty. Built with generous standards of roadbed, laid with 90 pound rails, fully tie plated, heavily ballasted, and provided with modern signals and every device necessary to insure the safety, comfort and speed of travelers, the line will represent the expenditure of several millions of dollars, but which, in the opinion of its owners, will be justified by the great undeveloped resources of the country to be opened up and the certain future growth and importance of Portland.

The Company Has Placed Orders for the Electrical Machinery, Including Substations, Necessary to Equip the Line for 30 Miles, or to the West Side of the Tualatin Valley. This Section of the Road Will be Completed and Put into Operation During the Present Year. The Tunnel through Cornelius Gap will probably be completed next March, but as the company has built and has in operation a temporary line over the tunnel, it will not be necessary to complete the latter before operation can be begun.

Through Steam Service.

"The through service to Tillamook will, for a while at least, be handled by steam, with oil burning engines, but the short local and interurban services will be by high grade electric installation.

Electric Interests Owning the Oregon Electric Railway Oppose the Construction of Many Miles of New Line, to Develop a Large Traffic in the Willamette Valley, and Necessarily the Market for the Products of this Valley will be Largely the East. It is Feared that it will be impractical to handle the heavy freight business through the streets of Portland.

"Consequently a line connecting the Forest Grove division of the Oregon Electric from a point near Oregon to the line of the United Railways at a point some three miles west of Cornelius tunnel, will be built, and all traffic to and from the Willamette valley not terminating or originating in Portland will be handled via Garden Home and the new connection, thence over the United Railways through Cornelius tunnel, to be interchanged with the North Bank road in North Portland, thus keeping front street entirely clear of all except purely local traffic.

Become Great Factors.

"The United Railways, as well as the Oregon Electric company, will keep entirely out of city passenger transportation and will operate only interurban and through lines. They expect to become great factors in the development of western Oregon and of Portland. The necessity for easy physical connection between the two lines and facilities for delivering and taking on passengers in the center of the retail section of the city are perfectly apparent. In fact it will be impossible to give the service which must be given without such facilities.

The Mount Calvary Line of the Company is Now Under Construction and it will be Completed and Put into Operation without Unnecessary Delay, and the Plan and Method of such Operation will be Announced at the Proper Time.

"The company desires to be understood as intending to live up to its obligations and believe the public will agree with it, that since the change in ownership, it has given every evidence that no other Portland enterprise, which it really is, has done more to merit the confidence and support of the citizens than the United Railways company."

MISTAKES CARBOLIC FOR GINGER; SHE DIES

(Special Dispatch to The Journal.)
Brownsville, Or., July 15.—Miss Mary Ellen Bargar died at the home of her parents in this city early Tuesday morning as a result of drinking carbolic acid. Miss Bargar ate a piece of gooseberry pie Monday night before retiring. She awoke in the night with pains in her stomach. Without striking a light she crossed the room to a medicine chest where she kept a bottle of Jamaica ginger, but instead of the ginger she took a swallow of carbolic acid. Within a few minutes she was unconscious, and before a doctor could be summoned she died.

Miss Bargar came to this place about a year ago from Wayne, Cedar county, Neb., where she was born in February, 1892. She was a member of and will be buried by Rachel Rebekah lodge No. 3 of this city.

Hands Cracked and Peeled

Tried Many Remedies but Grew Worse—Impossible to Do Housework—Cured by Cuticura Soap and Ointment.

"About six years ago my hands began to crack and peel. I tried many remedies, but they grew worse all the time. At last they became so sore that it was impossible for me to do my housework. If I put my hands in water, it was agony; if I tried to cook, the heat caused intense pain. I consulted a doctor, but without the least satisfaction. After about a year of this suffering, I got my first relief when I tried Cuticura Soap and Cuticura Ointment. After using them for a week I found to my great delight that my hands were beginning to feel much better, the deep cracks began to heal up and stop running, and in a little while my hands were cured by using only one cake of Cuticura Soap and one box of Cuticura Ointment. I am very thankful to say that I have had no return of the skin disease since. I shall be glad if you will publish this so that others may know of Cuticura. Mrs. Minnie Drew, 23 Danforth St., Jamaica Plain, Mass., April 20, 1910."

For thirty years Cuticura Soap and Cuticura Ointment have afforded speedy relief to tens of thousands of skin-tortured and disfigured sufferers from eczemas, rashes, itching, irritations and chafing, from infancy to age, bringing comfort and peace to distracted households when all else failed.

Cuticura Remedies are sold throughout the civilized world. Potter D. & Chem. Corp., Sole Props., Boston. *Registered U. S. Pat. 32-1000.* "How to Cure for and -eat the Skin and Scalp."

MANY CANDIDATES IN WASHINGTON

Race Will Be Keen, Is Belief at Olympia, Where Declarations Are Filed.

(Special Dispatch to The Journal.)
Olympia, Wash., July 15.—As the date for filing declarations of intention to run for office draws near, Washington state politics grow interesting. The direct primary law, which is in effect in Washington in its amended form, provides that candidates' names shall be printed on the official ballot in regular rotation; that is, that the name of one candidate for a state or county office will appear at the top of the first 100 ballots and then be dropped to the bottom of the list of candidates for that particular office. This will obviate the unseemly scramble for precedence in filing that occurred two years ago, when men stood in line or were represented by boys for 10 days before the secretary's books were opened in the state house.

This year one superior judge will be elected—the joint district of Clarke, Cowlitz, Skamania and Klickitat counties, will elect to succeed Judge David McMaster, who was appointed to fill the vacancy caused by the election of W. W. McCredie as congressman in place of the late F. R. Cushman. The appointment was only till the next general election, and the election will really be for the unexpired term of Judge McCredie, two years.

Five Supreme Court Vacancies.

The supreme court judges do not file declarations, but are nominated in open convention. There will be five vacancies in this court this fall: Chief Justice F. H. Rudkin and Judge M. A. Fullerton have each completed their six year terms and are eligible for reelection. Owing to the failure of Milo A. Root to qualify for the long term of the court, Governor Hay appointed M. F. Osborne to serve as judge until the next regular election. The appointments of Judges George E. Morris and Emmett N. Parker of Tacoma and Seattle, respectively, were made in accordance with the legislative act increasing the membership of the court from seven to nine members.

The men who are willing to serve their state in the United States senate will have to file their declarations. So far those who have announced their candidacy are: John L. Wilson of Seattle, Judge Thomas Burke and John E. Humphries of the same city; James M. Ashton of Tacoma and Miles Poindexter of Spokane.

Congressional Candidates.

Congressional candidates are numerous. Among the better known are: First district, Will E. Humphrey of Seattle, whose only announced opponent is Franklin Pierce, also of Seattle; Second district, W. W. McCredie of Vancouver wishes to succeed himself, and against his nomination are Charles E. Claypool of Olympia, W. H. Abel of Montesano and Stanley Warburton of Tacoma, the latter being the only insurgent Republican candidate.

The third district includes all of eastern Washington, with the exception of Klickitat county. Among the candidates are: Seabury Merritt of Spokane, Robert M. LaFollette of Palouse City, Dr. W. Ashton of Wenatchee and David Mann of Spokane.

Conditions Deplorable.

"Eastern conditions are shameful. One reason why New York is so provincial is that the city's people do not often try to learn of anything outside their borders. They suffer imposition and evil government without protest because they do not look out to contrast their condition with that of the more progressive Oregon, for instance. They do not know that in the west, the communities contain a greater percentage of college graduates than in New York. A trip to Oregon, and particularly Portland, would do them all good."

Made Fame by Writings.

The most celebrated of Dr. Peters' booklets, "Justice to the Jew," which he wrote after many years of study of the service rendered by the Jewish people in developing this country and increasing its wealth. The occasion of his visit to Portland is the Gladstone and the Clatsop Beach Chautauqua, where he is to deliver lectures. This evening he will speak to the people at Temple Beth-Israel on "What Jews Have Done for Modern Civilization."

Dr. Peters is a Presbyterian preacher. He was pastor of the Madison street church for several years, then as his fame spread, he began holding his services in the Majestic theatre. Much of his time is now taken up on the lecture platform. Tonight's lecture, which is open to all, will be given in response to an urgent invitation from local Jews.

CITY OF ROSEBURG MAY GET GRAVEL GRATIS

(Special Dispatch to The Journal.)
Roseburg, Or., July 15.—If a decision rendered by Judge L. T. Harris in the circuit court at Eugene Tuesday afternoon is sustained by the supreme court,

PEOPLE'S RULE IN OREGON LESSON TO WHOLE OF NATION

Dr. Madison C. Peters, Student of Economics, Says Oregon Is Beacon Light to Provincial East—Lecture Friday Night.

Dr. Madison C. Peters, famous New York author and student of men, believes the government of Oregon to be the best in the nation. "It is the progressive west, the provincial east," he said today. "In Oregon the people rule. That phrase sounds trite in the west, but it is not in New York. There, I, as a voter, have no more voice in the administration of affairs than I have in the government of St. Petersburg, Russia."

"As a result of the direct primary and the initiative and referendum, Oregon possesses a government which more nearly realizes the ideal of democracy than anywhere else in the world. In New York half a hundred men institute all measures of government at the dictation of one man, a boss. Let it be said that the initiative and referendum and the direct primary may be abused, but it is still true that it is better for even half the voters to pass intelligently upon a popular issue than it is to have one man rule all the people. Senator Bourne's recent speech on popular government is one of the best things I ever read."

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the general public of the city of Roseburg will no longer have to pay for gravel taken from the banks of the south Umpqua river at low water stage. Judge Harris, following the law laid down by the supreme court, has decided that a riparian land owner has no traffic rights over a gravel deposit situated below the ordinary high water line, especially when the documentary title to the land gives the boundary as the "meanders of the stream."

Five prominent Roseburg men own land abutting the south Umpqua river in this city, and during their 12 years of ownership have charged 10 cents for each load of gravel hauled away from the beds deposited by the annual freshets along the line of their prop-

erty, as also did their predecessors. A teamster named Frank Andrus hauled a large quantity of gravel from the place and refused to pay for it. The property owners then brought suit against him for damages and to enjoin him from hauling any more gravel from the bed. Judge Harris' decision dismisses the complaint. One of the property owners said that the case would be appealed to the supreme court.

Judge Harris' decision is of great importance to Roseburg. Several valuable gravel bars in or abutting the river here, claimed exclusively by the owners of adjoining lands, will be accessible to the general public without cost if the supreme court stands by Judge Harris' decision.

THE STRANGER WITHIN OUR GATES

A. W. Colvin, Brookfield, Mo.—I was almost in a cyclone the day before I started west. It was the first one I ever saw, and if I can find a farm in the Willamette valley that suits me, it will be my last. I have lost two crops within the past three years, one from floods, the other from too little moisture. Now I am seeking a place where nature knows how to run things.

A Corvallis hen laid a soft shelled egg with a protuberance like the tail of a comet.

XTRA SPECIALS



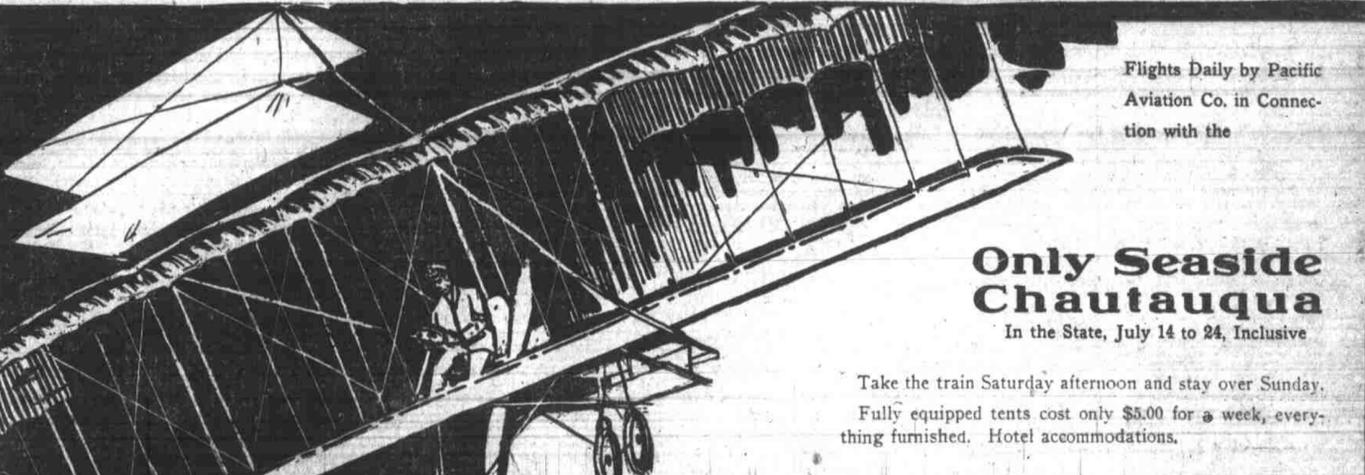
BOYS' KNICKERBOCKER SUITS

at Extraordinary Reductions

To close balance of stock on hand we offer

\$20.00 Knickerbocker Suits	Now \$12.50
\$15.00 Knickerbocker Suits	Now \$10.50
\$18.00 Knickerbocker Suits	Now \$12.00
\$12.50 Knickerbocker Suits	Now \$ 8.15
\$10.00 Knickerbocker Suits	Now \$ 6.95
\$ 8.50 Knickerbocker Suits	Now \$ 5.95
\$ 6.00 Knickerbocker Suits	Now \$ 4.35
\$ 5.00 Knickerbocker Suits	Now \$ 3.65

BEN SELLING LEADING CLOTHIER



Flights Daily by Pacific Aviation Co. in Connection with the

Only Seaside Chautauqua

In the State, July 14 to 24, Inclusive

Take the train Saturday afternoon and stay over Sunday. Fully equipped tents cost only \$5.00 for a week, everything furnished. Hotel accommodations.

FLYING AT COLUMBIA BEACH

Columbia Trust Company

Board of Trade Building

Salisbury, N. C., July 15.—The funeral of Mrs. Mary Ellen Bargar will be held at 11 o'clock Monday, July 18, by the railroad commission to investigate the need of a transfer and union depot at the intersection of the Southern Pacific and Oregon Electric lines near that point.