

STRAHORN BEGAN CAREER AS JOURNEYMAN PRINTER

A recent issue of The Evening Herald of Klamath Falls contains an interesting article concerning the life of Robert E. Strahorn, president of the Oregon, California & Eastern railroad, first printed in the Pacific Printer.

Since the original publication of this article, Mr. Strahorn has built the Corvallis and Eastern in the Willamette valley and acted as its president, from which office he resigned last summer to take up the work of railroad building in Central Oregon.

The article follows: From a journeyman printer in a pioneer mining camp to the presidency of an important railroad is a long step; in fact, it is a sort of seven-league-foot stride, yet it all came to pass in about a third of a century, and the man who thus worked his way to the top is in the prime of life with everything in his favor to reach greater distinction in the transportation and constructing world.

Robert E. Strahorn of Spokane, vice president and general manager of the third division of the Oregon, Washington Railroad and Navigation company, operating the northwestern lines of the Harriman system, who "stuck" his head and neck on the Denver Tribune in the early part of 1876, went to the top chiefly by his own efforts. He proved his calibre by keeping a railroad secret for more than five years, and had the best posted financial writers and carriers' agents guessing until he was ready to make the formal announcement that the North Coast railroad, which he promoted and of which he was president, was part of the Southern Pacific system.

While scattering millions of dollars in acquiring rights-of-way through Spokane and other cities in the state of Washington, Mr. Strahorn was designated as "the Sphinx," "the Man of Mystery," and "the Railroad Enigma." His methods, clean and above board at all times, gave not the least inkling that the head of the North Coast line was once a pioneer in the midst of the rough and tumble of Western transformation for more than thirty years.

Mr. Strahorn's first trip to Spokane was made on horseback via Walla Walla, Wash., and Lewiston, Idaho, in 1879, while spying out the country in the interests of eastern railway capitalists. Townsite and irrigation ventures requiring more capital than at his personal command, he went to Boston in 1890, and there found that his knowledge of the Northwest was in greater demand than his personal services had been while in the Pacific slope country, and he remained in the east seven or eight years. He was one of the original promoters of the now famous Granby mine in British Columbia, being associated with Jay P. Graves and Aubrey Lee White of Spokane.

After settling in Spokane to reside permanently in 1898, he took up electric lighting and power projects, constructing plants at Centralia, Wash., Walla, Idaho; Sumpter, Oregon, and North Yakima, Wash., the last three of which he still controls. He owns a large interest in the light and power plant at Bellingham, Wash., and the light and power plants at Kennewick and Pasco, Wash., also a modern irrigation plant covering 12,000 acres near Pasco. The capital invested in these various enterprises represents more than \$2,500,000. He launched the North Coast railway six years ago, to build an independent line from Spokane and Walla Walla, through the Yakima valley to Seattle and Portland. This project was taken over by the Harriman interests last spring and is now being rushed to completion.

"I well remember the first time I ever heard 'Bob' Strahorn's name mentioned," said Thomas L. Dawson, for years with the Associated Press in Washington, D. C. "It was 'way back in 1877, and the circumstances were a little bit out of the ordinary. Born somewhere in the Mississippi valley in the early '50's, he emigrated to Colorado while it was still a territory and became a typesetter on the old Denver Tribune alongside of John Arkins. I went to Denver in 1876, the year Colorado came into the union as a centennial state, but Strahorn was not there.

"'Alter Ego,' exclaimed Arkins to me one day as we were climbing Berthoud Pass across the main range of the Rocky Mountains on our way to Middle Park. He was reading from a painted sign on one of the big boulders in Clear creek canyon, the words as there used were connected in some way with a patent medicine or a smoking tobacco. With that, however, Arkins was not concerned. 'Alter Ego' was the pen name of his friend Strahorn, who had graduated from the case to the position of newspaper correspondent, in which latter capacity he already had won fame, and the appearance of his nom de plume on the big rocks aroused Arkins' memory.

"Without coaxing, he told me how, at the beginning of hostilities with the northern Sioux Indians, Strahorn had thrown his printer's stick and headed for the scene of conflict. He soon made a connection with the Chicago Tribune and other western newspapers, and as the constant compan-

ion of General Crook, he was soon recognized as one of the prominent correspondents of that important expedition, which had much to do with suppressing the last of the great Indian uprisings.

"Winter and summer, Strahorn rode and camped with Crook, and while he was neither enlisted as private soldier nor enrolled as officer, he participated in every engagement, and had many thrilling experiences. The battle over, no man could more graphically or accurately describe the occurrence and, with his story written, none was more prompt in getting it to the papers. Numerous 'scoops' were recorded to his credit.

"These thrilling times when, in 1877, John Arkins and I went in on our first tour of Middle Park together Strahorn was still at the front. Arkins was the foreman and I the city editor of the Tribune and our companions on the jaunt were other men from the same establishment. We had fitted up a two-horse wagon, and were out for a camping tour in the midst of the Rockies. We were two or three days making the journey from Denver to Middle Park, and during that time John talked much of his friend Strahorn. His admiration for him was unbounded, and I became anxious to meet the subject of so much praise.

"A few months later Strahorn came to Denver, and I was introduced to him. We were both young men, and then began the friendship, which, I am pleased to say, has continued without interruption. Strahorn never went back to the case, nor did he pursue his newspaper work. The familiarity with the then new Northwest, which he had gained through his Indian campaigning, proved a valuable asset. His services were sought by the Union Pacific Railroad Company, which then, under the direction of Thomas L. Kimball, was beginning to exploit the great section to the world. Strahorn was one of the first railroad 'write-up' men.

"For years he traveled almost constantly for the railroad company, and many of the booklets prepared by him at that time became standard authority on the Western states. From the first he was a zealous apostle for that section, and he it was who said if the Pilgrim Fathers had landed on the west shore of the continent instead of on the east, the settlement of the east would have been much longer delayed because of the superior attractiveness of the west. Strahorn practically pioneered and surveyed the route for the Oregon Short Line and he located many of the towns and cities along the way.

"After severing his connection with the roads, Strahorn became a promoter of several Western cities, and from then drifted into the brokerage business. For a time he was located in Boston, and there, I think, he made connections which led to his employment by Mr. Harriman. The shrewd men of the Harriman system could have made no better selection than when they chose 'Bob' Strahorn to build their roads and to keep the ownership secret, for he is capable of performing any work and observing any trust."

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DECEMBER HUNTING HOURS.

The December hours of sunrise and sunset, before and after which hunting is forbidden by Federal law, are as follows:

Date	Sunrise	Sunset
1	7:33	4:27
2	5:34	4:27
3	7:35	4:27
4	7:36	4:27
5	7:37	4:26
6	7:38	4:26
7	7:40	4:26
8	7:41	4:26
9	7:42	4:26
10	7:43	4:26
11	7:44	4:26
12	7:45	4:26
13	7:46	4:26
14	7:47	4:26
15	7:47	4:26
16	7:47	4:26
17	7:48	4:27
18	7:49	4:27
19	7:49	4:27
20	7:50	4:28
21	7:50	4:28
22	7:51	4:29
23	7:51	4:29
24	7:52	4:30
25	7:52	4:31
26	7:53	4:31
27	7:53	4:32
28	7:53	4:33
29	7:53	4:33
30	7:53	4:34
31	7:53	4:35

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A famous New York doctor was called upon some months ago by a patient who presented an appearance of illness, but with whom he could find nothing the matter. Questioning disclosed the fact that he had not taken regular physical exercise for years. "That's your trouble," remarked the wise physician. "I'll write you a prescription." When he got outside the office the patient opened the bit of paper and read, "Get a pedometer and bring it back to me in three weeks with the indicator pointing to 100 miles." When the patient returned at the time mentioned the doctor, without making an examination, told him he need not come back any more. His looks demonstrated the efficacy of the treatment. But he was counseled to persevere in keeping the pedometer busy and thereby save many a doctor's fee.

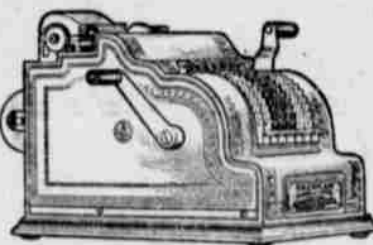
There are imaginative patients, most of whose troubles may be traced to the "thermometer habit." They are constantly taking their temperature, and their feelings are regulated by their discoveries. A splendid substitute is the "pedometer habit." Instead of continually fussing to keep his temperature below 100, for instance, the possessor of one of these clever contrivances can try how long it takes to send the pedometer above that figure. Lots of fun is to be obtained from ascertaining distances between various points by walking them. Incidentally the liver gets a good shaking up, the lungs receive the fresh air for the lack of which they have been starving, and the enthusiastic pedestrian feels a new joy of living. It is not convenient for all to play that most excellent of pastimes—golf. But the pedometer game is available to most, and it renders interesting what is, after all, a rather monotonous form of exercise.—Pittsburgh Gazette-Times.

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