

POWER PLANT FOR CLACKAMAS RIVER

Will Be Established Three Miles Below Cazadero by New Concern.

ESTIMATED COST \$500,000

Fifteen Thousand Horsepower Will Be Generated, Which Will Be Sold in Portland—Preliminary Operations Begun.

The development of a big electric power plant on the Clackamas River similar to the Portland Railway, Light & Power Company's station at Cazadero, is the plan of F. S. Morris, of Morris Bros., brokers and bankers of this city. The plant, as projected, will cost about \$500,000 and is expected to generate 15,000 horse-power. Mr. Morris will carry out his plan under the name of the Clackamas Land & Electric Company, which has been incorporated with a capital stock of \$500,000. Incorporators are Wirt Minor, A. B. Crossman and C. K. Williams. The Morris plant will be located three miles below the present power station of the Portland Railway, Light & Power Company and will use the same water as the former concern after it has passed through the big turbines at the upper station. The new company expects to enter into direct competition with the Portland Railway, Light & Power Company in furnishing power and light in this city. Mr. Morris planned the harnessing of the Cazadero water power three years ago. Since the trolley line was completed to the river, there will be little difficulty in landing materials at the very spot where they will be needed to construct a big power dam and rear the massive concrete construction of the power station.

Mr. Morris went out to Estacada yesterday to look over the preliminary work of clearing the location for the power plant. Men were set to work building bunk houses for the construction crews and clearing the land of trees and stumps. By the time the lowest stage of the river is reached next summer, it is expected the work will have been sufficiently well advanced for the construction forces to commence laying the foundations of the dam.

It will be a matter of one or more years before the power station can be completed ready for operation. However, Mr. Morris says work will go ahead steadily until the project is complete.

"I have owned the land on the Clackamas River for some time," said Mr. Morris, "and have often considered putting in a big electric plant there. I think the time is now ripe for the venture. The city needs more electricity for manufacturing and for lighting and we propose to supply it. We will build a dam 80 feet long by 40 feet high. I figure that the plant will cost \$200,000 but will generate 15,000 horse-power when completed. The machinery we will install will be the best and most modern to be had. Work on clearing the ground and building bunk houses for the men will start today."

SCHEDULE IN EFFECT SUNDAY

North Bank Road Will Run Two Trains Daily Each Way.

Permanent schedules on the North Bank Road will be inaugurated Sunday morning. The time-table just made up by the general passenger department of the road will, undoubtedly, be maintained until the line is completed through to Spokane, which is expected to be accomplished early next year.

Commencing Sunday, the Inland Empire Express, train No. 4, will leave Portland daily at 3:15 A. M. and will run direct to Walla Walla, reaching that city at 9:15 P. M. This train carries baggage, express, smoking, first-class day coaches, dining and parlor observation cars. Passengers taking this train may get breakfast on board.

Train No. 2, the North Bank Limited, will leave Portland daily at 5:30 P. M. It will carry through standard and tourist sleepers to Spokane, arriving there at 6:55 A. M.

Train No. 1 will leave Walla Walla at 6:50 A. M. daily, carrying the same equipment as No. 4 eastbound and will run through to Portland, arriving here at 5:25 P. M. Train No. 3 will leave Spokane daily at 4:45 P. M., carrying tourist and standard sleepers, arriving at Portland at 7:30 A. M. the following morning. The night train out of Portland will carry a diner so passengers may get dinner on board, and the same car will come back on train No. 2, where breakfast will be served.

The new schedule was just made up yesterday. The first train out Sunday will carry a party of passenger officials, among them being H. M. Adams, head of the passenger department of the new line, who will make a gala occasion of the running of the first through train from Portland to Walla Walla.

EXCURSIONS TO CALIFORNIA

Two Trainloads From Washington Will Go South This Winter.

Two big excursions from Washington to California will be run through Portland this winter. One will come from Puget Sound and the other from the Inland Empire. Both will be operated by the Northern Pacific and Southern Pacific and will be personally conducted. Both will be run in special trains of Pullmans during the months of January and February.

The first will be operated under the auspices of the Alaska-Yukon-Pacific Exposition and will carry 100 people from Seattle, Tacoma and the other Puget Sound cities. The object of the excursion is to advertise the fair and induce the tourists to return this way next year, taking in the exposition on their way to their homes in the East.

This excursion is expected to accomplish a great deal in the advertisement of the fair throughout California. The excursion will be headed by men prominent in the fair management and no doubt much travel will be attracted from California.

The excursion from the Inland Empire, that will probably be run in February, will be a big affair. Two special Pullman trains will carry the junketers and the trip will be made for pleasure purely. One train will be run from Spokane and another from Walla Walla. About 50 requests have come to General Passenger Agent McMurray, of the Harriman lines, asking that the excursion be run this winter.

Last year one train, made up of Spokane and Walla Walla people, was operated to Southern California through Portland. Personal representatives of Mr. McMurray's department accompanied the train the whole distance and the excursion was a huge success. Such an enjoyable trip resulted that the Inland Empire

people are anxious that the trip be repeated this winter. The coming excursion will be more elaborate than that of last year. Not only will the number of excursionists be larger, but the accommodations will be better, and the entertainment offered will be on a more extensive scale. One of the most pleasant features of last winter's junket was the entertainment offered at the various cities en route. There was a continuous string of receptions, which began at Portland, and continued throughout the journey. The leading California cities showed the travelers every attention and contributed largely to their enjoyment of the trip.

This pleasant feature will doubtless continue during the coming winter. The commercial bodies of the various cities will see to it that the stay of the special train parties is made as happy as possible. While pleasure is the prime object of the excursion, literature advertising the Pacific Northwest will be carried along and distributed and business men on board will look after their interests in the territory traversed.

General Passenger Agent McMurray, of the Harriman lines in this territory, is working out the details of the coming excursion in connection with the office of A. D. Charlton, assistant general passenger agent for the Northern Pacific and no detail will be overlooked in making the excursions of the coming winter highly successful.

INSPECTS TRAFFIC SITUATION

J. M. Hannaford, N. P. Vice-President, Coming to Portland.

J. M. Hannaford, second vice-president of the Northern Pacific, of St. Paul, accompanied by his wife, will reach Portland tomorrow morning from the East. Mr. Hannaford is in charge of traffic for the Hill line, and while here he will look over the local traffic situation as it is affected by the opening of the North Bank road.

Freight for Portland over the Northern Pacific no longer moves by the roundabout route of Puget Sound, instead of hauling it over the Cascade ranges. It is sent down the Columbia in long trains from Pasco. The Great Northern, too, is making preparations to handle all its freight by the new road from Pasco to Portland, instead of over the O. R. & N. line on the south bank from Spokane, as at present. The new routing of freight from the East to Portland by the Hill lines will result in big savings in operating expenses. Instead of having heavy grades to overcome on the west end of the journey, the new road offers an easy down grade all the way from Pasco.

PAVING QUESTION AGAIN

COMPLAINT ABOUT DENNY-RENTON BRICK IN SEATTLE.

Of Interest to People in Portland Who Have Given the Paving Conditions Thought.

The following extract is taken from an article published in The Seattle Daily Times, Friday, November 13: Delivery of imperfect brick by the Denny-Renton Clay & Coal Company on the four paving contracts on Queen Anne Hill is given as an excuse for the unusual delay in pushing through these improvements, and reports from inspectors that the brick was not fit for street gutters led Acting City Engineer D. W. Morris to ask the company to send its own men to the work to cull out the brick that was not regarded as suitable for such work, with the result that the inspectors of the brick company culled out 60 per cent of one delivery. Inspectors of the city reported that in their opinion at least 70 per cent of the brick was not fit for street work. "Failure of the company to deliver suitable brick when needed," Morris said today, "has led us to incorporate in all new calls for bids an alternative proposition calling for either brick or concrete gutters. The Denny-Renton Company charge \$3 a thousand for the best paving brick. Inferior brick often comes from kilns containing a large amount of the first grade product, due in most cases to imperfect burning. On some streets where the traffic is not heavy some of the poorer quality brick is sometimes used, and especially is this the case where property owners insist that the work be rushed through with what material is obtainable."

STUDIES PROMOTION WORK

C. W. Ramsey, of Goldendale, Visits Portland Commercial Club.

C. W. Ramsey, of Goldendale, secretary of the Klickitat County Development League, reached Portland yesterday and will spend three days here going over the work of the Portland Commercial Club and the general publicity campaign of the Oregon organization with a view of modeling the work undertaken in Klickitat County along the same lines. Mr. Ramsey is optimistic concerning the development work that will be accomplished in his section during the coming year.

"The business men of Goldendale," he said, "have determined to make the advertising fund for Klickitat County not less than \$1000 for the year, and they will visit every population center in the county and hold meetings to arouse the people to do their part in the campaign for publicity."

"As proof that our people are in earnest in boosting Klickitat County, they are already going out and addressing the school children and urging them to write letters to relatives and friends in the East descriptive of the county and its resources. Already many inquiries are being received by our organization regarding fruit, stock and wheat lands. We are arranging a display of our white pine lumber at the Alaska-Yukon-Pacific Exposition."

"Our people are grateful to Tom Richardson and the Commercial Club for the aid that is being given us in directing our publicity work along the right lines and we also appreciate the advertising the newspapers are giving our section of Washington. Our whole country is directly tributary to Portland and both sections may be of mutual benefit."

THANKSGIVING LINENS.

Special offerings today in high-grade Irish linens, tablecloths, sets, napkins, traycloths, lunch cloths, doilies, centerpieces, etc., etc. We are the largest importers of the finest linens made. McAllen-McDonnell Company (Inc.) Corner Third and Morrison.

Railroad Men Buy Oregon Lands.

Any number of Portland railroad men are buying fruit and walnut lands in various parts of the state. Among the latest railroaders to invest in Oregon lands are W. C. Seachroet, North Pacific Coast agent for the New York Central line; E. R. Johnson, passenger agent for the Canadian Pacific traffic department. With George E. Wagner, a local real estate man, they have purchased a tract of 100 acres near Sheridan that is suited to the growth of either walnuts or fruit. None of the three railroaders expects to go out of the railroad business, but all believe the investment in Oregon lands is the best they can make.

\$20 A Big \$20 Woolen Buy

Anyone Paying Any More Than

\$20

For a Suit or Overcoat Please Report to the Manager

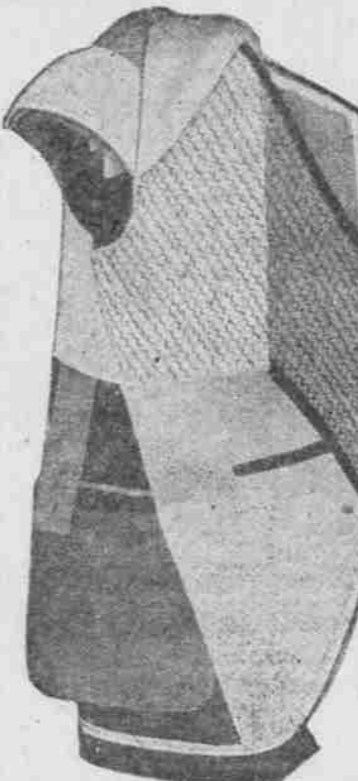
We bought \$31,000 worth of goods of L. Lyons, the highest priced merchant tailors in the world. They were forced to sell them. Our bid was the closest to the price they had to have. They never sold a suit in their business experience for less than \$60, and only used the best woollens money could buy. Now we are going to put on sale

Friday, Saturday and Monday EVERY YARD OF THESE GOODS AT ONE PRICE \$20

Made to order, no matter what price these goods sold for, \$65, \$70 and \$75 was their price, and you would be safe if you paid us these prices for these goods—you would not be paying ONE CENT too much.

OUR PRICE WILL BE \$20 MADE TO ORDER

And made in ANY STYLE you wish, with A No. 1 linings and workmanship; made in our own shops, and made to fit you perfectly.



You will NEVER have this chance AGAIN, for such a price. Goods never used by any one but first-class merchant tailors. REMEMBER, we will only put these goods on sale in this store for

FRIDAY SATURDAY MONDAY

Balance of goods not sold will be sent to our San Francisco store. Open until 10:30 P. M. Saturday evening, and

We Guarantee to Get Your Suit or Overcoat Out for Thanksgiving and the Price Is \$20.00

AMERICAN GENTLEMAN TAILORS

94 Sixth Street

American Gentleman Tailors 94 SIXTH STREET

