

BEND BUILDS ROAD TO DIVERT FREIGHT HAUL INTO HARNEY

Expects All Goods for Burns to Come by Rail Thence Take Level 140 Mile Route, Cutting Out Vale Road.

(Special Dispatch to The Journal.) Bend, Or., May 1.—A Bend construction party has just returned from completing work upon one of the most important new highways made in Oregon for many years. It is that between Bend and Burns, distributing center of the Harney country.

The road has an interesting history and a big future. Its building is the direct outgrowth of the enterprise of the Bend Commercial club and the public spirit of the Bend merchants and citizens, whose generous contributions made possible its inception. It may become the most important economic highway in Oregon's inland empire.

Some months ago interest in the scheme was aroused when it became evident that most of the importing now carried on from the Harney country by way of the railroad points in the far eastern part of the state, would be shifted to the Deschutes lines as soon as they were completed and adequate road communication was established. The Bend commercial body immediately decided to inaugurate construction of a good wagon and automobile road. The road met with the hearty cooperation of both Crook county, which contributed much towards its completion, and of Burns, the latter town well coming it as a godsend.

Tape the Homestead Country.

Most interesting of all was the support the enterprise received from the settlers along the proposed route. The new road passes through the heart of the great homestead country. The free land opportunities have brought hundreds to Bend during the last six months, eager to take advantage of Uncle Sam's offer of 320 acres of free land to whoever cared to take and improve it. As the preliminary survey was being made by the first party sent out from Bend, the workers were met by settlers all along the route, all eager to do labor on the new road. "Where can we go to work?" was the query asked the head of the locating party at practically every mile of the initial trip. And as the locating flags were set out, indicating the route of the road through the level sagebrush country, the settlers, many of them actually leaving erecting their shacks and fence building, came out and attacked the sagebrush, with such good results that in many places when the locators returned they found stretches cleared of sagebrush and practically completed.

It is estimated that perhaps 15,000,000 pounds of freight will be hauled from Bend to Burns each year over the new road. This figure, supplied by Burns men familiar with the conditions in the southeast country, is based chiefly upon the tonnage now carried for through the railroad outlets to the east, Vale and Prairie City.

Road Is 140 Miles Long.

The road from Burns to Bend is about 140 miles in length. That from Burns to the present principal railroad shipping and importing point, Vale, is about 130 miles long. However, Burns men say that the present route is extremely hilly and has the great disadvantage of being muddy and stony. The Bend-Burns road is free from hills and passes through a country that has little or no mud and is practically without rock. The cost per mile will be extremely low.

One of the most important effects the new road will have, as regards its benefits both to Burns and Portland, will be the material lowering of freight cost between these points. At present freight between Portland and the Harney country practically without exception, makes the round about trip up the Columbia river, across the Blue mountains, to Ontario, then westerly to Burns. The route by way of Bend will furnish an almost bee-line connection between the Portland distributing point and the big southeast interior country.

KANSAS PROHIBITION IS PORTERS' HARVEST

Kansas City, Mo., May 1.—Next to owning an alfalfa ranch, the most profitable thing in Kansas now is to be a hotel porter. Since the drug stores were prohibited from selling intoxicants, the hotel porters have been reaping a harvest. In most of the larger towns all that is necessary for the thirsty traveler to do is to lay a half dollar on the dresser in his room, go downstairs and wink at the porter. When he walks back to his room a few minutes later he finds a two drink "pony" where the half dollar lay.

Incidentally there has sprung up in Kansas City a large business in these pony bottles. One Kansas City liquor dealer is said to have sold more than 10,000 of them in the last month.

BRINGS SUIT FOR INITIATION INJURIES

New York, May 1.—John Albert Hazel of Bloomfield, N. J., has brought suit against Bloomfield camp 1062, Modern Woodmen of America, to recover \$10,000 damages for injuries he alleges he received during some ceremonies. In the course of the initiation he declared he was led to a sawbuck and ordered to saw through a log of wood. While he was bent over the sawbuck he asserts that he was hit across the middle of the back with a slapstick, in the course of which he was struck on the chest with a torpedo cartridge which he says was properly placed, and when discharged the shell, instead of remaining in the stick, penetrated his clothing and caused a severe bruise to his spinal column.

Lane Grangers Visit Junction.

(Special Dispatch to The Journal.) Junction City, Or., May 1.—Pomona grange of Lane county met Saturday with Junction City grange. There were present from out of town granges more than 50. Every grange in Lane county was represented, more than 150 being present in all. The state lecturer gave an instructive talk to the grange.

REX-TIGARD SNIP TO BE IMPROVED

Washington County Court Will Have Resurvey Made at Once.

(Special Dispatch to The Journal.) Hillsboro, Or., May 1.—County Judge J. W. Sewell and Commissioners Nyberg and McClaran have just made an automobile trip to Sherwood and Newberg in connection with the Rex-Tigardville road. They met several of the prominent citizens of that vicinity and received promises of substantial aid, in a financial way, from farmers and auto people. Many automobilists from Yamhill county and some from Portland offer to help.

Approximately seven miles of road, commencing at the Yamhill county line and leading toward Portland, require improvement, and several thousand dollars will be needed. The county will appropriate all it can spare, but the demand for new bridges and repairs to old ones over the county precludes a very heavy expenditure on that one enterprise.

The county has purchased two more rock crushers of the latest design, and two heavy steam rollers, which is a heavy drain upon the road fund. This makes four road working outfits owned by the county, and they will be used to their fullest capacity. Several precincts have levied a 10 mill special road tax, many others five mills.

The court will start a resurvey of the Rex-Tigardville road as soon as a surveyor can be secured to do the work, the land owners agreeing to donate the land required for new road bed where changes are desired. Permanent improvements will then begin. An abundance of rock can be obtained in the vicinity and the work will be prosecuted as far as the money can be obtained to carry it. It is expected that a good auto road will be finished from Portland to Newberg by fall.

TRAIN OVERTAKES HERDER ON BRIDGE

Bato N. Sanguinetti Instantly Killed After Falling 40 Feet From Trestle.

(Special Dispatch to The Journal.) Hood River, Or., May 1.—Bato N. Sanguinetti, supposed to have been herding sheep, was knocked off a trestle three miles east of here yesterday by a freight train. He fell over 40 feet and was killed instantly. He is supposed to have resided at Napavine, Lewis county, Wash. He had several deeds to property on his person but no money.

An investigation was made by Coroner Edgington, who exonerated the train crew. The body lies in the Bartness morgue at Hood River.

High School Girls Will Cook.

(Special Dispatch to The Journal.) Hood River, Or., May 1.—The domestic science class of the Hood River high school is preparing to entertain the mothers of the city tomorrow. The entire menu will be prepared by the juvenile cooks and served in twentieth century style. It is proposed later to dine the fathers and brothers to prove in a substantial way the value of this branch of education in the public schools.

Hood River County Oils Roads.

(Special Dispatch to The Journal.) Hood River, Or., May 1.—The county has made a purchase of crude oil and it is being applied to the macadam roads throughout the county.

Old Depot Moves Away on Rollers.

(Special Dispatch to The Journal.) Hood River, Or., May 1.—The old O. W. R. & N. passenger depot at Hood River has been raised and is now on rollers ready to be moved and to give place to the new \$30,000 depot that is to be built at this place. In order to accommodate traffic during construction of the new building, a new street is being opened to cross the railroad yards here.

STANFORD NOW HAS CHAIR OF SPIRITISM

Palo Alto, Cal., May 1.—The first chair of spiritism in any American university is being arranged for at Stanford as the result of a \$100,000 gift to the university by Thomas Weston Stanford of Melbourne, Australia, brother of the late United States Senator Leland Stanford.

Half of the gift already made is to be devoted to the chair of spiritism and it is understood that Stanford has assured the trustees that he stands ready to supply as much as \$1,000,000 to fully endow a chair for the investigation of spiritism and kindred subjects.

For many years at his home in Melbourne, Stanford has been the patron of a spiritist seance and has already donated to Stanford university coins, tablets and ancient manuscripts, which he believes were materialized by spirits during seances in his home.

RAINIER NATIONAL PARK SPEED RULES ANNOUNCED

(United Press Leased Wire.) Seattle, Wash., May 1.—Speed limits for autos and motorcycles in Mount Rainier national park have been fixed by Walter L. Fisher, secretary of the interior, at six miles per hour except when the roadway view ahead is open and there is no danger of collision on hidden stretches, 15 miles being allowed on straight ahead runs. Signs have been tacked up giving the districts for different speeds. Teams, saddle horses and pack trains are given right of way, but no transportation business will be allowed except by special permit.

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WATERWAY IDEAS WIN PRAISE FOR SEN. CHAMBERLAIN

Oregon Senator Is Lauded by National Rivers and Harbors Association for Broad Views on Waterways.

(Washington Bureau of The Journal.) Washington, May 1.—"No able advocate of a sound and comprehensive system of waterway improvement than Senator George E. Chamberlain of Oregon has appeared in public life in recent years. A man of such character, personality and attainments as to be so much stronger than his party as to have been elected governor and senator in a state opposing his party views, must naturally be reckoned a virile individual factor in national affairs."

Such is the statement recently issued by the publicity department of the National Rivers and Harbors association in Washington. The statement continues: "He has made notable speeches at three conventions of the National Rivers and Harbors congress—1907, 1908 and 1909. In 1907, when governor of Oregon, he attended the famous conference of governors gathered in Washington upon the invitation of President Roosevelt to discuss the conservation of national resources."

Favors Inland Waterways.

"Reminded of these occasions and the policy and purposes of the waterway organization, Senator Chamberlain said: 'Any reference to the published proceedings of those conventions will show where I stand. Certainly I am thoroughly in sympathy with the cause of the National Rivers and Harbors congress. When I last spoke on the subjects in which the organization is concerned, I advocated not only the unremitting attention of the government by continuous annual appropriations for inland waterway improvement, but the acquisition by purchase or condemnation of harbor terminal facilities. It is beyond all question all important that harbor terminal facilities should be freely and unrestrictedly available to shippers by the inland waterways. Railroads have in important instances held such terminal facilities in a way that practically annulled the cheaper rates that would have obtained with terminal facilities free to the public. There should be some power to control, to regulate these things, and that power, in my opinion, undoubtedly belongs to the general government. In San Francisco and New Orleans there is practical public ownership of terminal facilities, and it ought to be so in every harbor of the country.'

"Born at Natchez, Miss., on the eastern bank of the river of that name, liberally educated, becoming early identified with the progress of Oregon and the development of the great northwest, successful professionally and politically in his adopted home, Senator Chamberlain has evinced a rare grasp of waterway and transportation problems as they apply to the whole country."

"He spoke of one of the most interesting river improvement conferences he had ever attended as that held last summer at Nelson, British Columbia. There he met and discussed with the Canadians, including the Dominion premier, Sir Wilfrid Laurier, the improvement of the Columbia river, which conference agreed upon the proposition in a tentative way that there should be international cooperation in the improvement of the river, which should give unobstructed navigation from the headwaters in British Columbia to the river's mouth."

"The proposition is only tentative as yet, but is entirely worthy of fulfillment," said the senator. "There is no serious engineering obstacle in all the 1200 miles. Both Oregon and Washington have already made liberal appropriations for the public work, and no doubt the governments of Canada and the United States will solve the problem in a cooperative way. This would form a most important part of the great system of waterway improvement advocated by the National River and Harbor congress."

WILL WED IN PORTLAND THEN CIRCLE WORLD

(Special Dispatch to The Journal.) North Yakima, Wash., May 1.—Harry L. Cahalan and Miss Margaret E. McNeff, both of this city, will be married in the Cathedral at Portland, Wednesday, May 3. The ceremony will be performed by Archbishop Christie and the newly married couple will at once leave for California as the first stage in a trip around the world. Mr. Cahalan has been for several years head of a local dry goods firm. He is resigning the management to his partner, John J. Callahan, but will retain his financial interest. Miss McNeff is the daughter of a pioneer family here. Her brothers own extensive hop lands and are dealers in hops. She is at present visiting in Portland.

SPRING RUSH CARRIES TO BEND POLYGLOT WHO SPEAKS 11 LANGUAGES

(Special Dispatch to The Journal.) Bend, Or., May 1.—The spring immigration rush to central Oregon has brought to the interior no more widely traveled location seeker nor one with a more interesting past than Jean Schaffer, polyglot world roamer, with a dozen languages at his command and memories of the five continents in his head.

From South Africa, New Zealand and the Roumanian countries of Europe Mr. Schaffer has found his way to Oregon, and drifting on the tide that this spring has set so strongly towards the opportunities of the state's inland empire, came to Bend and has located here. The cosmopolitan central Oregonian speaks English, Italian, French, Spanish, Hungarian, Arabian, Portuguese, Hebrew, Egyptian, Zulu and Roumanian. He has lived in all the countries the languages of which he speaks.

Mr. Schaffer has received notice from the secretary of the Panama Pacific exposition at San Francisco to the effect that his application to be an interpreter at the 1915 celebration has been granted.

RUNAWAY PRISONER SENDS WORD TO CHIEF

(United Press Leased Wire.) Denver, May 1.—Chief of Police Armstrong has a letter today from Frank Ryan Stevens, wanted in Los Angeles for an alleged real estate swindle, who was arrested here and who escaped from jail while awaiting the arrival of Los Angeles officers. In the missive, which was mailed on a Los Angeles & Salt Lake railroad train, Stevens said that his only object in taking "French leave" of the Denver jail was to arrange for a home for his three children who were with him when he was arrested here and who since then have been cared for by the matron at the city prison.

Stevens said that after his escape he went to New York to plead with his wife's relatives to take his children. When this failed, he went to Los Angeles, he said. Stevens said he had been successful there and promised to give himself up to the Los Angeles authorities if Chief Armstrong would send his children along to Los Angeles. Stevens is said by the police to be the husband of Lillian Paxton, the "mysterious veiled woman" under arrest in Los Angeles charged with forgery.

A few applications of the juice of a freshly cut white potato, well rubbed in, will remove an obstinate wart.

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