

HARRIMAN ROADS RUNNING SHOPS ON BUT HALF A FORCE

(Continued from Page One.)

In from making a run, they are taken to the roadhouse. Here the little breaks and troubles that develop during a trip are gone over, the engine is cleaned, repaired and put in commission for its next run—which is set to be the next day, or perhaps the same night.

Conditions at Roundhouses

It is the work days in the roundhouses that keep the road running—it is the imperative repair work. Apparently the number of engines in the roundhouses at

both the Astoria and Beaverton shops is about the average.

If the road were in a very serious state as regards rolling stock, it might be expected that the largest force would be at work in the round houses, during the rush work. But at Astoria, the car repair shops, laundry and clothing shops were all in operation. The woodwork, the machinery in the car shop—planer, and similar machinery—were running, turning out siding and other car work—there being probably half a dozen pieces in operation. In the foundry there were from 25 to 30 men at work on castings and at the forge.

The main evening shop showed about 50 men at work. It is claimed by the railroad that almost all of those men are skilled workmen and to support their claim they point out that the drill, planer and other shop working machinery—some of the planers cost \$15,000—are in operation and that the company would not take a chance of ruining their machinery by placing them in the hands of incompetent men.

Caring for Stragglers

At the Astoria shops arrangements

have been made for finding stragglers who are at a sitting. Tables in the locomotive shops, which has been inspected in one of the shops, were set for that number this morning. It is claimed by the officials that all of the men at the shops cannot be accommodated at one sitting. The queer story of the large machine shop is being used as sleeping quarters, and new cots, provided with bedding from the railroad's commissary department, are furnished the men for sleeping purposes.

At Beaverton the quarters for the men are not so comfortable, owing to the crowded conditions, but a sleeping and eating building is being put up by the car shop at work there, and will be done in a few days. This will provide plenty of room for the crew at Astoria.

Not only are the men here at work in the shops apparently able to take care of repairs that are developing in the daily operation of locomotives, but the general repair work is also being attended to. At Astoria men were at work today grinding down car wheels—of the train on the O-W. & N. grade of work, but at Beaverton they were making repairs on two old shop

locomotives that are not used on the road, and that have been lying about the shops for a month or more, awaiting new boiler fittings, and similar repair work.

One Way Building Work

While only an expert can judge of the character of work that is being done in the Portland shops, it was apparent to those who went through them today morning that a comparatively large number of men is at work both at Astoria and Beaverton, that the locomotives are being repaired expeditiously by the foundrymen, and that general repair work is being carried on in the shops. But one shop building was closed—the car repair shop proper at the Beaverton shops. This is a comparatively small shop and the men temporarily assigned there, it was stated, are at work on the cars in the yards.

Passenger equipment is cared for altogether in the terminal yards, but little work of that character is done in Portland because of the fact that most of the trains on the O-W. & N. are operated through to Seattle, Chicago and San Francisco, relieving Port-

land of the necessity for making any more running repairs.

According to the statements issued by the railroad officials, the Oregon Division of the O-W. & N. is out of a normal crew of 115—of the all-Portland crew only—46 at work.

On the Southern Pacific line in Oregon, including the Beaverton shops, Al Jones, Junction City, Roseburg and Grants Pass, 114 out of a normal 243 are at work.

This makes a total of 422 men at work out of a normal of 1574 in the Harriman line in Oregon and Washington.

Key Delayed Trains Normal

The statement received by General Manager Britton today from all of the Harriman lines shows that on the O-W. & N. 43 per cent of the men are at work today, while 11 per cent were at work the day after the strike was called, on the Union Pacific 45 per cent

is at work, while 45 per cent remained the day after the strike was called, on the Oregon Short Line 50 per cent are at work while there were but 30 per cent on the Pacific line, 60 per cent on work while there were but 25 per cent on the Atlantic line 41 per cent are at work while there were 25 per cent.

According to Mr. Mackay, the number of delayed trains in the territory and operating conditions on all the lines out of Portland are normal save that not as many shop men are now at work as were working before the strike was called.

All classes of freight are being loaded without delay, according to the officials. While the party was in the Beaverton yards this morning a train-load of car loads from St. Johns, bound for the pulp mills at Oregon City, pulled through the yards. The officials pointed to the operation of this train as an example of the fact that the service on the line is in normal condition. The freight on the line is in normal condition, it is claimed, and probably have enough logs on hand now to run them for the winter.

DEATH LIST IN SUNDAY HOG HERO REACHES 50

(From the Herald) However, Wash., Oct. 13.—S. P. Overholser of Clatsop, reported by S. P. Nelson, state veterinarian, in an official statement the date of being brought to Mr. Wash. He was in the hands of a Clatsop veterinarian of his town, Clatsop, Oregon, where he had been attending to his work. His refusal to make a definite statement as to the cause of death could be the result of his examination. About 40 have died to date, and the entire herd is to be destroyed, it is feared. Dr. Overholser has just come from Washburn, Oregon, where he has been at work on a herd of about 150 swine, which is a kind of a hog disease. About 100 had died since January on the ranch of Mr. Kinney.

Store Open Saturday Night Until 9:30—Manicuring and Hair Dressing Parlors Second Floor—Tea Room, Fourth Floor 25c Dairy Lunch, Basement—Ice Cream Parlors in the Basement—Home Bakery and Delicatessen on the Fourth Floor

Hallowe'en Novelties Complete stocks of Decorations, Dinner Favon, Napkins, Party Invitations, Greeting Cards, Place Cards, etc. Ghosts, Pumpkins, Games. Main and 4th floors.

OLDS, WORTMAN & KING Occupying Entire Block Bounded By Morrison, Alder, Tenth and West Park Streets

A Week-End Sale 'Bilt-to-Wear' Socks Reg. 25c Values 6 Pairs for \$1.00 'Bilt-to-Wear,' they are certainly well named, for they surely do wear. These socks are made of best two-thread combed Egyptian yarn, reinforced with four-ply heel and toe.

Stuttgarter Underw'r Best sanitary wool Underwear, made for men, guaranteed pure wool, medium and heavy weights, single or double-breasted styles. Shirts, drawers, union suits.

Shell Combs \$1.25 Neckwear at 67c \$1.25 Combs at 69c \$3.50 Combs at \$1.98 All the newest styles in fluffy side effects, large coat revers and collar effects, stocks in many different patterns, jabots, etc., in every wanted new creation.

Throw Away the Old Cap When you see a fellow wearing a cap of this sort you kind o' look up to him. These are the Real English Golf Caps At \$1, \$1.25, \$1.50

A Sale of Women's New Combinations \$2.00 Grades for \$1.49 \$2.25 Grades for \$1.69 Women's Combination Suits, corset cover and drawers and corset cover and skirt, made of dainty crepe cloth, longcloth, etc., in the Princess or regular corset cover styles, open or closed styles, trimmed in lace, embroidery, beading, ribbon, etc. \$2.00 grades, \$1.49, and \$1.69

\$1.50 Bobbinet Curtains at 89c In the big Drapery Store, third floor, a sale of fine white Bobbinet Curtains, in very good quality, trimmed with Battenberg edge and insertion. Splendid Bedroom Curtains, \$1.50 grades are specialized at 89c

Our Regular Stock \$30.00 Suits for \$21 This season's very best styles, colors and patterns. Sizes 33 to 44 in this sale. Saturday we group some of the best and most striking values in Men's Suits shown this season.

Cheshire and Stetson Hats \$3, \$4, \$5 We have brought the world's best Hats here for your choosing. All the new blocks for Fall and Winter are here—just received. We show the Stetsons in many styles at \$4.00 and \$6.00.

Boys' Clothing \$5.00 Suits at \$3.45 \$15.00 Suits at \$9.85 In the Juvenile Store, main floor, a sale of children's Buster Brown and Russian Blouse Suits, sizes 2 1/2 to 7 years.

\$5.00 Blue Serge Suits \$3.95 Strictly all wool blue serge Suits, Knickerbocker style, with twilled Venetian lined pants, full peg leg style, in sizes 8 to 16 years; \$5 values, this sale \$3.95

Candy Day At the Bargain Circle MAIN FLOOR. 50c Mexican Penochi only 30c 50c Assorted Chocolates at 27c 40c Butterscotch Wafers at 27c 40c Echo Bells, per pound, 25c

Great Showing and Sale of Manufacturers' Samples Of Men's Regular \$1.50 and \$2.00 Shirts, All This Season's Styles and Patterns, Special at 95c Men's \$2.50 Sweaters at \$1.45 'Rough Necks' for \$5.48