

CONCERN TO MAKE TEN CARS DAILY

Factory to Be Installed in This City Will Employ Between 300 and 400 Men.

ORDERS ALREADY WAITING

Experienced Manufacturers Who Will Have Charge Show That Cost of Construction Will Be Low Here.

A plant that will employ between 300 and 400 men and turn out at least ten freight cars daily, in addition to doing general repair work on locomotives, is planned by the Pacific Car & Foundry Company, which has secured a site on the Peninsula adjoining the Swift Packing plant. The site purchased is 500 feet wide and 1800 feet long and is said to have cost the company about \$25,000.

Decided on Vancouver.

The Pacific Car & Foundry Company in locating a branch in the Northwest had originally decided upon Vancouver and a large subsidy had been subscribed there but owing to overtures having been made by the Swift people the company has acquired a site on the Peninsula.

In locating the plant the availability of fir timber was one of the main considerations. Fir has become the standard in freightcar manufacture and the Eastern manufacturer must ship his raw material from the Pacific Coast. With the exception of one small shop in Seattle there is no plant on the coast that now makes a business of car or locomotive repairs. Because of the availability of timber it is estimated that a plant in Portland can make freight cars at a saving of from \$25 to \$35 over a Chicago plant. In addition the freight to the coast stands against the Middle West manufacturer. For instance, the estimate of the cost of making a freight car in Chicago is \$311.61, to which must be added a minimum freight charge of \$90, making the total cost delivered on the coast \$401.61. The cost of making one in the same car in Portland is placed at \$486.77, making the total saving over the Eastern cost, \$114.84.

It is also asserted that the demand for the cars no far exceeds the supply that the plants of the company will run at capacity. The company now has orders on file for \$100,000 worth of cars, the delivery of which is contingent upon the completion of the Portland plant about next March.

Men in New Company.

The president of the Pacific Car & Foundry Company is H. A. Bowen, at present general superintendent of the National Dump Car Company, an affiliate of the American Car & Foundry Company, of St. Louis. J. W. Bress, the first vice-president, is the general manager of the W. L. Holman Company, of San Francisco, and the second vice-president is the general manager of the American Car & Foundry Company, of St. Louis. J. W. Bress, the first vice-president, is the general manager of the W. L. Holman Company, of San Francisco, and the second vice-president is the general manager of the American Car & Foundry Company, of St. Louis.

PERSONAL MENTION.

- H. C. Watkins, of Hoquiam, is a guest at the Lenox Hotel.
- A. E. Hooper, of Tacoma, is registered at the Ramapo Hotel.
- G. B. Mulloy, a merchant of Medford, is a guest at the Hotel Oregon.
- Joseph E. Sengo and wife are Chicago tourists registered at the Ramapo Hotel.
- H. L. Truax, a merchant of Grants Pass, is registered at the Perkins Hotel.
- W. W. Wilson, a contractor of Spokane, is registered at the Hotel Oregon.
- A. C. Brinkerhoff, a merchant of Carlton, is a guest at the Cornelius Hotel.
- A. M. James, a politician of Duluth, Minn., is registered at the Ramapo Hotel.
- D. M. Stuart, a prominent timber man of Astoria, is a guest at the Hotel Oregon.
- Millan L. Bradley, a sawmill man of Spokane, is registered at the Hotel Oregon.
- P. P. Swanson, a prominent contractor of Spokane, is registered at the Seward Hotel.
- James Knight, ex-Sheriff of Marion County, is a guest at the Imperial Hotel.
- D. J. Burrows, a lumberman of Hoquiam, is registered at the Oregon Hotel.
- Alonso Geesmer, ex-State Senator of Salem, is registered at the Imperial Hotel.
- John McCracken, wife and son, Robert, have taken quarters at the Nortonia Hotel.
- Harry A. Littlefield, a prominent Newburg physician, is registered at the Cornelius Hotel.
- J. H. Madison, of Galesburg, Ill., is a Portland visitor with quarters at the Lenox Hotel.
- George W. Johnston, a prominent merchant of Dufur, is a guest at the Cornelius Hotel.
- W. J. Perney, of the Herring Lumber Company, of Seattle, is a guest at the Nortonia Hotel.
- J. C. McKinley, of White Salmon, Wash., a prominent fruitgrower, is a guest at the Nortonia Hotel.
- William T. Dorch, of Goldendale, Wash., is visiting Portland with quarters at the Seward Hotel.
- Dr. D. A. Palma, ex-Superintendent of the State Insane Asylum, is registered at the Imperial Hotel.
- W. H. Burghardt, Jr., a prominent young business man of Salem, is registered at the Portland Hotel.
- C. A. Finley, of New York, who is introducing a new attraction at Council

Chest for the coming season, has taken quarters with his family at the Perkins Hotel.

Noble A. Ellsworth, a lumberman of South Bend, and wife are guests for the week at the Perkins Hotel.

W. H. Halliwell, Jr., Pacific Coast manager of the Warner Instrument, has been in the city for a few days.

J. W. Dawkins, a prominent Spokane business man, is visiting Portland and has taken quarters at the Portland Hotel.

Mrs. D. M. French, wife of a prominent banker of The Dalles, with Miss French and Mrs. Buchanan, of The Dalles, are guests at the Seward Hotel.

Senator R. A. Booth, of Eugene, and J. O. Booth, of Grants Pass, both of the Booth-Kelly Lumber Company, are visiting Portland with quarters at the Imperial Hotel.

Dan S. Kain, representing the Valdez, Alaska, Chamber of Commerce in the better roads movement for Alaska, has taken quarters for the winter at the Perkins Hotel.

Mrs. Alice Brown Marshall, who has left for California, will be the guest, for 10 days, of her cousin, Dr. Charles Reynolds Brown, pastor of the First Congregational Church, of Oakland, Cal. Mrs. Marshall will return November 1.

L. Q. Swetland, secretary of the Perkins Hotel Company, has just received a telegram from New York that grandstand and box accommodations have been reserved for himself, for President F. J. Richardson and Mrs. Richardson for the Vanderbilt cup races. The party will leave for New York at once.

BIG TASK IS LESSENER

Mailing Division of Main Postoffice to Be Moved.

For another 11 days will the Postoffice in the Federal building be the "whole thing." Thereafter it will handle only incoming mail, and in reality will be but the distributing point for city mail and administration headquarters. On November 1 the mailing division of the Postoffice will be in full force at Fifth and Gilson street to handle all outgoing mail. After that date letters to distant points dropped in the main Postoffice will be delayed to the extent of the time it takes a drey to cover the distance from the Federal building to Station E, as the mailing division will be called.

After November 1 no second-class mail will be received at the main Postoffice at all, notice to that effect having been sent out yesterday to newspapers, publishing firms and mercantile houses by Postmaster Young. At Station E all outgoing mail will be stamped, canceled, bagged and sent on its way, its proximity to the depot being a time-saver, not only for the Postoffice but for the sender, the sender of outside letters, papers and packages as well.

The mailing division occupies more than half of the ground-floor space of the building owned by Dr. A. C. Smith, completed recently, at 124-128 Fifth street North, near Gilson street. The Postoffice Department, leasing the site for five years before the structure's plans were complete, the portion occupied by the mailing division was constructed especially for the needs of such an establishment, and the convenience of a cramped quarters in the main Postoffice will be a thing of the past.

C. H. Holloway, superintendent of the mailing division, will be in charge of the new Postoffice station, and a force of 90 men will work day and night there in giving the outgoing mail quick dispatch. While essentially the mailing division, Station E will be a branch Postoffice, too. There money orders may be obtained, stamps purchased and registered letters sent. It will offer all the conveniences of the main Postoffice, with the exception of the general delivery.

Postmaster Young expects considerable difficulty will be encountered in educating business houses in the new order of Portland's postal affairs. The watchman at the Federal building will no doubt be kept busy in directing people laden with circulars to drop the bulky mass at Fifth and Gilson streets if quicker dispatch is desired.

MADAME JOMELLI COMING

Great Soprano Will Sing in Portland October 28.

The Jomelli-Nichols concert on Thursday, October 28, at the Bungalow, promises to be a most brilliant opening event for the musical season. Interest in the coming of three artists, each of whom is new to the local musical public, is very great, and they are sure to be greeted by a big and fashionable house. Jomelli has an unusually beautiful voice of a pure soprano quality, warm and full of color, and skilfully trained.

Mme. Jomelli will have with her a fine violinist in the person of Marie Nichols, whose voice, as well as her playing in this country, have been unusual. Miss Nichols has been admirably schooled and has a clean, unerring technique and a mellow liquid tone. The accompanist for Mme. Jomelli and Miss Nichols will be Magdalen Worden, who is quite well known as one of the rising young composers. The concert will be the first of the subscription concerts given by Lois Steers-Wynn Coman for the season of 1909-10.

CHURCH IS GROWING FAST

St. James' English Lutheran Takes In Many New Members.

Rev. J. A. Leas, pastor of the St. James English Lutheran Church, Sixth and Montgomery streets, reports great growth in the membership of his congregation since the beginning of his pastorate, eight years ago. Each year during Dr. Leas' charge the membership has increased to about double that of the year before.

When Dr. Leas took charge of the church, there were but 44 members. Now there are 368. In the past three years 200 new members have been added, and in 1909 61 have been admitted. A total of 364 members has been added during the entire pastorate, and the losses have been but 66.

About two-thirds of the members are taken in by letter. The record for admissions in one day was made a week ago Sunday, when 36 persons, all of whom were women, handed their letters to the church.

Case Under Adjudication.

Circuit Judge Cleland took under advisement yesterday afternoon the suit of Joseph Papineau against Donald E. Smith to recover \$200 paid as a location fee for 160 acres of timber land. The suit was appealed from the Justice Court, where it was decided in Papineau's favor.

Marriage Licenses.

- CAMPBELL-FASSETT—David M. Campbell, John, Viollet, Fasset, 26, city.
 - ZIEGLER-LENGER—Carl Christian Ziegler, 41, city; Tina Lang, 33, city.
 - MARSHALL-LEWIS—Lawrence A. Marsh, 27, city; Kathryn E. Hasek, 25, city.
 - MCKIN-REGAN—P. Mackin, 28, city; Susan B. Regan, 23, city.
 - FISHER-HARTBOCK—Wallace Fisher, 28, city; Florence Hartcock, 22, city.
 - STURGES-ILLIDGE—Robert B. Sturges, 25, city; Florence E. Illidge, over 21, city.
 - HAND-HOOVER—John H. Hand, 25, Tacoma; Ethel Hoover, 30, city.
 - MONTESANO—William Kinard, 28, Montesano, Wash.; Alice Inala, 22, city.
 - HILL-COCHRAN—G. Hill, 23, city; Margaret E. Cochran, 23, city.
- Wedding and visiting cards, W. G. Smith & Co., Washington bldg., 4th and Wash.
- Trunks, suitcases, and bags. Largest variety at Harris Trunk Co.



Chickering—

The Supreme Achievement of the Nation's Piano-Making Art

NEW STYLE "H"

NEW STYLE "W"

LOUIS XV (ART STYLE)

NEW STYLE V

NEW STYLE "K" (CHERATON)

The Most Superb Array of Chickering Grands and Uprights Ever Shown East or West

As a rule, purchasers of the highest-grade and most costly pianos are compelled to make selections from a very limited number of instruments. This has never obtained at our store and at the present time a most exceptionally comprehensive display of Chickering's is to be found.

No less than five carloads of these, the Nation's proudest piano achievement, have been received at our wholesale and retail departments during the past four days.

The fact that the Chickering is the most costly instrument in the world does not deter us from offering Chickering buyers facilities for selection and intelligent comparison, such as not to be equaled even at the extensive, time-honored and illustrious factory warerooms on Tremont street, Boston.

In addition to this, the Eilers selling system, which reduces prices, applies also to these Chickering's.

Here follows the reputation of the Chickering piano:

The reputation of the Chickering piano was not gained and is not maintained by purchased influence. For evidences of Chickering supremacy, it is not necessary for us to direct your attention beyond the borders of our own city or state. Besides scores of the proudest of Portland and Oregon mansions there are many hundreds of private homes whose owners have purchased Chickering's. We point with pride to the fact that nearly every prominent educational or other public institution, nearly every musical school in this city and state, is using and has purchased Chickering upright and grand pianos. The Chickering, by executive appointment, was the official piano for the Alaska-Yukon-Pacific Exposition.

The name of nearly every man or woman prominent in educational, musical, social, political, judicial, or commercial life in the Pacific Northwest appears on a list of purchasers of Chickering pianos from Eilers Piano House, only place on the Pacific Coast where the genuine Chickering, of Boston, can be purchased.

UNION HELPS WORK

Y. M. C. A. and Bricklayers Join in Experiment.

STANDARD TO BE RAISED

Organized Labor and Association Agree to Co-operate in Instructing Young Men Just Taking Up Vocation.

The Portland branch of the International Bricklayers' Union and the educational department of the local Young Men's Christian Association, after a threatened breach in regard to a course in bricklaying that is being given by the Y. M. C. A., have reached a complete understanding and have arranged for a novel experiment in conducting the bricklaying class. The union has not only withdrawn whatever of objection it had to such a course being given but has agreed to co-operate with the Association.

When it was first proposed by the Y. M. C. A. to add a course in bricklaying to the curriculum this year, some hostility was expressed by the union, which feared that a group of workmen would be developed who would be opposed to unionism. The union sent a committee to remonstrate with General Secretary Stone who explained the objects of the course, showing so clearly that it was to be conducted in friendliness to unionism that an experiment was agreed upon which is outlined in a letter from Secretary Stone to Secretary Clark of the union, a portion of which is as follows:

Your letter of October 16, notifying me of the acceptance of your union of the proposition I made to your committee in respect to the conducting of our bricklaying class, duly received and noted with much pleasure. The proposition I made your committee was: That on condition that your union turned over to our school eight pupils who would pay half of the advertised fee for a three-months' course in bricklaying, and the annual membership fee in the association, we would conduct the school for three months as an experiment and accept no other students unless they were acceptable to and recommended by your union—at least until the end of the three months—which time we both could consider as an experiment.

I am especially pleased and delighted that your committee thoroughly understood that the purpose of the management of the association is not to make scales or lower the wage scale or efficiency of the craft, but just the opposite—to put brains and study and investigation into the bricklaying work so that the calling, if anything, be more respected and have more prestige and receive larger remuneration.

Mr. Stone feels confident that at the end of the three-month course in which only pupils supplied by the union are

to be enrolled, the union will give the class its hearty indorsement. Such has been the case in other mechanical courses taken up in the past and many of the Portland unions are among the most loyal supporters of the Y. M. C. A. educational department. Classes in plumbing, carpentering and other lines have been found by the unions to be beneficial rather than detrimental to their interests. The bricklaying class has a laboratory with a 16-foot ceiling so that actual construction of brick walls can be done. A. B. Davis, a brick contractor who is in charge of this course, is collecting a cabinet of the various kinds of bricks and these will be subjected to many tests as to strength and other qualities. A reference library on bricklaying is also being established, the intention of the Association being to increase as much as possible the efficiency of beginners in this vocation.

Today is positively the last day for discount on East Side gas bills. Read "Gas Tips."

Harris Trunk Co. for trunks and bags.



A Sale Looked Forward To Yearly by Thousands of Close Buyers

The Great Sale of all Sales—the Woolen Goods Sale—at the Woolen Mills Store—comes just at the time one needs warmer underwear, socks, woolen overshirts, sweater coats, blankets and every article made of real wool.

Liberal reductions, meaning a clear saving of from 25c to 50c a garment on underwear, the same percentage on shirts, socks and sweater coats and from \$1.00 to \$2.50 on a pair of blankets, make this sale, which lasts until November 1st, really worth while. This store is the real home of woolen goods, where buyer meets manufacturer face to face, and this sale demonstrates the savings made possible by our method of cutting out all middlemen's and wholesaler's profits and selling direct to the consumers.

Brownsville Woolen Mill Store
Third and Stark Sts.

From my back to yours, but No cotton added in transit