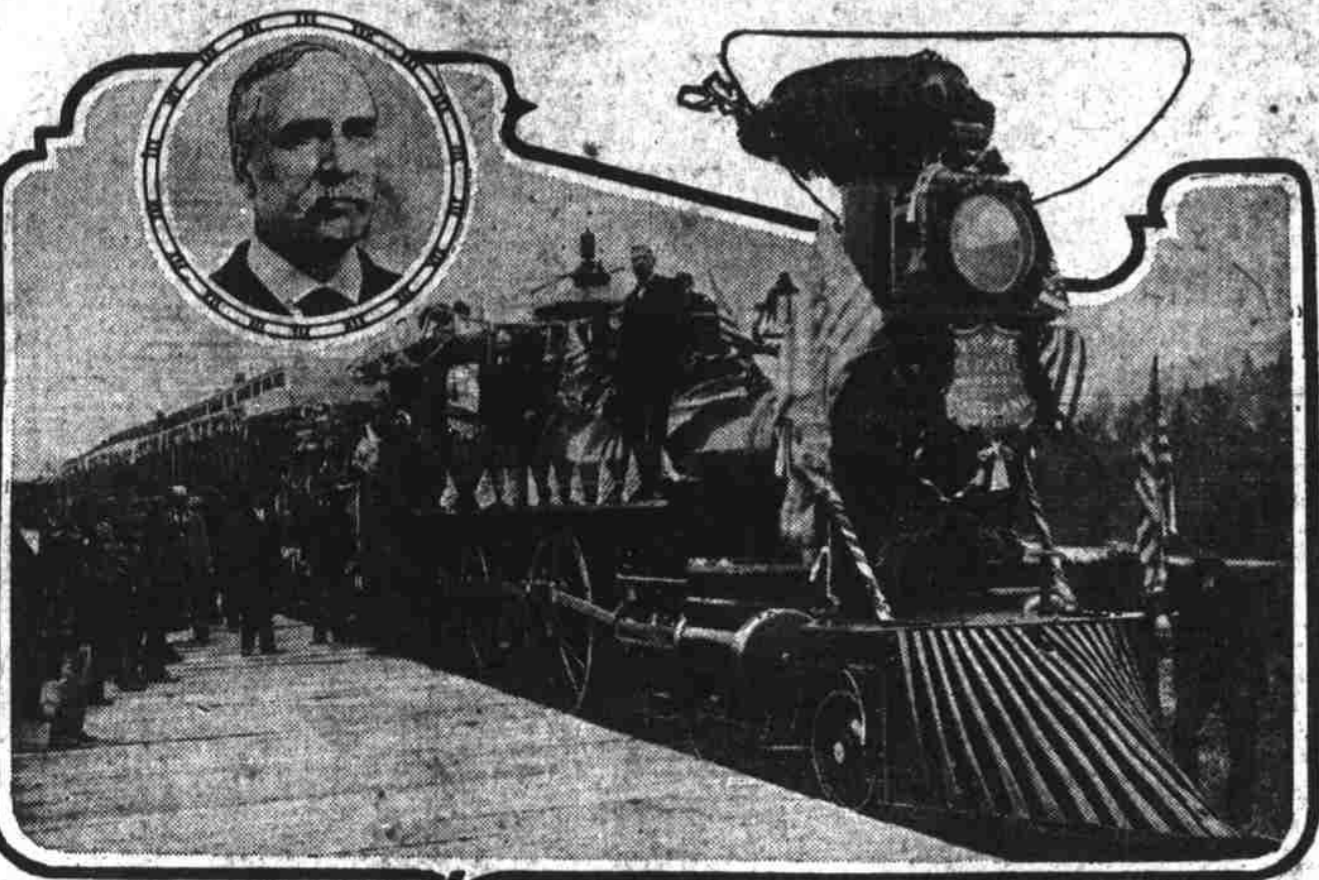


PORTLAND CELEBRATED COMPLETION OF NORTHERN PACIFIC 30 YEARS AGO



—Photograph by courtesy of Oregon Historical Society.

First through passenger train from the east to reach Portland. This is one of several special trains which arrived in Portland September 11, 1883, upon the completion of the Northern Pacific railroad. The small picture is of Henry Villard, the railroad genius, whose work made this rail connection possible.

By Fred Lockley.

It is 30 years ago that through rail connections were made with the east and Portland became the terminus of a transcontinental railroad. This auspicious event occurred in September, 1883, upon the completion of the Northern Pacific railroad, which marked the bold dream of empire building conceived and executed by Henry Villard.

On September 8, 1883, the last spike was driven in the Northern Pacific railroad. The ceremony occurred at Gold Spike station on Independence creek on the north bank of the Deer Lodge river, 60 miles west of Helena, Mont.

It was an event of world wide importance. It was the occasion for a gathering of notables not only from all over the United States but from most of the European countries as well. Portland sent a strong delegation to the elaborate and impressive ceremonies.

The following well-known westerners were there: Captain J. C. Almsworth, George Almsworth of Oakland, Cal.; Judge Thomas H. Brents of Walla Walla, J. M. Buckley of New Tacoma, Wash., Rocky P. Earhart and Governor Z. F. Moody of Salem, General Nelson A. Miles of Vancouver, Senator J. W. Nesmith of Dixie, Or., J. H. Slater of La Grande and the following from Portland: M. S. Burrell, J. A. Chapman (mayor), H. W. Corbett, M. P. Deady, J. N. Dolph, C. A. Dolph, Henry Felling, M. C. George, Sol Hirsch, L. S. Howlett, R. Koehler, W. S. Leach, J. Laidlaw, C. H. Lewis, J. Lowenberg, Donald Macleay, J. McCracken, A. Noltner, C. H. Prescott, S. G. Reed, Paul Schultz, H. W. Scott, F. N. Shurtliff, W. S. Sibson, G. W. Snell, D. P. Thompson and Isom White.

Tuesday, September 11, was Portland's big day. Five special trains bearing the distinguished guests from the driving of the golden spike rolled into Portland. The first section had on board the man who had made the celebration possible, Henry Villard. He was accompanied by his guests from Germany and England. The next section had the private cars of George M. Pullman, the head of the Pullman Car company; Ex-President Hillman of the Northern Pacific and Robert Harris, one of the board of directors of the Northern Pacific. In another private car were General U. S. Grant, General Cass, General Haupt, Secretary Everts and other prominent men.

First street was decorated from A street to Salmon. Pillars were erected 25 feet apart, covered with evergreens and bunting. At First and Ash streets a castle was erected across the street, while at First and Alder and First and Salmon streets arches of welcome spanned the street. The steamer State of California, which was at her wharf, was in gala attire, and fired numerous salutes.

The Mechanics' pavilion on Third street was crowded to its capacity to receive the addresses of welcome to Mr. Villard and the other distinguished guests. M. C. George, Henry Villard, Carl Schurz, William M. Everts and others spoke.

From 1876 to 1878 Colonel W. W. Clark of Portland put in all his efforts to promote the building of a road from Salt Lake to Portland so that Ore-

gon could secure immigration from the east. The Oregon Steam Navigation company having a monopoly of the passenger and freight traffic from Portland into eastern Oregon and Idaho and being unwilling to see a railroad come in and take the immense profits they were securing fought the coming of a railroad and were able to keep it out. The stockholders had over \$2,000,000 invested in the Oregon Steam Navigation company but were receiving 12 per cent dividends on a valuation of \$5,000,000. Villard came to Oregon in 1874, again in 1876, and also in 1878. Mr. Villard paid \$100,000 for an option for six months to buy the O. R. & N. Co. for \$4,000,000.

Villard entered the field. He raised the money to take it over and on June 13, 1878, he organized the Oregon Railroad & Navigation company. The Union Pacific retaliated by organizing the Oregon Short Line to fight Villard.

The two roads raced to get into the new territory, meeting at Huntington. Mr. Villard saw the chance of taking over the weak and poorly managed Northern Pacific, which was a playground for eastern capital.

On May 15, 1881 he sent a letter to the capitalists of the west and to his financial friends in the east asking them to invest \$5,000,000 in a proposition that would prove profitable but about which he was not at liberty to give any information. Such was the faith of the public in his honesty and ability that he raised more than the required \$5,000,000 for his "blind pool."

He purchased control of the Northern Pacific in June, 1881, became president of the company in September, and on September 8, 1883, two years later, he had pushed the road to completion, linking the rails of those of the O. R. & N. Co. at the now abandoned town of Alinsworth on the north side of the Snake river near its confluence with the Columbia.

Villard was, in the estimation of many, not only a great railroad man but one of the men to whom Oregon owes much for his far-sighted work in Oregon's development and upbuilding. In speaking of him Joseph Gaston says: "He was a man of most engaging and genial manners with nothing of the hard selfishness or selfishness of the typical rich man. No man was more considerate or generous in praise and assistance to those who worked with or under him, or whose work he made use of. In the days of his prosperity his purse was open wide to all works of charity or benevolence, chief of which in Oregon was \$50,000 to the State university. He gave a like sum for a home for the orphan children of Portland. No act of selfishness, meanness, oppression, injustice or dishonesty ever stained the escutcheon of his noble career, and he sleeps well on the banks of the Hudson."

The developments hinged around the demand for Irvington residences, deals having been closed for four handsome new homes in that district. There was also considerable activity noted in cheaper improved parcels as well as vacant lots in the northeast section. W. H. Monroe has sold to George Kaas the residence property in Irvington described as lot 12, block 4. The consideration involved in the deal was \$7000.

John B. Sword has sold to Susietta L. Clark an attractive cottage in Rossmore, consideration, \$4500.

Caroline May White has purchased from Russell Smith, the property described as lot 8 in block 23, Holladay Park addition for \$6000.

W. F. Turner, comptroller of the North Bank Road has taken title to a new residence located on East Twenty-third street, near Brazeo. The property was sold by the F. E. Bowman company for \$9500.

A. L. Northwaite has closed a deal with the Mantz Building company for the purchase of lots 1 and 2 in block 47, Irvington, which is improved with two modern dwellings, consideration, \$15,000.

The question of removing the national headquarters of the Journeymen Tailors' union from Bloomington, Ill., has been left to a referendum vote of the members.

REALTY DEALS MORE NUMEROUS ALTHOUGH MONDAY WAS HOLIDAY

Most of Transactions, However, Were Confined to Sales of Residence Property.

Better "pickings" was reported by real estate brokers for that week's operations. In spite of the fact that Monday was a holiday, the volume of business was closed down, the volume of transfers was considerably heavier than for the preceding week. However this week's trading results contained little to commend them to students of realty's trend.

For the most part the market's transactions were confined to residence property deals, and of these there were a large number. The more interesting

MOTHER! GIVE CROSS SICK CHILD ONLY "CALIFORNIA SYRUP OF FIGS"

If peevish, feverish, tongue coated, give "fruit laxative" at once.

No matter what ails your child a laxative should be the first treatment given. Look at the tongue, mother! If coated, it is a sure sign your "little one's" stomach, liver and bowels need a gentle, thorough cleansing at once. When cross, peevish, listless, pale, doesn't sleep, eat or act naturally; if breath is bad, stomach sour, system full of cold, throat sore, or if feverish, give a teaspoonful of "California Syrup of Figs" and in just a few hours all the

closed-up, constipated waste, sour bile and undigested food will gently move out of the bowels and you have a well, playful child again.

Sick children needn't be coaxed to take this harmless fruit laxative. Millions of mothers keep it handy because they know its action on the stomach, liver and bowels is prompt and sure. They also know a little given today saves a sick child tomorrow. Ask your druggist for a 50 cent bottle of "California Syrup of Figs," which contains directions for babies, children of all ages and for grownups plainly on the bottle. Beware of counterfeiters sold here. Get the genuine, made by "California Fig Syrup Company." Refuse any other kind with contempt.

NEW YORK PUTS STOP TO TEARING UP OF NEW LAID PAVEMENT

Public Utilities Corporations Are Notified Before Work Starts to Make Repairs.

Stringent rules have been adopted in New York city to prevent tearing up pavements immediately after they have been laid in order to extend gas, water and sewer mains and electric conduits.

Teeth Without Plates. As solid and firm as your own teeth. Eat anything. All you need is two or more roots or teeth in either jaw. Fully guaranteed. A GOLD CROWN A WHITE CROWN A BRIDGE A TOOTH \$5. DR. W. A. WISE, President and Manager, 26 Years in Portland. WISE DENTAL CO. FALLING BUILDING, THIRD AND WASHINGTON, S. E. CORNER, PORTLAND, OREGON.

CLEMENCY EXTENDED TO ACCUSED BOYS; MUST MAKE GOOD

Three Youths Who Stole Auto Given Another Chance by Judge Gatens.

The three boys who stole the automobile of former Circuit Judge Gatens last week, entered the store of Simmons & Son on the Foster road and took tobacco and cigarettes and two of whom took H. A. Anderson's automobile and were arrested in Medford, received clemency from Judge Gatens of the juvenile court on condition that they "make good." Joseph Yaden, who was implicated only in the first two escapades and has a good record otherwise, was warned and allowed to go. He has a position and promised to quit bad companions.

Irwin Oliver and Charles Ganoe, the others, each had been in the juvenile court before. They were sentenced to the reform school but paroled after they had agreed not to meet again even to speak not to ride in any automobile or on a motorcycle and to obey all laws until they are 21 years old. Should they break any part of the agreement before they reach their majority they will be taken at once to Salem without further proceedings.

In addition to this Oliver and Ganoe are to pay \$5 damages on account of the theft at the grocery and to pay all damages and costs which H. A. Anderson may be forced to pay on account of the trip to Medford and the return of his car. Ganoe is 16 years old and Oliver and Yaden are each 17 years old.

NEW SAFETY FENDER FOR CARS INVENTED

M. L. Kelsor of this city has, after three years of study and experiment, succeeded, he thinks, in devising a safety fender for all types of cars and locomotives as well as for heavy auto trucks and motor buses. The fender of Mr. Kelsor is an automatic fender of the yielding life net type, getting its operating power from the trolley wire. It is claimed that it will effectually protect the person run down from the deadly impact of the car by means of an inclined net acting as a yielding shock absorber which is immediately upon contact therewith transformed into a bowl shaped hammock like receptacle which catches the person safely for any length of time. The movement of the fender is accurately timed to the speed of the car. Hence it will not act at all unless the car is in motion. Impact of man or animal, even any part of the inclined net instantly switches on the power which actuates the fender. The action of the fender in turn switches off the power after the catch is made.

WILL USE STEEL CARS TO GUARD HUMAN LIFE

That there may be no chance of such disasters as befell the passengers on the New Haven road the other day on the new Portland, Eugene & Eastern, all the cars to be used on this line are to be steel, even the baggage cars. Word was received this morning that 46 steel cars had just been shipped from St. Louis and would arrive in Portland some time next week.

The cars will be fitted with their electric appliances at the Beaverton shops and will be ready in ample time for the opening of the electrified line.

Other American cities see the necessity of curbing this wasteful practice. For the most part, however, American municipalities permit all sorts of liberties with their expensive hard-surfaced streets.

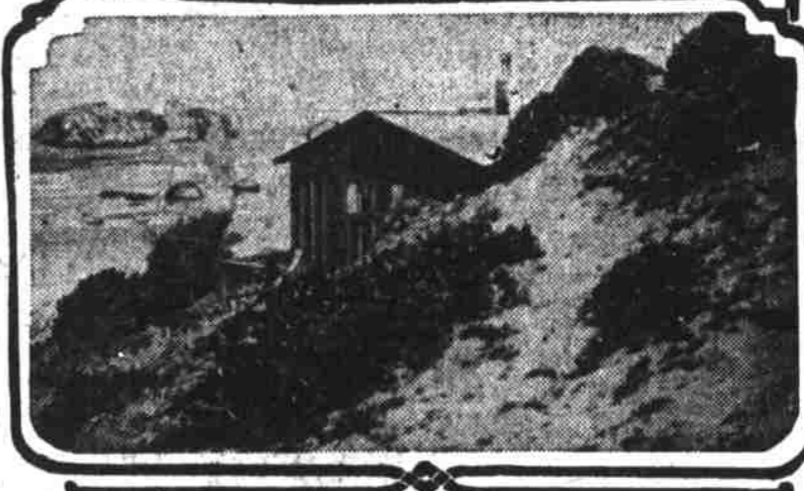
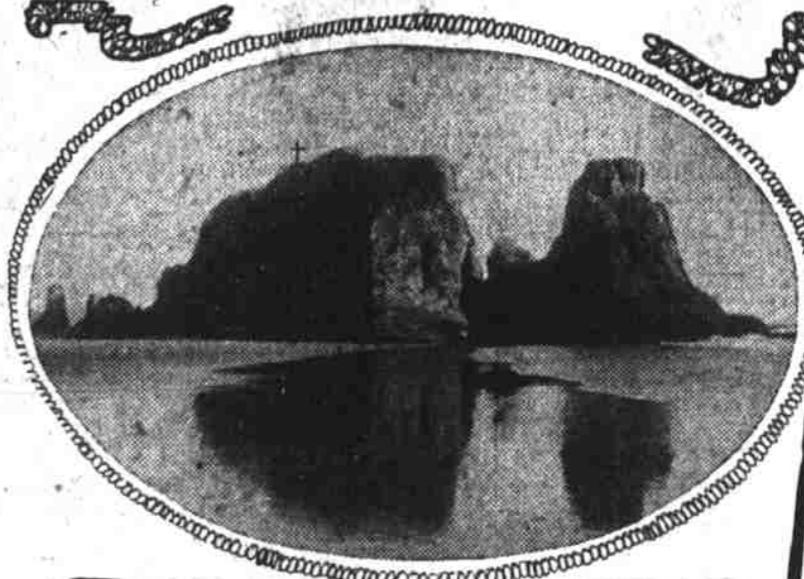
In New York city, previous to the laying of a new pavement, the city departments and utility companies which have subterranean structures are notified and ordered to make such repairs, renewals and extensions as will care adequately for their services for several years to come. Thereafter permits for street openings are not granted for periods varying upon the necessity of the case and the condition of the pavement. The standard period is three years in case a great necessity is shown and the pavement is in good condition.

The pavement is restored under the eye of an inspector and is done with the very greatest of care, the back-filling material being placed in thin layers, carefully wetted and rammed. Moreover, the department or utility must do the work at its own expense and must in addition furnish a bond equal in amount to about double the cost of the pavement disturbed. The bond is forfeited in case the pavement settles or proves unsatisfactory in other respects.

It has been proposed in a number of cities to build tunnels for the various underground facilities, but after a careful investigation of the subject in New York several years ago, an adverse decision was reached, the commission holding that the regulation above described lessens the nuisance considerably and guarantees a satisfactory restoration of the pavement.

A French society for the encouragement of national industries recently awarded a gold medal to a factory which established a sauer kraut factory in which all the machinery was electrically driven.

DIRECTS MISSION CHURCHES FROM SUMMER BUNGALOW AT THE SEASHORE



The two pictures at the top of this group were taken one afternoon last week after 6 o'clock and show the unusual light effects at that hour.

Left, top—St. Peter's-in-the-Rock, Bandon; Bishop Scadding holds afternoon union services in this cave. Bottom—"Bishopshack," summer home of Bishop Scadding, on the seashore near Bandon. Right—A natural Norman Pillar at St. Peter's-in-the-Rock.

Port Orford, Or., Sept. 6.—Bishop Scadding of Portland and Dean Honfall were here recently furthering interests of the Episcopal missions in the coast region of southwestern Oregon. Port Orford possesses a single church building, but it serves the harmonious purposes of several denominations. The lot on which it stands was given by a Presbyterian, the late Bishop Morris built the church, while regular services are conducted by an efficient young Methodist divinity student. Bishop Scadding conducted services in the union church August 24, later baptizing two persons and confirming two.

Bishop Scadding has an attractive seaside bungalow, "Bishopshack," 22 miles north of Port Orford, which is the summer missionary headquarters for the territory between Gardiner and Gold Beach. Open air services are held Sunday afternoons in "St. Peter's-in-the-Rock," a huge cave which resembles a vast cathedral, with massive Norman towers.

In speaking of the coast counties, the bishop said:

"Coos and Curry counties, until this year, have reminded me of Alcatraz—always waiting for something to turn up. But now that a railroad is headed this way, there is an evident awakening, and a noticeable effort on the part of many to make something turn up. There are many resources down here as yet largely undeveloped, and the country needs new, young blood, more stalwart, sturdy citizens, with courage and capital, to do things.

"I think it is little short of criminal to use this fine white cedar for railroad ties. There are only 40 square miles of white cedar, of the quality found at and near Port Orford, in the whole United States, and 20 years from now it will be almost priceless.

Field for College Men. The picturesque cowboy and frontiersman is a figure of the past. His place is rapidly being filled with college graduates. On one ranch we sat down to dinner with eight people, one

of whom was a college president, who is also head of a large timber company, two were graduates of Harvard, one of Yale, one of Trinity college, Toronto, one of Columbia and another of Vassar. The country is attracting the very best young men and women.

"The real problem and work for parents, teachers and clergymen is to have righteousness, character and the Christian faith keep pace with commercial and material prosperity." Bishop Scadding has returned to Portland to resume his work here.

HUMANE SOCIETY DOING MUCH EFFECTIVE WORK

Homes found for stray cats, dog-worked horses and mules laid off, water-pails placed, and cattle and dogs examined in response to calls charging inhumane treatment, marked the labors of love performed by the Oregon Humane society last month.

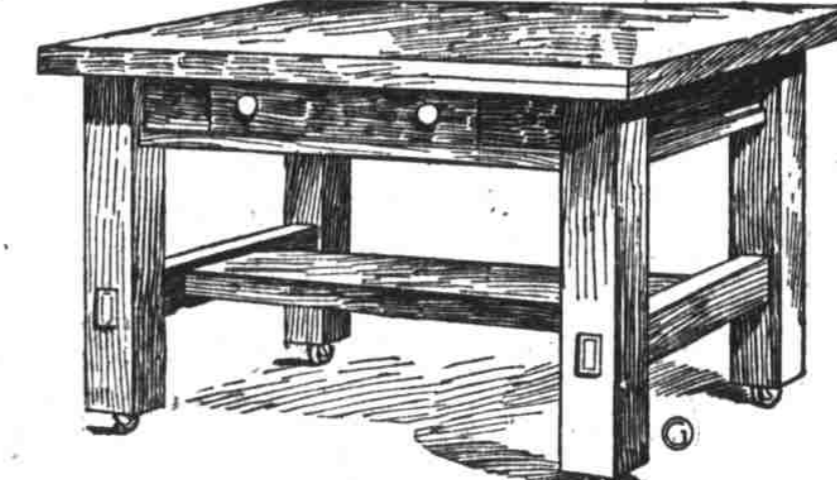
The society answered 118 calls and secured one conviction. It examined 223 horses and caused 13 of them to be laid off. It found homes for 13 cats and 25 dogs, that otherwise would have gone to the pound. Destruction of the animal was found necessary in the case of 136 cats, 10 dogs, four horses, one mule and one cow.

Manager J. E. Rudersdorf reports that the society's officers also examined the livestock at all the grading camps in the county and at the Union Stock Yards.

HERE WE ARE! We Are Coming After You!

The newest BIG FURNITURE HOUSE in Portland is coming after you with an argument hard to beat. READ IT—THINK IT OVER—ANSWER THESE QUESTIONS. DON'T YOU KNOW that we are compelled to sell cheaper than West Side Stores? DON'T YOU KNOW our very existence depends upon just that? DON'T YOU KNOW we must do just that very thing to stay in business? Of course you do, and we know it, and you can depend upon it that we are doing it. That's why BUSINESS IS GOOD. Would you put in a store over here unless you knew you were in a position to undersell West Side competition? Of course you would not. Neither would we.

Below you will find a few more good arguments, come in and you will find a thousand.

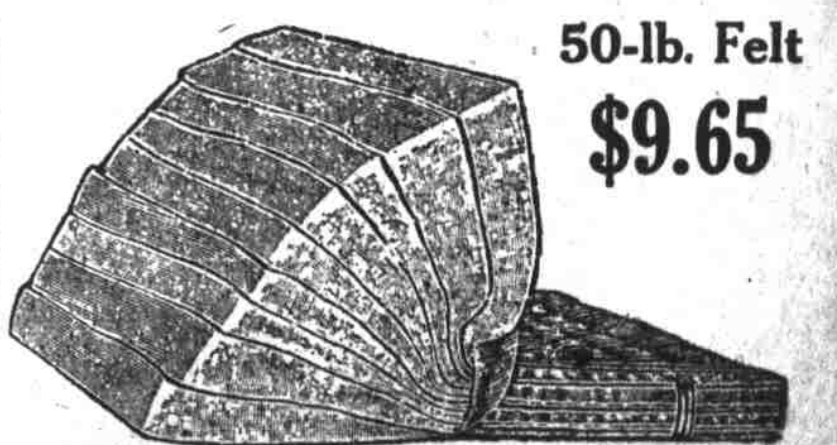


This high class library table, like cut, five ply built up top of oak, cannot warp or split, select quartered grain, a beautiful mission design, in any high grade finish desired; top measures 30x48 inches; has one large drawer; we sell it regular for \$21.50 and are offering it this week only for

\$13.85

INLAIN LINO-LEUM, YARD... 85c PRINTED LINO-LEUM, YARD... 49c LINEN WARP MATTING, YD... 23c

We believe this to be the greatest special ever offered in a first class mattress. It is built like shown here in layers of all cotton, felted. Weighs 50 lbs., has fine quality art tick, any color, in imperial rolled edge, and sides are stitched to prevent spreading out or flattening. You will see mattresses in other stores for \$15 to \$18 which are no better; very special for this week



50-lb. Felt \$9.65

\$9.65

Golden Furniture Co.

Daylight Store East Burnside and Union Avenue Daylight Methods A Reasonable Furniture Store