THE JACOBS-STINE COMPANY

Announce That They Will Sell the Famous

RIVERSIDE ORCHARDS

In Tracts of From One to Five Acres Each, Planted to Walnuts, Peaches and Cherries,
ON EASY TERMS AND SMALL MONTHLY PAYMENTS

Riverside Orchards is controlled by The Riverside Orchards Company, a corporation organized for the purpose of subdividing high-class fruit lands. Among the stockholders are the following well-known business men:

Mr. C. W. Hodson, President of the Commercial Club.
Mr. John Daley, President of the Title Abstract Company.
Mr. R. S. Greenleaf, Engineer and former Assessor of the City of Portland.
Mr. W. T. Joplin, of Joplin & Meeks, Contractors.
Mr. John Hartman, of Hartman & Thompson, Bankers.
Mr. E. L. Thompson, of Hartman & Thompson, Bankers.
Mr. Frank Power, former vice-president of the Oregon Nursery Company.
Dr. E. De Witt Connell, of Portland.
Dr. R. E. Lee Steiner, Superintendent Oregon State Hospital.
Mr. John L. Bradbury, Capitalist, San Francisco, and a number of others.
Mr. Fred A. Jacobs, President The Jacobs-Stine Co.

The standing and integrity of the above is a guarantee of the success and value of this proposition.

LOCATION

The Riverside Orchards is only 40 miles out of Portland, lying immediately adjacent to McMinnville, a prosperous city of over 3000 people. From the center of the town to the center of the orchards is less than a ten-minute drive. McMinnville is an educational center, has graded high schools and is the seat of the Baptist College, has no saloons, has well-paved streets and first-class municipal improvements, including a splendid water system and electric lights. There is no more delightful place in all of Oregon in which to live. Over sixty of these tracts front directly on the Yamhill River.

TRANSPORTATION

Riverside Orchards has two railroad lines, the Southern Pacific Railroad, the Oregon Electric Railroad is preparing to build from Portland to McMinnville. The steamer Leona runs from Portland twice a week. These give unexcelled service for both passengers and freight, and bring the markets within quicker touch than is usual in fruitraising communities.

SOIL

The soil of the Riverside Orchards is a rich, thoroughly-drained Willamette Valley loam. In some places the soil is 62 feet deep, making it an ideal spot for growing fruits of all kinds.

We have selected Walnuts, Peaches and Cherries for the reason that Peaches and Cherries give an early income, while Walnuts give a permanent and ever-increasing return, the trees bearing for centuries. The trees have been selected personally by Mr. Frank Power, the best man in this line on the Coast today.

The planting will be under the personal supervision of Mr. J. R. Shepard, the well-known horticulturist, of Salem.

There are only 88 tracts and the demand will be big, so we suggest prompt action on the part of our customers.

Every undertaking that the Jacobs-Stine Company has gone into has been a decided success. We want to say here that we have never taken up any other proposition with more enthusiasm than we start in with on the Riverside Orchards. The most prominent men in McMinnville and that district tell us that there is nothing in the country superior to the Riverside Orchards, and we believe them. After you have seen this tract, you will believe it, too.

Send in and get our beautifully-illustrated booklet on the Riverside Orchards and Walnut Culture.

Our personal guarantee goes with each tract. We will take care of each orchard for four years absolutely free of charge and turn it over with every tree perfect.

SUNDAY—GRAND, FREE EXCURSION—SUNDAY

We have arranged to take twenty-five guests tomorrow (Sunday, Nov. 8.) Transportation, including drive over the orchard, absolutely free. Tickets and illustrated pamphlets with full details can be obtained today at our office.

THE JACOBS-STINE COMPANY

ORCHARD DEPARTMENT

Acheson Building — 148 Fifth Street — Portland, Oregon

BEGIN AT ONCE ON NEW CUT-OFF

Steam Cars Will Be Off Fourth Street in Year and Half From Now.

RIGHT OF WAY SECURED

Last Obstacle to Construction Removed—Work of Electrifying Road Will Be Completed Soon as Oswego Bridge Finished.

Steam cars will be removed from Fourth street within one and one-half years from today. This was announced positively by General Manager J. P. O'Brien, of the Harriman lines, yesterday afternoon. Mr. O'Brien said he had been authorized by the Eastern officers of the company to begin work at once upon the Beaverton-Willsburg cut-off, over which, when completed, all the through West Side traffic of the Southern Pacific will come into Portland by way of the East Side or main line. The building of the cut-off and the bridge across the river at Oswego, about 11 miles in extent, will cost about $800,000. Further than this, Mr. O'Brien declined to make any statement.

The company completed surveys and purchased practically all the right-of-way for the new line several months ago. At that time the Harriman people made an allowance of $1,000,000 for its construction, including the amount in a budget of $2,000,000 for separate improvements on lines near Portland. There was some difficulty in getting the right-of-way for a part of the line, and the purchase of the land was not completed until yesterday. Mr. O'Brien immediately notified the board of directors of his success in the deal and was authorized to begin work.

Just what will be done with the Fourth-street franchise when the new line is completed is a matter of conjecture. Mr. O'Brien declined to discuss the subject. Other railroad men are more communicative. They say Southern Pacific engineers have been running over the line as far as Forest Grove with a view to electrifying it or reducing the grades so as to make the line suitable for gasoline motor cars, and that even now plans for a new power line are in the hands of the Harriman company.

According to the most authentic story the road will be electrified, first to Beaverton and then to Hillsboro and Forest Grove. The work, it is said, will be completed and cars ready to run just as soon as the trains move over the Oswego bridge.

Work on the bridge may not be begun for several months. River captains say that at the present stage of the river nothing can be done in the way of placing piers. According to their statement the company will not be able to do any work on the bridge until next February or March.

PLAY GIVEN BY CHILDREN

"Nino's Revenge" Put On by Liliputian Stock Company.

The Liliputian stock company, composed of children of the Holy Rosary Parish, rendered a pleasing performance last night in Alumni Hall, in the Brothers' Christian College, on Grand avenue and Clackamas street. The play was called "Nino"s Revenge," and has three acts. There was a scene in the forest, a street in Naples, and in the chapel in San Gennaro's Convent. The parts were remarkably well given, the children entering with spirit into the performance. The fine, large stage in this hall enabled them to give the play to the best advantage.

The cast was as follows: Rose Philip, Nino Bravetta; Virginia Brown, Lucia, his sister; Helen Southard, La Santa, a nun; Josephine B. Hoben, Francesco Galanti; Dorothy Connolly, Giovani, his page. The specialties were rendered by Josephine Hoben, Rose Philip and Virginia Brown. There was a large attendance. The play was given under the auspices of the Ladies' Altar Society of the Holy Rosary Church.

Nashville Plant Burned.

NASHVILLE, Nov. 6.—Fire today destroyed the plant of the Nashville Saddlery Company. Loss, $130,000.

BANQUET TO JAMES J. HILL AS SEEN THROUGH FEMININE EYES

Railroad Scheme Is Carried Out in Decorations, and Large Dining-Rooms Present Pleasing Picture.

BY LILIAN TINGLE.

THE banquet given last night by the Portland Commercial Club and Chamber of Commerce in honor of James J. Hill and his party of railroad magnates was a strictly masculine affair, but by the courtesy of the committee there were two "mere women," who were fortunate enough to be admitted to the sacred precincts and to inspect the glittering banquet hall and the busy kitchens just before the great event of the evening came off.

The dark red walls of the dining-room, with their panellings of Oregon fir, and draping of the National flag, made a striking background for the long tables with their burden of lustrous linen, silver, and glass, all of which, other feminine minds may be interested in knowing were specially designed for the club. Portland's rose appears woven in the damask, engraved on spoons, forks and glasses, and introduced, like the coat-of-arms or crest of old-world royalty or nobility, on the borders of the plates and dishes.

Each long, rather narrow, table was effectively decorated with sprays of Oregon grape; while their wider circular ends were banked with the same glossy foliage and big yellow and white chrysanthemums. Down the center of the table of honor and round these circular ends ran a minature railway with tunnels, signals, switches and arc lights all complete, and an active little electric-run train of cars, which came to a halt at the station (with 2-inch high ticket collectors and passengers) opposite Mr. Hill's seat. "The best built railroad in America" ran the legend above the rail.

The dinner favors at every place were tiny gilded engines and railroad lanterns. The railroad idea was further emphasized by the chime of engine bells arranged on the balcony, to do duty as dinner gong.

It was the eleventh hour and the 245 guests would be arriving in a very few minutes; but any housewife, flustered in expectation of "the folks" coming for her Thanksgiving dinner, might take a lesson in calmness, composure, and generalship from the head waiter, Ed. Hess, who was marshalling his forces, answering 50 questions a minute, bearing up in the face of delayed menu cards, and pacifying a babbling telephone with a smile on his face and no visible marks of hurry or strain.

"Get that gang from the kitchen" was the order; and 35 waiters fell cheerfully in line to answer the roll call.

"The kitchen is the busiest place in the building," said our guide as he steered us past the overflow dining-room, arranged in the grey green ladies' grill room, and past the wine-room, with its pyrmids of glasses and its huge tubs of cracked ice. The kitchen was busy, certainly, but there was no confusion or hurry among the many white-capped workers. Smiles and jokes were being exchanged across steam tables and orderly piles of rolls and butter-pats. One stout chef was sternly demanding of a subordinate, "Where's them 400 doilies?" but with less emotion than the ordinary housewife would show in asking for "those six extra teaspoons." Everything was ready, and everybody at his post.

What were they going to serve? Well, the formal menu, in French, no doubt appears, with the list of toasts and speeches, in another column; but here is the plain United States of it: Toke point oysters, green turtle soup a la Royale (these "a la's" give style, but do not always mean much to the lay mind), celery, queen olives, salted almonds—even great men must nibble between courses—West Oregon salmon a la Duperre, Persillade potatoes. The single entree was "sweetbreads a la Valliere," followed by the sorbet "Parfait Amour." Broiled chicken a la Delisle came next, in company with green French beans. Asparagus salad ("Asparagus is such a dressy salad," says a hostess-friend of mine), and then ice cream, "surprise" style. Bonbons in paper cases, little assorted cakes, Roquefort cheese and coffee were the concluding items of this well-chosen menu. Of course, there were other items—Martini cocktails, Sauterne, champagne, cigarettes and cigars; but these, in the immortal phrase of Barrie's "Miss Allie," are "words with which we have no concern."

But already the guests were assembling, passing under the arch of carnations and smilax which formed the words "Welcome to the North Bank Road."

"That's Mr. Hill himself," said someone. It was time for feminine visitors to vanish; but "Weren't you glad to get a glimpse of him?" said one, and "Doesn't he look exactly like his pictures?" said the other.

BUILDS FOR FUTURE

Howard Elliott Tells of Portland-Spokane Road.

FINEST IN WHOLE WORLD

Says Line Will Take Care of Traffic for Years to Come—Likes Portland People and Compliments City on Great Growth.

"I really cannot say when the Spokane line will be opened," said President Howard Elliott. "It is completed from here to Pasco and trains may run into Spokane over the Northern Pacific. The line to Spokane is ready for operation now, but I cannot say when it will be opened for traffic."

"When will the road be formally opened for traffic?"

"Not until the line from Pasco to Spokane is completed, which will be in about four or five months. We shall have the whole road ready in 1909. And we shall have a road that will give Portland a cause for pride. In building or equipment there will not be a better road in the United States or, for that matter, in the whole world. The road will be capable of handling all traffic for years to come, and it will bring passengers into Spokane within 10 or 12 hours after they leave Portland.

"In building the road our idea has been to look not only after present traffic, but also for traffic in the future. In the spoken language, we move in advance. We try to anticipate the needs of a community, for we know that where we build business will follow.

"The city wishes to know about the North Bank road and intentions of the Great Northern-Northern Pacific-Burlington syndicate."

"There is not much to say about that. We are finishing work on all our improvements, of which there are a number besides the Pasco-Spokane line I spoke of. Here is some history, almost a day old now, that I may tell you. Mr. Hill and his entire party viewed the whole line from Pasco to Portland and the Northern Pacific line from Kalama to Vancouver. Our trip from Pasco to Astoria has been written up, but our return trip has not. We left Astoria at 2 this morning, and at Goble we took the ferry for Kalama. We looked over the road from Kalama to Vancouver closely, and at the latter city we started on our journey back to Portland over the Columbia and Willamette River bridges. This section of the road has been finely builded. It will be our entrance to Portland for Puget Sound traffic in the future.

"Now, may I say something? Yes? Well, I want to say that I am greatly gratified at the attitude of the Portland people. During the Lewis & Clark Exposition they gave us a banquet and tonight they give us another. This is an indication of friendship on their part, and the feeling is the same with us. The people are the same as ever, but the city has improved wonderfully during the past five months. Building is going on all over."

SISTER ALFRED IS DEAD

Secretary of St. Vincents Passes Away After Month's Illness.

Sister Alfred, one of the most highly esteemed of the Sisters of Charity, who conduct St. Vincent's Hospital, and the secretary of that institution, died at the hospital last night at 6:50 following an illness of a month's duration. She had been a sufferer from heart disease for many years. Her name and gentle personality are familiar to many Portland people, where for the past 19 years she had been one of the most sympathetic and untiring workers in the institution. She was 46 years and 11 days old and was known outside her sisterhood as Miss Susanna Eveline O'Brien.

She was born in Sydney, Australia, but came to Oregon with her parents when only 3 years old and has resided here ever since. At the age of 15 she entered the sisterhood at Vancouver, Wash., and came to St. Vincent's Hospital ten years later. During the years since she became the secretary of the institution and transacted a great deal of its public business the work of the public charity of the order has been largely in her hands.

Two of her sisters were present at her deathbed—Sister Mary Rose, O. S. B., of Mt. Angel, and Sister Gertrude, of North Yakima, Wash. She is survived by three other sisters—Sister Mary Margaret, O. S. B., of Mt. Angel, Sister Mary Genevieve, O. S. B., of Woodburn, and Mrs. J. F. Campeau, of Aurora, Or. The funeral will occur on Monday and the interment will be made in Vancouver, Wash.

The bereaved family and sisterhood have the sympathy of a large circle of friends. The father of decedent died at St. Vincent's but a few months ago and was well known throughout the city and state. There are no other relatives living.

TELLS PLANS OF CONGRESS

Whitman President Outlines Addresses to Be Given.

Upon his return from a trip East, S. B. L. Penrose, president of Whitman College, at Walla Walla, was in consultation yesterday with MacNaughton, Raymond & Lawrence, the architects who designed the plans for the new buildings and made the scheme for their grouping.

Dr. Penrose outlined the scope of the coming educational congress that is to be held at Whitman, November 17 and 18. While in the East he received acceptances from leading educators to be present at the congress, among them Dean Burton, of the Massachusetts Institute of Technology, and President Cyrus Northrup, of the University of Minnesota. Other addresses are to be delivered by prominent authorities, including one by D. C. Henny, supervising engineer of the United States Reclamation Service; E. T. Allen, Chief Inspector of the Forestry Service, and E. F. Lawrence, of Portland. These addresses are scheduled for Tuesday, the opening day of the congress, and on the following day Professor Anson Phelps Stokes, secretary of Yale University, will deliver an address on "The Importance of Having a Private Educational Institution Strong Enough to Influence the Educational Policy of a Territory."

Receptions and banquets will fill in the time between sessions of the congress, which is expected to be one of the most important educational events occurring in the Pacific Northwest.

The sweet potato and the Jerusalem artichoke are supposed to be indigenous to America.

GRAND LEADER

SATURDAY
EXTRA SPECIAL
STORE OPEN UNTIL 9:30 P. M.

$35.00 and $40.00 Suits
At $16.95

250 Tailored Suits of all-wool chiffon broadcloths, including all the new colorings and fancy novelty worsteds in the new 36-inch coat model, with best guaranteed satin linings, newest cut skirt with deep bias folds. Actual $35 and $40 vals.

Saturday—Last Day
At $16.95
STORE OPEN UNTIL 9:30 P. M.

See Our Window Display