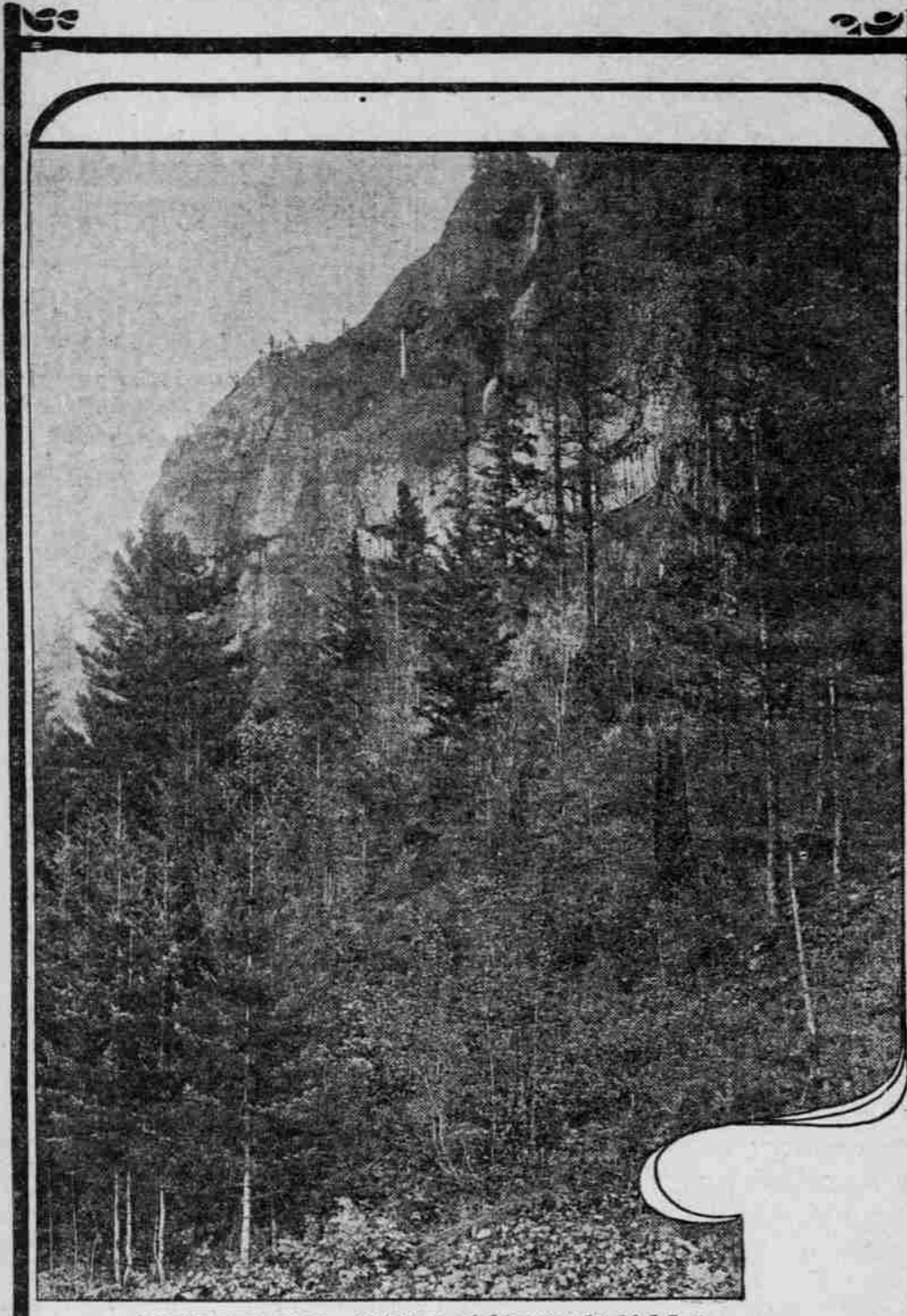


# SCENES NEAR GORDON FALLS, PROJECTED TEXTILE CENTER



MIST FALLS NEAR GORDON FALLS

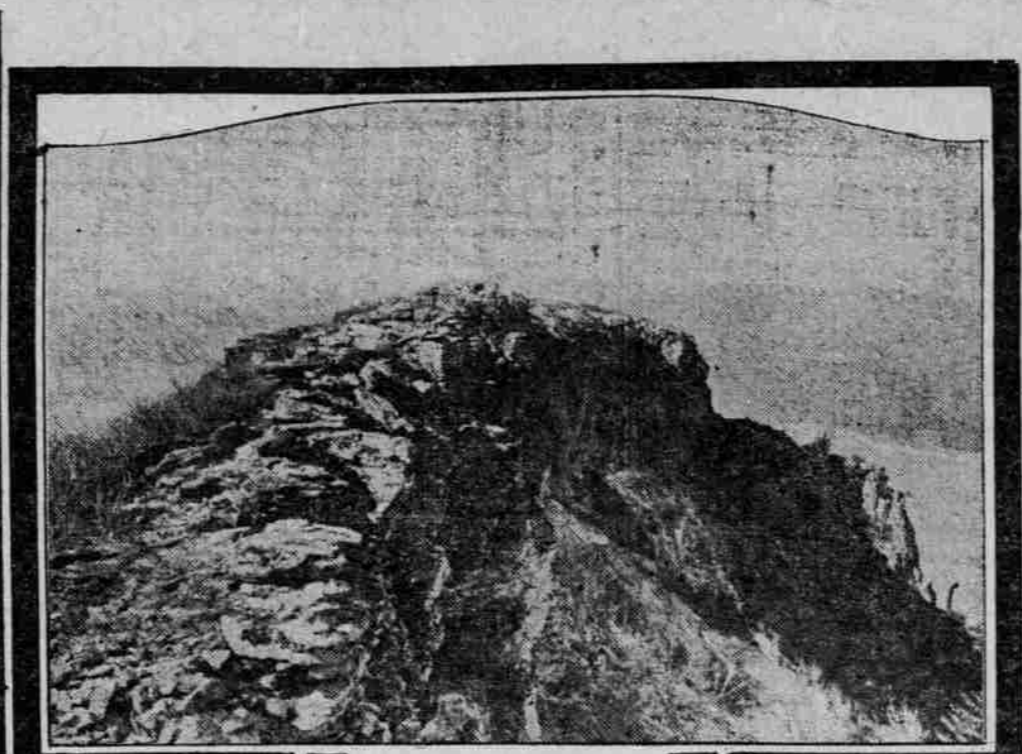
**S**URVEYORS will start out this week to lay out the townsite and factory locations for the new textile manufacturing town at Gordon Falls, on the Columbia River. Just as soon as this work is completed, say the promoters of the new town, work will be commenced on laying the foundations for the power plant and the various factories to be established. By Winter it is expected, the project will be well along.

Since the first plans of the new manufacturing city were announced, a number of additional factories are assured for Gordon Falls. Charles Cooney, one of the heads of the project, has been almost overwhelmed during the past few days with plans for factories of various kinds allied to the woolen manufacturing industry.

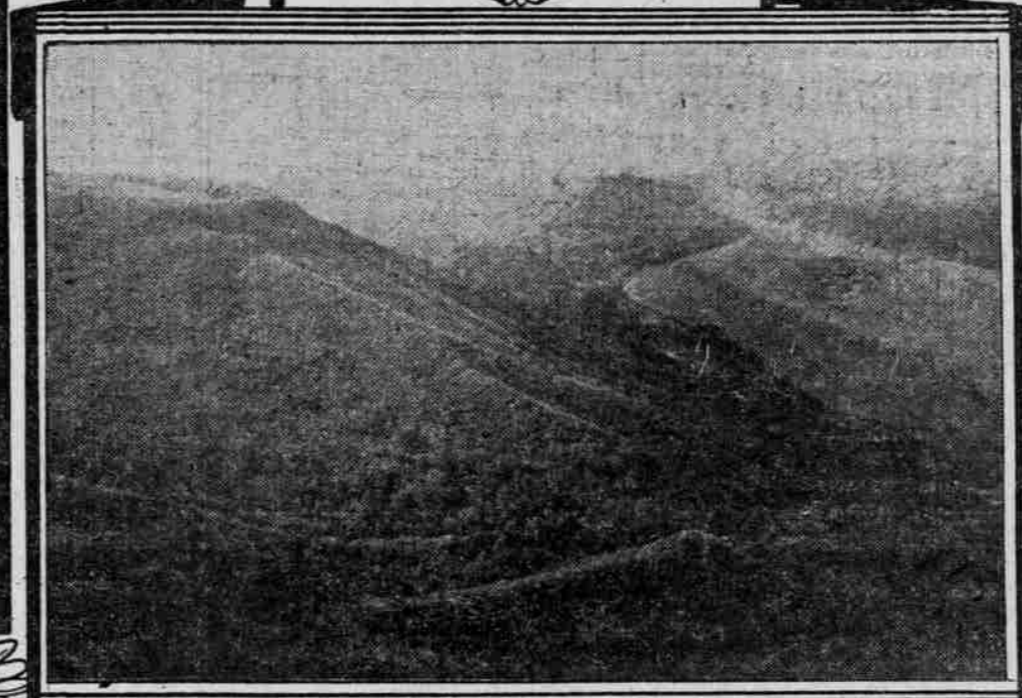
So complete are the plans of the founders of Gordon Falls that they figure they will have surplus power that can be used by other plants on the ground. They are perfectly willing to welcome other industries to Gordon Falls. Requests have come to Mr. Cooney from a number of men anxious to establish business ventures of various kinds at the new town and offers of skilled woolen mill help have come from men in close touch with numbers of woolen mill employes in Wisconsin.

On this account, prospects are bright for the success of the new venture. Everyone has good words for the enterprise and seems anxious to help it along in every possible way.

Mr. Cooney is confident that factories for the manufacture of worsteds will be established at Gordon Falls. He says wool specially adapted for worsteds is raised on this Coast to a great extent and he says there is every reason why it should be manufactured here. He believes the same will be true of mohair goods, for while Oregon raises one-fifth of all the mohair produced in the United States, not a pound is man-



ANGELS REST—A BASALTIC PEAK OVERLOOKING GORDON FALLS.



VIEW LOOKING DOWN THE COLUMBIA RIVER FROM ANGELS REST.



LOOKING UP THE COLUMBIA RIVER FROM ANGELS REST.

## CHARM OF PORTLAND IMPRESSES MEMBERS OF BROOKLYN LEAGUE

This City Voted Most Popular Visited by Excursionists, on Return Home. Secretary Tells Why.

**P**ORTLAND was the most popular city visited by the Brooklyn League on its recent transcontinental tour, according to a vote of members on their return. The following article from the pen of J. B. Creighton, secretary of the league, was published in the Brooklyn League of July 13:

At the close of the transcontinental tour of the Brooklyn League, embracing 3000 miles of rail travel and the inspection of 25 cities, a vote was taken at the journey's end among the 75 members as to the most popular city seen. Portland, Or., won by a large majority. It is interesting to note the reasons why these citizens of Greater New York should render this verdict for among Pacific Coast cities alone there were included, besides Portland, Seattle, Tacoma, San Francisco and Los Angeles.

Only one day and an evening was given to the Rose City, but the excursionists, bright and busy day.

Our train left the short run from Tacoma in the night and came to a halt in the Portland depot at a o'clock in the morning. Everyone dressed leisurely and strolled up to the Hotel Portland for breakfast. Once on the street we noticed the cleanliness of the city and the substantial aspect of its buildings. Arriving at the hotel, we found one of the most beautiful and commodious we had seen. Before breakfast was over we had seen a delegation of prominent citizens, headed by Tom Richardson, manager of the Portland Commercial Club, who may be styled a human dynamo and a walking encyclopedia on Portland. Mr. Richardson did not waste any time in telling us what had been planned for the entertainment of the Brooklyn party, and started by saying: "We are going to take you for the grandest trolley ride on the American continent."

All through the West we had been hearing such superlatives as "biggest," "grandest," "loveliest," "most beautiful," "most wonderful," and so on, so we listened to Mr. Richardson's assertions with a mental reservation that he could not "make good" any more than the enthusiastic citizens of every place. But before the day was over we learned that Portland had a story which draws heavily on the English language and sometimes makes even a superlative inadequate as the fragrance of the all-prevailing odor of Portland roses persists in memory, so does our recollection go back to the unparalleled freshness of

Columbia River salmon, served at the Portland Hotel. We confess we never knew before or since what salmon is. With the adequate development of continental rapid transit, New Yorkers will insist upon going to Portland for luncheon. Just to taste Columbia River salmon, three hours out of the water.

The trolley ride about the built-up portion of the city showed us a business section in all respects as modern as anything in the East, a residence section where people live in beautiful detached homes with well-kept lawns and rose bushes in bloom on every walk. But the crowning feature of the ride was to Council Crest, where, after a winding journey, the car came to a stop 1200 feet above the city. From this height the towering form of Mount Hood was seen setting against the west-swept sky—albeit, snow-capped, majestic. On the right the broad placid surface of the Willamette, and to the north the Columbia, America's second largest river, and here visible for 75 miles, in the middle distance a billowy succession of small mountain ranges, with here and there glimpses of a mirror-like lake, and vistas of deep valleys and towering trees everywhere. Enveloping all that inspiring landscape was the sweet-scented air, cooled by the snows of Mount Hood, tempered by the warm sun which Japan current to the west, and perfumed by growing flowers.

All who have visited the tomb of Napoleon will recall the effect of light passing through the stained glass windows of the cathedral of St. Louis de France. The beauty of it is awe-inspiring. The perspective from Council Crest, looking toward snow-covered Mount Hood, contains a natural atmospheric prism, which about sunset of a clear evening, produces the most beautiful outdoor color effects on this continent. Delicate shades of pink deepen into royal purple, and after darkness rests upon the foothills the gleaming summit of Mount Hood shines out clear and white, still illumined by the rays of a sun which for us has already set.

Our day in Portland was at an end and we realized too late our mistake in giving such short a time to a place where earth and sky, river and sea intermingled.

At the departing train our new friends came to bid us good-bye and to fill the waterworks with roses. We were again on the road, and distance between us and Portland was ever increasing, but the fragrance and beauty of her roses traveled with us, while the memory of her happy people, and her glorious atmosphere seem

## Japanese Cry Retrenchment.

**VICTORIA, B. C., July 18.**—News of a remarkable interview with the Japanese Minister of Communications by a deputation from Joint Japanese Chambers of Commerce is given in mail advices from Japan. The delegation criticized the abnormal military expenditures and financial arrangements, which they said caused the great financial depression. The other Minister of Finance said existing armaments could not be reduced, and regretted that Japan had not had two more divisions during the recent war, which would have enabled the Japanese to crush the Russians at Mukden and secure a large indemnity. The deputation said economy was necessary, and the Minister promised that taxation would not be further increased though existing taxation would be maintained.

## Three Years for Malpractice.

**TROY, Mo., July 18.**—Dr. W. H. Hemphill, charged with the Rev. Clyde Gow with manslaughter in connection with the death of Miss Elizabeth Gleason, a young school teacher, was found guilty by a jury here today and sentenced to serve three years in the penitentiary. Hemphill was charged with assisting in an operation at the solicitation of the Rev. Mr. Gow, which resulted in the death of Miss Gleason. Rev. Gow, who is set to be tried was recently dismissed from the ministry of the Methodist Church South, because of his connection with the case.

## Oil Gusher Still Burning.

**MEXICO CITY, July 18.**—The oil gusher Tampico is still raging, but the flames have been confined to the one well by high embankments of earth recently thrown up. An effort will be made as soon as the material can be accumulated to smother the fire by hauling a drag iron over the flames. Twelve 50-horsepower boilers will also help to smother the blaze. At present the flames are shooting up into the air about 250 feet. Great crowds of people are continually arriving to witness the spectacle.

## NOT LIKE OREGON WEATHER

R. M. HALL DESCRIBES THUNDER STORMS OF EAST.

While He Visits Pittsburg Lightning Plays Havoc With Signboards and Telegraph Lines.

**PITTSBURG, Pa., July 18.**—(To the Editor.)—Pittsburg is all right when it comes to business, but, from the standpoint of an Oregonian, all wrong when a usual Eastern electrical storm is in vogue, and Portland people who sleep under a blanket every night in the year should offer up thanks that their lot has been cast in the Rose City, where the heat that God ever created is scattered at their feet.

I have experienced Eastern storms, but the Portland gentleman with whom I am traveling is a native Oregonian and his nerves were given a genuine shock yesterday.

We had just finished luncheon and were sitting in the lobby of a Pittsburg hotel. The thermometer stood at 90. Coats, vests, hats, collars and ties were scattered over the writing tables. It was sticky hot and despite the incessant buzzing of the electric fans, there was no relief. Suddenly, and without warning, thunder began a bombardment and the display of lightning surpassed anything I had, with all his ingenuity and money, ever produced.

It was interesting to me. I turned around so to remark to my Portland friend, but he had hastened to his room, pulled down all his blinds and awaited the end. Dust fairly poured down the streets, the wind converting signs, gates and other things that were not properly fastened into kites.

Here is the story in brief: The lightning struck several buildings and a streetcar caused the police and fire alarm service to cut some peculiar capers.

In the suburbs considerable damage

was done to vegetation, while in the down-town district plate glass windows gave way under the heavy pressure and broke, while awnings and shutters were at the mercy of the high winds.

The velocity of the wind was something after the fashion of a hurricane. It caused clouds of dust to roll on the streets, shutters to bang and awnings, together with their supports in many cases, to fall.

A heavy electric signboard in front of a bank blew down and smashed a plate glass window. The signboard completely covered the sidewalk after it had fallen and if there had been any pedestrians in front of the store when the accident occurred they would probably have been killed.

Eight large plate glass windows at Fifth avenue and Wood street were smashed when the wind tore loose several large mullin signs.

A bolt of lightning struck an east-bound trolley car, giving the passengers, a few of whom were slightly shocked, a severe fright. The lightning communicated to the controller of the car, putting the car out of commission, in the meantime retarding traffic on the east-bound track.

The lightning's pranks kept the line of the Bureau of Electricity busy for several hours after the storm. How the lightning did it is not exactly known, but at any rate it caused the big ball on the City Hall to strike 131 times in succession.

The lightning struck the tower of No. 43 engine house, tearing down a portion of the brick and stone work of the tower, setting fire to the woodwork and putting the electrical apparatus out of order.

The bolt struck the tower, tearing away nearly half of the spire and hurling bricks and stone in all directions. The bolt communicated with the electric wires in the building, making a brilliant electrical display, which lasted several minutes, burning out all the connections at the engine house. The loss will reach several hundred dollars.

About the same time lightning struck a wire connected with the police call system of the North Side, burning out the safety connections in several of the hall boxes. When the bolt struck the wire the register machine in Allegniy

## Portland Railway, Light & Power Company

BULLETIN NO. 8  
Motormen and Conductors

During the year ending December 31, 1907, over 48,000,000 people, including transfer passengers, rode on the cars of this system. This gives a good idea of the responsibility that devolves upon motormen and conductors of the various lines, and indicates the care that must be exercised in the selection of men for these positions.

The closest attention is paid to this branch of the business of the Transportation Department, because it is realized that it is necessary to have men who can be relied upon to meet any and all emergencies, and particularly as to his eyesight. First regarding the nature of the position he is to fill, it becomes necessary to dismiss men. This may be for any one of many reasons. While men may otherwise be competent, their manner may be discourteous to passengers, or they may not possess the requisite intelligence, discretion, sobriety, composure, neatness, lack of interest and the many things which render men incompetent in other lines, make them undesirable for employment by the railway company.

**EMPLOYING MOTORMEN AND CONDUCTORS.**

The course that applicants go through is very interesting, showing as it does the care taken to get good men. The Portland Railway, Light & Power Company employs over 800 carmen. Applications for positions as motormen and conductors are received at the offices of the Superintendents of Transportation, at First and Alder streets and East Water street and Hawthorne avenue. Applicants are received personally by the Superintendents, and applications are accepted from those giving suitable references. The applicant is then subjected to an examination by the company's physician as to his general physical condition, and particularly as to his eyesight. After the examination is completed, the physician's certificate is returned to the Superintendent, and, if satisfactory, the applicant is eligible for employment. A complete record of the applicants is kept, and as fast as they are needed they are placed under the instruction of competent men familiar with every detail of the duties which they will be required to perform.

**INSTRUCTION OF MOTORMEN AND CONDUCTORS.**

An applicant for position, after having been examined and found physically suitable, is placed in charge of a competent motorman or conductor, who gives him thorough instruction, first regarding the nature of the vehicle and apparatus thereon which he is to handle. Later the operation of the car is placed gradually in the hands of the student under the direct supervision of the instructors. This period of instruction covers from ten days to three weeks, after which the student is examined by the General Inspector, who files a certificate of efficiency with the Superintendent. If this is satisfactory to the Superintendent, the applicant then receives further instructions from the General Inspector and later from the General Office. From this latter point he receives information regarding accidents and kindred subjects, and is thoroughly examined in order to determine his general efficiency for the position he is to fill. If he successfully passes this examination, a certificate is issued which he files with the General Inspector, and his name is then entered on the eligible list.

The details of instruction cover for a motorman: first—the general rules of the company; and second—detailed information regarding the nature of the apparatus on the cars and the methods of handling the same with the highest economy of time, power consumed, wear and tear on equipment and other similar points; also with regard to the safety, comfort and convenience of passengers.

For conductors: first—the general rules of the company; and second—signals, issuance of transfers, names of streets, locations of parks, public buildings, railroad stations, steamboats, wharves and other points upon which passengers may require information.

**WHAT THE COMPANY REQUIRES OF ITS MEN.**

One of the most important requirements from the street railway's point of view is that its employees shall be courteous and patient at all times. The position of a public service employe is frequently a trying one. Some people feel that they have a right to abuse him at times, and it becomes necessary to dismiss men. This may be for any one of many reasons. While men may otherwise be competent, their manner may be discourteous to passengers, or they may not possess the requisite intelligence, discretion, sobriety, composure, neatness, lack of interest and the many things which render men incompetent in other lines, make them undesirable for employment by the railway company.

**MERIT AND DEMERIT SYSTEM.**

After employment is bestowed to his best men in the company's employ, wages are adjusted according to the term of service. A system of Discipline by Record is employed, under which the carmen receive credit marks for meritorious acts, such as exceptional good operation, avoiding accidents, deeds of valor, etc. Conversely, demerit marks are placed against their records covering infractions of the company's rules. The system of discipline is a part of a merit system of recent adoption, being placed in effect May 15, 1908, and has been adopted in lieu of the old system of suspension which was a burden of loss to the employe and sufferer to both him and his family. The effect is already noticeable and its continuance will, it is believed, rapidly increase the efficiency and morale of the platform men.

The company is proud of its employes and of the ability and courtesy generally displayed by them. We believe that, as a body, they have no superiors in the country.

## PUBLICANS FILE PROTEST

FRENCH LIQUOR DEALERS DEMAND JUSTICE IN TAXATION.

Threaten to Make Government Feel Weight of Their Power at the Polls.

## BILL GROWS TOPHEAVY

Old Age Pensions Measure Worries English Government.

**LONDON, July 18.**—(Special.)—The net result of the government's concession of a group of sheep farmers to date is to add certainly \$2,000,000 to the cost of the scheme, and probably a great deal more. Last week the estimated cost of the scheme was \$1,500,000. With the bill only half way through the commonsense, a burden of at least \$4,000,000 a year has been reached. It will be curious to see whether Lloyd George's suggestion of a compromise agreement between the sheep farmers and the taxpayer will be observed.

The general demeanor of the government throughout the debate has been that of a group of sheep farmers and thither in bleating confusion by two or three aggressive terriers. Under such conditions sheep sometimes run wild, and when they do, it is not surprising that the government should be beginning to talk about amendments in the House of Lords which will make the measure more workable.

## Woman Dead in Park Lagoon.

**CHICAGO, July 18.**—With three diamond rings on her fingers and clasping a purse containing five \$5 bills, the body of a fashionably gowned woman was found in the lagoon in Jackson Park last night. She is thought either to have committed suicide or to have fallen from a bridge by accident.

The body is believed to be that of Miss Mary Schrage, 47 years old, maid at the home of Miss Hulda Duestrow, 245 Lafayette avenue, St. Louis. Miss Schrage disappeared from the home of the Duestrows Sunday evening, taking her jewelry and \$75 of her savings. It is believed she started to Ann Arbor, Mich., to visit Miss Duestrow and was overcome by the heat.

The Star Brewery's famous Hop Gold beer is unexcelled in all respects and is highly recommended for its strength and health-giving qualities. Orders for bottled beer receive prompt attention. Phone East 46. Home phone B 1146.

## S.S.S. BEST TREATMENT FOR CATARRH

The entire inner portion of our bodies is covered with a soft, delicate lining called mucous membrane; this is kept in healthy condition by the nourishment and vital vigor it receives from the blood. So long as the circulation remains pure this membrane will be healthy, but when the blood becomes infected with catarrhal impurities and poisons this inner lining of the body becomes irritated and diseased, and the unpleasant and serious symptoms of Catarrh commence. There is a tight, stuffy feeling in the nose, watery eyes, buzzing noises in the ears, often slight deafness, difficult breathing, etc. The disease cannot be reached by external treatment, though such measures afford temporary relief in some instances. S. S. S. cures Catarrh by cleansing the blood of all impurities and poisons. Then as rich, pure blood circulates through the body, the inflamed, irritated membranes heal, the discharge ceases, headaches are relieved and every symptom disappears. Catarrh, being a disease in which the entire blood circulation is affected, can only be cured by a remedy that goes to the very bottom and removes every particle of the impurity from the blood, and this is just what S. S. S. does. Book on Catarrh and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.