

TRAIN SERVICE
NATRON LINE
NEXT YEAR

Krutchschnitt Makes a Remarkable Statement in Portland

(Today's Oregonian.)
Klamath-Natron cut-off to be completed June 20 and running time between Portland and San Francisco reduced to 22 hours.

North Coast line to be built from Spokane to Snake River, giving O. R. & N. Co. shortest haul between Portland and Spokane.

Milwaukee to enter Spokane via North Coast from Marengo.

Deschutes and Tillamook lines and Peninsula tunnel to be rushed to completion.

Many new locomotives to be distributed over system in Northwest.

With the completion of the Klamath-Natron cut-off on the Southern Pacific, the running time for passenger service between San Francisco and Portland will be reduced to 22 hours, announced Julius Krutchschnitt, director of operation and maintenance of the Southern Pacific and Union Pacific systems, who arrived in Portland last night.

Mr. Krutchschnitt went over a part of the route during the past few days and said that he expected the work to be completed before the end of the present fiscal year, June 30.

Mr. Krutchschnitt also announced that the North Coast will be built from Spokane to the Snake river, affording a physical connection with the O. R. & N. line near Ayrer, and shortening the distance between Spokane and Portland so that it will be less than that of the North Bank.

Milwaukee to Enter Spokane
The Milwaukee road will enter Spokane over the North Coast tracks from Marengo, the junction point of the Milwaukee main line.

The Milwaukee and North Coast have joint property in Spokane and this will be used in the construction of terminal facilities and a new passenger station.

Although the declaration that an agreement had been entered into with the Milwaukee for entering Spokane drew forth the inference that a similar arrangement might be made for the Milwaukee's entrance into Portland, Mr. Krutchschnitt denied that such a step was contemplated for the immediate future. He also denied the intention to extend the North Coast road into Walla Walla.

300 Engines Ordered
The Union Pacific and Southern Pacific have ordered 300 new locomotives for use on the various lines. A large proportion of these will be delivered to the Northwest field soon after the first of the year, he said.

Other equipments in improvement will be made in 1911.

"We have to keep up with the wonderful development of the Northwest," said Mr. Krutchschnitt in explaining the plans of the company. "I was surprised when I visited the southern part of the state today and noticed the wonderful progress made there within the past few years. Eugene, Albany, Medford, Salem and all the towns in southern Oregon are growing very rapidly. Klamath Falls will benefit largely by the new road."

"We have completed 13 miles of track on the south end of the line above the falls and have 35 miles more ready for the rails. We also have men working at the north end and have completed six miles of the track, with 22 miles graded. This piece of road will be pushed to completion as rapidly as possible. We ought to have it completed before the end of the present fiscal year."

All the other projects outlined by the Harriman system in various parts of Oregon and the Northwest will be pushed to completion, including the Deschutes line in central Oregon, the Tillamook extension to the coast and the Peninsula tunnel, as well as the Pendleton-Yakum cut-off and other improvements in eastern Oregon.

He then enumerated the trackage contemplated in Oregon for the next year, naming the 220-mile stretch between Klamath Falls and Natron, 120 miles through the Deschutes valley, as well as the numerous minor improvements.

Tunnel Soon Ready
"The Peninsula tunnel will be completed by the first of the year," he added. "This 5500-foot piece of underground work will eliminate the haul through the St. Johns yards and will shorten the time out of Portland and on the East Side tracks."

Mr. Krutchschnitt spoke in a discouraging manner of the market for railroad securities, and said that until they could be made attractive by money that is needed for railroad development in the Northwest would be withheld. With money demanding from 8 to 10 per cent on call, manufacturing enterprises paying from 15 to 20 per cent and agriculture from 6 to 15 per cent, he deplored the fact that the railroads could not pay more than 4 or 5 per cent.

"Any well-informed citizen can draw his own conclusions from this," he said. "It has been brought to the attention of the public quite often enough."

Mr. Krutchschnitt will remain in Portland three or four days and will

ROOSEVELT WILL
TALK POLITICS
AT NEW HAVEN

Governor-Elect of Connecticut Will Probably Not Be Present

New Haven, Conn., Dec. 12.—Theodore Roosevelt will speak tonight at the annual banquet of the New Haven Chamber of Commerce, but it is highly unlikely that he will have an opportunity to meet Connecticut's governor-elect, Judge Simon E. Baldwin.

The latter is a democrat and during the recent campaign he was bitterly attacked by the former president, who made charges which have led Baldwin to draw up papers in a suit for slander. It is considered doubtful whether the charge will be pushed, as, aside from any consideration as to the legal basis for such a suit, the friends of the angry jurist are urging him to drop the matter, alleging that it would be undignified for a governor to appear against a former president in such a case.

Governor-elect Baldwin has been repeatedly urged and invited to attend tonight's banquet, but it is highly unlikely that he will do so, as the tip has gone forth that he absolutely refuses to sit at the same table with the man who, he alleges, went out of his way to falsely defame him.

The invitation to Col. Roosevelt is of long standing and was accepted before the campaign which led to the controversy between the former president and the governor-elect.

Mr. Roosevelt will be accompanied by his wife and daughter, and will be met at the hotel by a large number of his friends.

He will speak at 8 o'clock and will be followed by a musical program.

The banquet will be held at the Hotel New Haven and will be one of the largest ever given in the city.

Admission is free and the doors will be open at 7 o'clock.

The committee in charge of the banquet is composed of the following: J. B. Smith, chairman; J. C. Jones, secretary; and J. D. Brown, treasurer.

The program for the evening includes a speech by Mr. Roosevelt, a musical performance by the New Haven Symphony Orchestra, and a presentation of the annual report of the Chamber of Commerce.

The Chamber of Commerce is a non-profit organization which was organized in 1892 and has since that time been working for the betterment of the city and the state.

It has a membership of over 1000 and its funds are used for a variety of purposes, including the promotion of commerce, the improvement of the city, and the advancement of the state.

The Chamber of Commerce is a very important organization in the city and its work is highly valued by the people.

It is a pleasure to have Mr. Roosevelt speak at our banquet and we are sure that his address will be most interesting and profitable.

We are sure that his visit to the city will be most successful and that he will have a very pleasant stay.

We are sure that his speech will be most inspiring and that it will do much to promote the betterment of the city and the state.

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General Reyes Reported on Way
To Zacatecas to Lead Mexican Revolt.



ZACATECAS, MEXICO

General Reyes, who is reported to be on his way to Zacatecas, is a prominent figure in the Mexican revolution. He is a general in the army and is known for his leadership and military skills.

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ON TO CORVALLIS
IN SPRING SAYS
FRED WATERS

Portland, Eugene & Eastern Ready for Active Operations Early Next Year

Fred H. Waters, who was formerly assistant manager of the Portland, Eugene & Eastern railway company's Portland office, was here today from Seattle. In speaking of the company's building plans for the future he told a Guard reporter that in early winter, as soon as the extreme wet weather is over, it is expected that work will begin on the line between Eugene and Corvallis and a good portion of it is expected to be completed during the summer. Had it not been for General Manager Welch's sickness in a hospital at Portland during the summer and fall Mr. Waters says the work would have started at the Eugene end of the line this year, but as Mr. Welch was unable to give the matter his personal attention the beginning of the work was postponed until next spring.

The company has a franchise to build over the streets of Corvallis and will endeavor to comply with the provisions of the franchise by building the line within the specified time.

Mr. Waters also spoke of the proposed railway line to be built by the company from Salem toward Silverton and other Marion county towns east of the capital city. The line from the business center of the city to the fair grounds and a proposed shorter line to the coast and the original plan will be carried out in the very near future, says Mr. Waters.

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MANERUD'S CASE
AGAINST CITY
IS BEGUN

Takes Greater Part of Day to Secure a Jury to Try the Case

Following is the personnel of the jury chosen to try the case of Sam Manerud et al vs. the City of Eugene: Charles Stickles, W. H. Sharp, Ed. Melber, Lucas Cowell, Geo. E. O'Neal, Albert S. Cheshire, Kenneth N. Sharp, Edward E. Parman, John H. Dunlap, N. H. Martin, Caleb J. Baker, L. N. Dresser.

The lawsuit against the city of Eugene by Sam Manerud et al for a large sum of money, claimed to be due for actual work performed on the city's power ditch, and for loss incurred through the alleged violation of contract by the city, was opened this morning before Judge Harris, of the circuit court. The greater part of the day was spent in the selection of the jury, and the case promises to be slow and long drawn out. At noon only seven jurors had been passed upon. The difficulty of selecting a jury is that any person holding or interested in property in Eugene is not qualified, and there are numerous other disqualifications.

The attorneys for the city are John M. Pipes and Lark Blythe. For the plaintiff is John C. Jenkins, of Portland. Mr. Jenkins is a recent arrival in Oregon from South Dakota. The case is very important to the city, for it involves large sums of money, and holds up city work to a large extent.

It seems, according to the city's story, that Manerud was given the contract to dig the canal for the city power plant, and that he not only broke his contract in regard to the matter of time, but that the work was poorly done, being skinned over in a hurried and ragged fashion, and fell outside the contract in many respects. Manerud, on the other hand, claims that the city broke faith on its contract in an equally large number of ways, and as a result of their taking the contract he is injured to the sum of \$46,270, in addition to the amounts that have already been paid, and others that are still due on the work. He claims that the city did not carefully measure the amount of work that he did, and that instead of being credited with \$39,887 up to January 1, 1910, he was only allowed some \$12,000. He also claims that the city delayed him in many respects, and that in several instances he was not given the contracted rights. After the work was stepped last winter because of the floods, he claims he declared his intention of beginning work again and located all of his apparatus upon the ground, but that just as he was about to begin work he was told to quit, and that the contract was cancelled.

The complaint, which is a bulky document, with many typewritten pages, makes numerous other charges against the administration.

The work of securing the jury was completed about 4 o'clock this afternoon.

The jury will meet at 10 o'clock tomorrow morning to begin the trial.

The trial will be held in the circuit court and will be presided over by Judge Harris.

The case is expected to last several weeks and will be a major event in the city's history.

The city and Manerud are both expected to put up a strong fight and the trial is expected to be very interesting.

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