

OREGON EASTERN IS COMPLETED AFTER A PRODIGIOUS ENDEAVOR

Project of Driving Line in Malheur Canyon Will Have Cost About \$5,000,000.

20 BRIDGES ARE BUILT

Work of Unique Tracklaying Machine One of Features Which Marked Construction of the Line.

One of the greatest railway development projects of recent years has just been finished. A line has been driven through the canyon of the Malheur river, a pass through the Blue mountains that separates the great Snake river country from the vast empire of central Oregon.

Within a few days the \$5,000,000 job will have been officially completed, this completion to be marked by the formal transfer of the 125 miles of main line track from the O-W. R. & N. construction department to the Oregon Short Line operating department.

The project has been under way for nearly five years, initiated when the Union Pacific and Southern Pacific were still intermingled.

Original Plans Revisited.
The original plan was to build across the state, traversing the Harney country and the "high desert" of central Oregon to a connection with the Southern Pacific at Kirk and thence into California by way of Klamath Falls. A part of this pretentious task was the connection of the Deschutes railway, now ending at Bend with the cross-state line, thus establishing through connection both with Portland and with San Francisco.

Then came the dissolution of the merger and, during readjustment of properties and business, construction work was abruptly stopped, to be resumed later.

Now the Oregon Eastern, built from Ontario—main line point on the Oregon Short Line—has threaded its way through this canyon space and finds its terminus at Crane, just outside the canyon at Crane creek gap. No plans for its further extension have been made—possibly until it is known what Robert S. Strahorn is to accomplish in his project of connecting up all the rail lines that now terminate just at the edge of this great semi-arid expanse.

Worst of the Worst.
But at any rate the worst of the job is over. More obstacles were met and overcome on this 128 mile stretch than possibly on any other road of equal distance—save possibly the Moffat road. There were canyons to cross, swamps to drain and fill, streams to divert into new channels. New engineering problems were encountered that had to be solved by shingle-nail and hairpin methods on the spur of the moment, when to wait for a consultation of the "authorities" would have meant infinite delay.

But the line is now out in the open, ready to be extended in any one of a dozen directions. It has reached far enough out now so that the flat, prairie-like country to the west of it is spread out like a plate. If it is decided later to build farther, this construction can be done with no great engineering problems to be solved.

Between Ontario, on the Snake river, and Crane, the western terminus, railroad engineers had to figure on 20 crossings of the Malheur river.

River Is Treacherous.

Ordinarily a very placid and inconsequential stream, the Malheur at certain seasons rises up in the night and rushes through the canyon like a tortoise out millrace. It carries the drainage from thousands of square miles eastward into the Snake. In winter and spring, when the river freezes and thaws, the current hurls the ice cakes against the banks and shatters them upon rocks. Consequently, what bridges are built must have the solidity of a basalt cliff. No timber bridge could

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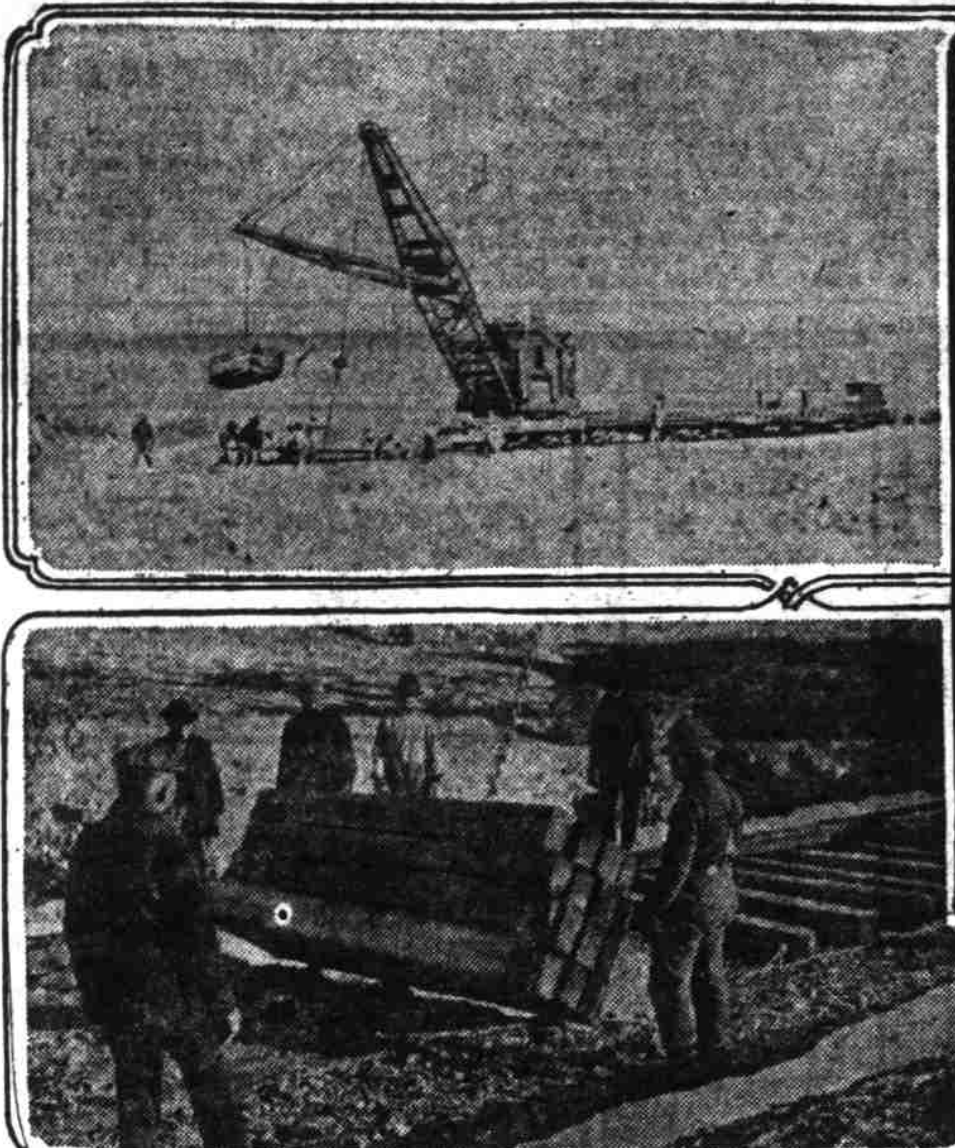
Use that lodge in the skin to cause pimples, blackheads, liver blotches, eczema and other skin eruptions. It is the presence of calcium sulphide that does this. The blood must have it. The presence of skin eruptions is proof of blood poverty and you get just what you need to enrich and purify it in Stuart's Calcium Wafers.

This fact has been demonstrated by that the presence of skin eruptions of any sort detracts from their usefulness in business, pleasure, society and their own self esteem. And since Stuart's Calcium Wafers will rid the skin of impurities, why have such imperfections? You will find Stuart's Calcium Wafers on sale at 50 cents a box at all drug stores. Get a box today or send coupon for a free trial package.

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COMPLETION OF LINE IN EASTERN OREGON MARKS NEW ADVANCEMENT



stand before the attack of the spring floods.

So all these 20 bridges, some large, some small, were built of concrete and steel, with foundations sunk to bedrock, and because of the erratic geological formations no one could tell in advance where this bedrock was going to be. Sometimes it was only a few feet under the surface. At other places it was many fathoms down. All of which means that the construction of the Oregon Eastern is an extremely costly piece of work, averaging around \$40,000 per mile.

Tracklaying Machine Unique.
One of the features of construction on this line was a unique tracklaying machine, invented and constructed by the engineering department of the railroad. It has its basic idea in the ordinary steam shovel, with a great steel arm, by a system of tackle rigging, equipped with numerous technical devices, the arm is made to swing back and at the same time seize two rails from a flat car immediately behind the machine and a slingload of ties from another car just back of that.

A lever is pulled and the big beam swings around in front, dropping the ties approximately into their proper places and then letting the rail fall upon them almost before the workmen had time to kick the ties into their actual position. Then, while workmen are lining up the rail and heeling it in, the beam swings back for another flat car. The workmen have spiked down the rail temporarily by that time and the stub train moves ahead one rail length, the new rails and ties being then thrown down.

Harold Young in Charge.
Harold W. Young, assistant engineer of the O-W. R. & N., in charge of the work, said the supply of material is the only limit to the speed at which the machine can work. The materials have to be brought up in work trains, with only a single track, however, which means some delays.

During the last year, 24 miles of track was laid from Riverside. The work on this stretch was delayed because of the necessity for diverting a stream. To avoid a difficult grade, a survey had to be run on the shoulder of the canyon wall and a roadbed hewn out of the rock. At the mouth of the canyon a deep cut had to be made. The cut was long and some rock was encountered. So, to get the first train through in time for the big celebration planned at the townsite of Crane, a "shoofly" track was laid up the hill. By dint of some puffing and much fuel, the train was pulled up. After the celebration, when the cut was finished, the track was simply dropped over a few yards and dropped into the cut, spiked down and made permanent.

Crane Takes Lead.

The town of Riverside is now shorn of its prestige as the "terminal town." Its inhabitants had seen the handwriting on the wall, however, and did not attempt to build up a metropolis. Most of the buildings were originally little more than tents or sheds. Many of the people have moved on to Crane, which is now quite a thriving community, built on a more permanent basis.

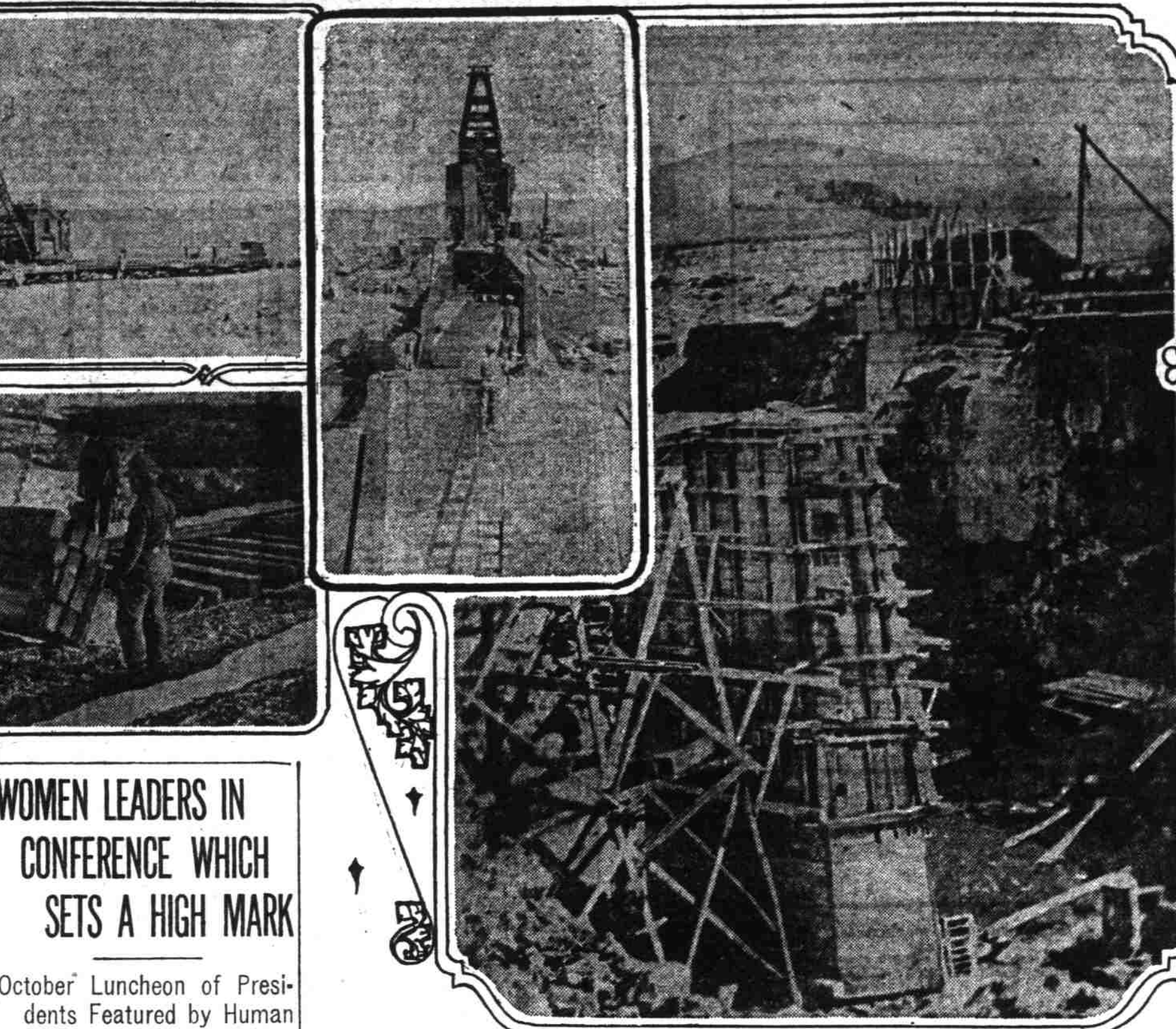
Both President J. D. Farrell and Vice-President and General Manager J. F. O'Brien have taken a keen interest in the new line, because they realized better, probably, than anyone else, just what it would mean to the vast Harney country. Already hundreds of people have gone into the valley to build up homes and farms. More are going in constantly.

Until some connection to the west is made with this Harney valley line, the business will flow toward Boise and Salt Lake City rather than toward Portland. But prospects of early construction of the Strahorn road across the state is looked upon by Portland interests as an answer to this first pulling-away tendency.

Need for Raising Limit Is Not Seen

Plenty of Men Under 40 Are Engaged in Sedentary Pursuits to Fill Demands From Front for Soldiers.

London, Oct. 28.—(L. N. S.)—In popular circles it is considered extremely unlikely that the British parliament will advance the military age to 45 years. It is generally recognized that for military purposes a man has passed his prime at 40, but the idea is that these men could be used for home defense so as to release every available younger man for the continental service. But before any measure of this sort is decided upon, parliament will need assurances that there are no considerable numbers of young men enjoying exemption and engaged on work of a civilian character which could just as easily be done by older men. The combining of these is almost as necessary in the army itself as in government offices and in munition works. There are still thousands of men in sedentary jobs at the back, and on the lines of communication who might be sent to join the infantry of the line and have their places taken by partially disabled men.



WOMEN LEADERS IN CONFERENCE WHICH SETS A HIGH MARK

October Luncheon of Presidents Featured by Human Interest and Enthusiasm.

Teeming with enthusiasm and human interest, the October luncheon and presidents' conference held yesterday at the Hotel Portland goes on record as one of the most worth while of the many meetings of women held this season. The fact that the membership of this organization is confined to active presidents of women's organizations makes it the most exclusive in the city and its personnel is all-embracing in interest and vision, hence the intelligent discussions of a wide range of subjects.

The luncheon hour yesterday was occupied with a general and entirely informal discussion of many matters of public interest. After luncheon the meeting was called to order by Mrs. Alva Lee Stephens, chairman for the day. It was unanimously decided to change the meeting day to the fourth Saturday instead of the last Saturday, the new ruling to take effect January 1. Mrs. Stephens spoke briefly on the general purpose of the parent-teacher organization.

Mrs. C. J. Devereaux, chairman of the social service work of the Council of Parent-Teachers, was unable to be present and her place was taken by Mrs. W. I. Swank, formerly chairman of this department. She told in an inspiring way of the general working plan of the social service committee and of the great work accomplished with virtually no overhead expenses. The presidents were asked to carry back to their clubs the appeal for contributions of money, clothing, food, books and toys to be distributed by this committee during the winter. The discussion of this and many other branches of the parent-teacher work brought out many interesting points. There were 40 presidents present.

Indiana's 120 Authors.

Indianapolis, Oct. 28.—(L. N. S.)—Indiana's statehood centennial celebration has inspired Minnie O'cott Williams to gather in a volume extracts from the works of Indiana authors to substantiate the state's claim as the "mother of authors." She has included writings of 120 authors.

PUT CREAM IN NOSE AND STOP CATARRH

Tells How to Open Clogged Nostrils and End Head-Colds.

You feel fine in a few moments. Your cold in head or catarrh will be gone. Your clogged nostrils will open. The air passages of your head will clear and you can breathe freely. No more dullness, headache; no hawking, snuffing, mucous discharges or dryness; no struggling for breath at night.

Tell your druggist you want a small bottle of Ely's Cream Balm. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head, soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly.

It is just what every cold and catarrh sufferer needs. Don't stay stuffed up and miserable.

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SAN FRANCISCO
Geary Street, just off Union Square
European Plan \$1.50 a day up
Breakfast 50c Lunch 50c Dinner \$1.00
Meal Features Best in the United States
New steel and concrete structure. Center of theater, cafe and retail districts.
On omnibus transferring all over city.
Take Municipal car line direct to door.
Motor Bus meets trains and steamers.

Scenes featuring construction of Oregon Eastern road. Above, left to right—Tracklaying machine lifting ties and rails; placing steel beam at eighteenth crossing of Malheur river; where nineteenth crossing of the Malheur had to be made. Below, at left—Distributing the ties.

Surgeon Does Major Operation at Sea

Laborer, Slashed in Fight, Owes Life to Skilled Surgeon Who Attended Him Under Most Unfavorable Conditions.
New York, Oct. 28.—Gort Acovaisa is in the Long Island College hospital today, recovering from wounds fatal in 90 cases out of a hundred. He owes his life to Dr. Irving Walters, surgeon on the steamship City of Memphis, who performed a remarkable operation 402 miles out of New York.

Acovaisa, a coal-passer, quarreled with another man, who slashed Acovaisa in the left side with a long knife, penetrating the liver.

The surgeon improvised an operating table from two packing boxes, called a sailor as assistant and had cotton

boiled, so as to be antiseptic. Then he put Acovaisa under ether, performed the delicate task of entering the stomach and great intestine, and, while the operating table rolled with the sea, packed the wound in the liver. Then he sewed up the abdominal cavity. For the supply of ether was exhausted, and the operation could not be continued.

Dr. Walters completed the operation in the hospital here in the presence of several surgeons and students. Physicians pronounced his feat an extraordinary piece of surgery.

Employment Bureau for Germans.

New York, Oct. 28.—(L. N. S.)—In the Sunday school room of his church here, the Rev. Maximilian Pinkert has just started a free employment bureau for German sailors and artisans held here by the war. Applicants number 75 a day and work is found for most of them.

Buying Your FURNITURE

at the store within the high-rent district means that you pay a price accordingly. Buying your Furniture at the J. G. Mack & Co. Store means that you pay the low-rent price. Give us the opportunity to prove it.

\$10 for this "BETSY ROSS" Sewing Table

It is of solid Cuban mahogany and bears the famous Cowan shopmark. Height 24 inches, top 12 by 13 inches. Has double lids, and sliding tray inside. A special lot of 50 of these attractive pieces offered at \$10 each.

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Let's All Keep Well This Winter

Winter is almost here. How will it be with your family? will, and always in protected comfort?

When the cold, damp winds blow and the snow and slush make wet feet, the penalty of even a short walk—

What will you and your family do? Give up your activities? Flirt with sickness—or worse? Or, get this Overland and go where you will, when you will, and always in protected comfort?

An automobile is a summer delight—but it's a winter necessity.

And the bigger, roomier, more comfortable Overland, bristling with extra value, is the car to buy and now is the time to buy.

Get one now—it will get the whole family here, there and everywhere, in dry, warm comfort all winter long, and give them a new joy of living when spring and summer come.

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