

WELCOME TO SALEM

THE BEST
NEWSPAPER

The Daily Capital Journal

THE LARGEST
CIRCULATION

36TH YEAR.

SALEM, OREGON, SATURDAY, MARCH 15, 1918.

PRICE TWO CENTS ON TRAINS AND NEWS STANDS, FIVE CENTS.

HISTORY OF ROAD AND ITS BUILDING

Built by Louis Gerlinger and
His Sons, Falls City to
West Salem.

STRAHORN BUILT BRIDGE

Road Taken Over By S. P. Will Be
Electrified and Made Part of
Great Electric System.

The ceremonies today completed and closed the railroad romance of the Salem, Falls City & Western railway, which will soon fly the flag of the Portland, Eugene & Eastern interurban system. At the same time was disclosed a story of how it was all accomplished by one man, Carl Gerlinger, who today carries a maimed arm as the badge of his honorable service in the development of western Oregon.

There are three of the Gerlingers, builders of the Salem, Falls City & Western, owners of the Dallas Lumber & Logging company at Dallas, and self-made men. Louis and George Gerlinger were natives of Chicago, who found a framed copy of Horace Greeley's advice on the wall of the first place where they applied for employment and lit out for the West. They made money and saw more of it hanging to the branches of the great forests in western Polk county. Carl Gerlinger was born in Germany, received the thorough training given mechanical engineers over there where the Kaiser insists that his subjects shall understand their business, and at the time his cousins, Louis and George, were making a beginning in Oregon, Carl was an engineer aboard the great steamer Deutschland, between New York and Europe.

In 1902 Louis and George decided to build a railroad from Dallas to the timber and they sent for Cousin Carl. The first year the road reached only to Falls City, but two years later it went on to Black Rock where a number of sawmills were operating. Its business was to haul out lumber and logs for the market and for the use of the sawmill they operated at Dallas. The entire equipment at that time was one Heisler engine, a second-hand coach, six flat-cars and one box car. Carl Gerlinger built and repaired the track, ran the engine, kept it in repair, issued train orders, sold tickets and quarreled with the Interstate Commerce Commission and the state railway commissioners. Carl held a 20-hour per day job where pennies had to be saved. In 1908, Cousin Carl was operating a machine-shop with a gasoline engine and a bunch of tools that the average machinist would consider useless. In that year a larger machine shop was constructed, Carl became master mechanic and employed skilled help. He solicited commercial repair work and in three years was able to pay back



First Train Approaching the West End of New Bridge.

ELECTRIFIES PEOPLE AS WELL AS ROADS

President Strahorn of the P. E.
& E. Tells Modestly of the
Road's Building.

CREDITS THE GERLINGERS

Points Out Some of the Benefits of
the Big Electric System if Oregon
"Totes Fair."

"Very early in the proceedings which led to this splendid demonstration I took pains to impress those whom we have to thank and congratulate upon its success that I could not consistently figure as a principal. That the credit for the planning and execution of the Salem, Falls City & Western railway enterprise was due to Mr. Louis Gerlinger and his able sons and assistants, with the more recent help of Mr. D. W. Cammell, general superintendent of the Southern Pacific company, and his engineers. Therefore, while I am responsible for starting some other things and am not a bit backward about absorbing and electrifying everything they have in this glorious valley that I can lay my hands on, I am here today to join you in celebrating the achievements of these other men, who have done more for you than I believe you yet realize. "I say this because, without wish-



First Train Emerging From East End of the New Bridge.

THOUSANDS GATHER FOR CELEBRATION

Big Delegations From Surrounding
Cities Come, Bringing
Brass Bands.

A BEAUTIFUL CEREMONY

Little Helen West, the Governor's
Daughter, from Eugene Scatters
Carnations on Bridge.

The day dawned bright and clear, crisp and cool, but this latter condition did not prevail long, for it soon began to "warm up." The opening of proceedings began about 9 o'clock when dozens of autos assembled at the Oregon Electric depot to welcome the visiting railroad officials and escort them to the Hotel Marlon. From that time there was not a dull moment for there was something doing all the time. The Silverton delegation headed by the famous Homer Davenport band was the first to arrive, and that famous bunch of brass manipulators was the first to "foot a horn" for the big celebration. It turned loose about 9 o'clock at State and Commercial, and the big crowd that gathered was soon "pating Juba" with their feet, in time with the music. A short time later the Chemawa band tuned up in front of The Capital Journal office and gave the office force, as well as the Marlon Hotel guests and the big crowd, some splendid music.

The Bridge Dedicated.

With the dainty little hands of Miss Helen West casting red and white carnations on each side of the new steel bridge, the official opening of the structure which means the opening of thousands of acres of land to railroad transportation throughout the valley was held at 11:30 this morning when an engine and three coaches broke through a flag barrier stationed on the east end of the bridge and carried with it hundreds of passengers and railroad officials.

In the neighborhood of three thousand people witnessed the official dedication of the new bridge. The engine, which was decorated in red, white and blue, left the West Side promptly at 11:16 a. m. Besides the railroad officials, Mayor Steeves, Judge D'Arcy, Graham P. Taber, editor of The Journal, and representatives of the Portland papers were either standing or sitting on the running boards and cow catcher of the engine. When the train arrived within ten feet of the flag barrier Mr. Taber assisted the Governor's daughter to her feet and S. G. Sargent, of Salem, handed a basket filled with overflowing carnations to Miss West. As the pilot of the engine broke through the barrier, Miss West scattered the flowers in its path while the motion picture machine recorded every action of both the person christening the bridge and the enthusiastic participants.

(Continued on Page Five.)



Judge P. H. D'Arcy.

to his cousins the entire cost of the plant with interest. Last year the shop overhauled and repaired twelve railroad engines.

In 1910 Louis and George Gerlinger decided to build their road to Salem. It reached the west bank of the Willamette river and stopped because of the great expense of constructing a suitable bridge. The Salem, Falls City & Western was acquired a year or two ago by the Southern Pacific company, and D. W. Campbell, superintendent in Oregon, immediately caused the building of the bridge to begin. It was estimated to cost \$192,000, but as completed represents an outlay of \$250,000.

SAYS SHE WAS JUST STARVED FOR LOVE

[UNITED PRESS LEARNED WIRE.]
Milwaukee, March 15.—"I was simply starved for love."

This was the explanation given here today by Mrs. Mabel Clarkson, wife of the Rev. Clarkson, of Chicago, for deserting her husband and children and eloping with Owen D. Conn, San Francisco's "\$100,000 burglar." Conn told San Francisco police that Mrs. Clarkson started him on his career of crime, but the woman says this charge is untrue.

"I was married," continued Mrs. Clarkson, "when I was only 18 years old, and my husband soon tired of me. He treated me shamefully. I was so hungry for love that I would have been grateful for attention from anyone. This condition of mine blinded me to the sort of man Conn was."

Mrs. Clarkson is bitter in her denunciation of Conn and today appeared anxious to testify against him. Milwaukee police think she can reveal the operations of Conn in Chicago, where he is reported to have got \$100,000 worth of loot.

The woman today expressed a desire to see her children, and admitted writing to her husband and asking for a reconciliation.

Was Horribly Tortured.

[UNITED PRESS LEARNED WIRE.]
Chicago, March 15.—Vincent Troinski, aged 45 years, a baker, was beaten and strangled to death here early today. Minnie Liaka, his common law wife was arrested.

Troinski was inhumanly tortured. His was twisted until the neck was broken; the eyes bulged from the sockets and the back of the head was beaten almost to a pulp.

The Liaka woman told the police that she found Troinski unconscious, lying in front of the bakery early in the morning. She declares he expired

Journal Want Advs. Bring Results.



Robert E. Strahorn.

ing to be personal, I have a very deep conviction that the road builder is always a public benefactor, and nearly always public-spirited, even if he should happen to profit by his enterprise. It has been thus from the very beginning of things. The ruler, either ancient or modern, who has handed down a great highway, has usually done more for his subjects and for posterity than by the winning of great battles. "Once a highway, always a highway," is a trite old saying to illustrate the enduring nature of such work. Cities may rise and fall and all other monuments may crumble, even the very rivers may dry up or change their courses, but from the trails of the earliest savages down through the caravan routes of all the ages to the greatest of man's achievements—the modern railway—the instances are rare indeed where the real highway builder has not left a monument, or the foundation for a monument, almost as enduring as time itself. Thus has the builder lightened the burdens and promoted the intercourse and higher civilization of uncounted millions in the ages of the past, with fair promise that his benefaction will continue to bless the multitude for the unending years of the future.

"So I say what these men have done for you and for posterity is a splendid, a majestic thing, no matter how it compares in size or extent with other like creations. It is just as important and potent for good to this community and its tributary country as the greatest enterprise of its kind is to the largest community."

"I regard the completion of the Salem, Falls City & Western, with its connection over to Fir and Silverton, as vastly more beneficial to you and the Willamette valley generally than the building of a new line from Salem to Portland. Of course I must modestly suggest that this presumes my being allowed to put on the finishing touches by electrification. By the persistent and splendid enterprise of these gentlemen and their Southern Pacific company backers, these two new cross-valley roads and the great bridge which connects them, the five north and south railroads of the Willamette valley and some forty miles in width of possibly its richest part are at last and forever tied by imperishable thongs of steel to the state capital. The facility with which the business of these five north and south roads and every hamlet and community along them will ultimately be exchanged with Salem will surprise even the most optimistic. Mod-

esty here again almost forbids my reminding you that this happy condition will be vastly enhanced when these five north and south railroads are increased to six by the early completion of the last and best, the main trunk line of the Portland, Eugene & Eastern, with its various branches, particularly the McMinnville and the Silverton-Molalla-Canby lines. "Surely your cup of good cheer, congratulation and good will should be full to overflowing. I venture the assertion that no similar area west of the Mississippi is better served by railroads than this will be when this program is complete. It would seem that the slogan 'Markets 30 minutes from the farm' has been realized. We may well pause to consider that in most regions today railroads are not seeking so much to extend their lines as they are concerned with the development of the territory they now occupy. This because after all it takes large traffic to pay dividends, while idle metal only glitters in the sun or rusts. Without adequate tonnage the most gigantic transportation company heads straight to bankruptcy. So, my friends, it behooves us to pull together in consistent and persistent endeavor to develop every fertile foot of this great territory to its greatest possible production, encourage by every means the establishment of home industry and promote with most cordial co-operation the intelligent interchange of business and the enlightenment and care-lifting habit of intercourse and travel.

"I am earnestly and always thanking my Maker and all my lucky stars that I am permitted to play the game in the best country on earth, and feel that I can consistently and truthfully urge upon the railway interests I represent that here is a land which will not disappoint when the day of reckoning comes and the harvest is counted. But may we not well take thought of the responsibility assumed when, with the hope born of glad optimism, we so persistently urge and, as in this case, so confidently secure the investment of a vast capital in a field 3,000 miles from the men who furnish the money. It is one thing to induce the pouring forth of all this treasure; it is quite another to insure a safe and adequate return. "Speaking, therefore, as a citizen as well as a builder charged with my fair share of the duty of the public to see to it that such great confidence is respected, and each great interest fairly treated, I hope I express the sentiment of this community and state,

(Continued on page 5.)