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ROADS VOTE BIG SUM FOR TRACKS

Seventy-five Millions Will Be Spent in the West
By the Harriman Lines, Much of Which
will Come To This State

NEW YORK, Jan. 31.—The executive committee of the Union Pacific and Southern Pacific lines today voted to complete double-tracking of the lines from the Missouri River to San Francisco.
They also voted to double track the Oregon Short Line from the junction with the Union Pacific main line at Granzer, Wyo., to Huntington, Or., also the line along the Columbia River, in Oregon, to Portland.
The cost of the double tracking of the lines as determined upon today will aggregate upwards of \$75,000,000, which will be distributed over a period of five years.
The Harriman interests are planning the most extensive era of new railroad construction in this state that has been undertaken in years.
The importance of the above dispatch cannot be overestimated so far as it refers to Harriman development of this state.
It means that this great trans-continental system has finally decided to double track its line from the Portland terminals on eastward to Huntington, giving the first double track line of that length in any section of the Pacific Northwest.
Vice-President and General Manager J. P. O'Brien, the executive head of the Northwestern jurisdiction, stated when the foregoing dispatch was read to him that this section has been allotted all the money that will be needed to complete this gigantic task.
In addition to mere announcement contained in the dispatch, the entire network of roads in this state is involved. Mr. O'Brien said:
"The double tracking of the line from Portland to Huntington has been authorized, and we shall do just as much work on it as we possibly can the present year. We are now building the Portland-Troutdale cut-off, which is soon to be finished, and from there we are planning to add another mainline track to Bonnaville. The next link will be started from a point about five miles west of The Dalles and continued on to Blalock, and from that point eastward to the Coyote-Echo cutoff the construction will be done as rapidly as we can."
"This will mean practically 215 miles of double tracking. The work from Echo to Huntington will depend largely upon what is done in connection with the Central Oregon situation. The Deschutes Road into the interior, with the proposed east and west line from Natron to Odell and across to Ontario will give us in reality a double track line for the O. W. R. & N., while the Natron-Klamath Falls extension will mean a north and south double track line for the Southern Pacific."
Mr. O'Brien added that the new work would be pushed forward just as soon as weather conditions would permit, and that at least \$5,000,000 will be expended on the main line double tracking for the current year.

GREAT DECREASE IN BANK DEPOSITS

Falling Off of \$191,566,000 in November and December

WASHINGTON, Feb. 1.—Deposits of individuals in the 7200 national banks of the United States decreased \$191,566,400 between November 1 and January 7—a situation probably unprecedented in the reports made to the controller of the currency.
More than \$158,000,000 was withdrawn from 39 national banks of New York City. No two officials of the treasury agree as to where the money went. Some are of the opinion part of it might have gone to strengthen the New York state banks and trust companies in the hurry caused by the Rubin failure. Others think the huge withdrawal represented interest payments piled up in anticipation of the January dividend day.
A comparison with the national banks of Chicago shows that the drop was confined almost entirely to New York. The 11 Chicago banks reported a loss of about \$9,500,000 in individual deposits. The reserve banks of the western and Pacific states and the New England states show losses, comparatively small.
The unexpected call on January 7 served to show the condition of the banks at a new angle. Not since 1907 have they been called upon so early in the year. Some think that, if the call had been made as usual, late in the month or early in February, the money, if it were withdrawn for dividend payments, would have found its way into banks again.
One peculiar aspect of the drop was that the New York banks alone lost as much as the combined banks of the country had gained in November.
Another feature that generally puzzles the treasury experts is that, in spite of the enormous slump in deposits, the banks are holding a higher percentage of reserve than in November, and the total loss in loans and discounts has been only \$48,000,000, while there has been a gain in cash of more than \$20,000,000.
The banks of the south are about the only ones showing gains of deposits. Still the banks are now holding \$6,000,000 more in reserves than required by law. On the whole, the showing is pronounced good.

NOTHING TO LIVE UP SCENERY WITH

Bill Introduced Prohibits Liquor On Boat or Train

SALEM, Jan. 31.—The "driest" bill that was ever introduced in the Oregon legislature, was presented by Senator Dimick, by request. The bill would not only prohibit the selling of liquor on any train or boat of any description, but would impose a fine of \$50 to \$500 and imprisonment from 10 to 30 days, upon any one taking aboard a train, steamer, stage, boat or other public conveyance, liquor in any quantity, either inside or out, for the bill prohibits persons under the influence of liquor from boarding any public conveyance. The bill has the approval of the State Railroad commission.

His Chance To Vote

The chronicles of our vice presidents are notoriously barren of incident. This probably was the reason for the way Adlai Stevenson secured the exercise of a constitutional prerogative. It was one sleepy day toward the end of his term as vice president. The United States senate was plowing through the calendar and passing many bills. Bills are considered agreed to in the senate if no oral objection is raised after they have passed through the preliminary stages, but the usual form of asking for the yeas and nays is followed by the presiding officer. The vice president had said:
"Senators in favor of the bill will say 'Aye.' Pause. 'Contrary. No.'"
Not a single response.
"The vote is a tie," announced Mr. Stevenson.
The senator in charge of the bill paused on his way to the cloakroom and looked surprised.
"In case of a tie the vice president may cast the deciding vote. In the exercise of his constitutional privilege the vice president votes 'Aye.'"
The "Sun Drawing Water."
The phenomenon commonly known as the "sun drawing water" is due to rays of sunlight between the shadows of clouds. It is seen to best advantage when the atmosphere is somewhat hazy and when the sun is wholly or partly behind a cloud and is not in the higher part of the sky. Patchy stratocumulus clouds are most favorable for the formation of these rays, and they are probably most distinct when seen in the part of the sky below the sun, when they appear to extend either directly or somewhat obliquely downward. It is in this form that the effect is most commonly called the "sun drawing water." But such rays may extend in any direction, so that they diverge from the sun as a center. No rain need be falling anywhere near the observer, though it is not impossible for the rays to be visible at a time when rain streaks also are visible in part of the sky. The rain streaks, however, do not diverge from the sun, but are in lines of the falling rain.—St. Nicholas.
Patience, persistence and power to do are only acquired by work.—Holland.

FLIGHT TO CUBA ALMOST SUCCEEDS

McCurdy Lacks But Ten Miles of Flying from Key West

KEY WEST, Fla., Jan. 30.—After a week of nerve-racking anxiety, Aviator J. A. D. McCurdy, in a Curtiss biplane, started on his much heralded flight from Key West to Havana at 7:32 o'clock this morning. At Key West a light breeze was blowing and the sea was smooth. Similar reports came by wireless from Havana, when McCurdy, whose patience had nearly been exhausted by a week of anxious waiting, quickly decided to make the flight.
Early this morning orders were issued to the Government boats at Key West, and they immediately took their position 10 miles apart. When word came by wireless from the torpedo-boat destroyer Roe that the boats were stationed, McCurdy got ready to make the flight.
HAVANA, Jan. 30.—Within 10 miles of the Cuban coast and but a short distance farther from his goal, the Camp Columbia aviator field, J. A. D. McCurdy, the Canadian aviator, ran out of lubricating oil today and was compelled to abandon a magnificent flight from Key West, Fla.
When he saw he could not quite reach this port, McCurdy alighted on the waters and the pontoons, with which it was equipped, floated the aeroplane until the destroyer Paulding, splicing along in its wake, had overtaken the aerial craft. McCurdy and his biplane were taken on board.
At first it was thought the aviator could make a new start from the deck of the destroyer, but this proved impracticable, and after considerable delay, the Paulding brought the outfit into the harbor. The other boats that marked the course had in the meantime joined the Paulding and the fleet came in together.
McCurdy, although he failed to meet the requirements of the competition, had accomplished a feat unprecedented in cross-sea flying. Compared with the 18-mile flight across the English Channel today the performance stands out as far more remarkable.
The aviation meeting opened yesterday and the flight of McCurdy across the Florida Strait was looked forward to as the big feat. Crowds attracted to the aviation field, four miles out of the city, early in the day, sought places of vantage on the house tops. When word came that the aviator had started from Trumbo Island, Key West, the news was quickly passed along and the excitement was intense. The wireless message saying that McCurdy was coming fast gave repeated thrills to the watchers, and by the time he was due here, business was all but suspended.
The Paulding was about 30 miles off shore, and when she reported that the "Belmont racer" had passed overhead, going strong, thousands of eyes were strained seaward. Then there was a prolonged interval during which there was no sight of or word from the air man. There was a feeling of relief, mingled with the disappointment at the receipt of the report that he had dropped into the water, but was riding the waves in security.
The Navy Department took an active interest in the flight, and every facility at its command was given to help. Tug boats and torpedo-boat destroyers were ordered to act as station boats 10 miles apart to mark the course of the flight. Early this morning they took their stations. First came the cutter Forward, 10 miles from shore, and then at intervals of 10 miles each the tug Massachusetts and the torpedo-boat destroyers Terry, Craigho, Roe and Paulding.
Some of the torpedo-boats were equipped with wireless, and when the word came from the last boat out at sea and from Havana that weather conditions were propitious, the start was made.
As McCurdy passed each boat at a velocity estimated at nearly 50 miles an hour, the sailormen gave him rousing cheers and steam whistles were blown.
The torpedo boats, as soon as McCurdy came in sight, started ahead at full speed, but the swift flying biplane soon outstripped them.
LIFE SAVED AT DEATH'S DOOR.
"I never felt so near my grave," writes W. R. Patterson, of Wellington, Tex., as when a frightful cough and lung trouble pulled me down to 100 pounds. In spite of doctor's treatment for two years. My father, mother and two sisters died of consumption, and that I am alive today is due solely to Dr. King's New Discovery, which completely cured me. Now I weigh 187 pounds and have been well and strong for years." Quick, safe, sure, it's the best remedy on earth for coughs, colds, lagrippe, asthma, croup, and all throat and lung troubles. 50c and \$1.00. Trial bottle free. Guaranteed by A. L. Thornton.

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