

WHAT CITY GAINS BY NEW LINES

Entry of Hill Roads by New Routes Will Mean Development of Many New Countries.

RICH DISTRICTS WILL SEND THEIR BUSINESS

New Fields in Adjoining States Will Be Tilled for Portland and Older Centers Will Change and Patronize This Market.

When the Northern Pacific, Great Northern and Burlington railroads have built bridges and continuous rails into Portland, and practically all of the passenger and freight traffic of eastern Washington and Idaho and much from Montana is rolling into Portland, these railroads will be in a position to do many things that will change existing conditions and develop new ones in Portland territory. It is said that the Hill people will be practically forced to take up certain local propositions—for instance, the sea coast business. The whole of the inland empire country will not only come to Portland to transact its business, but its people will come to Portland's tributary summer resorts to seek their pleasures.

Will the Northern Pacific extend its present Vancouver-Kalama line to North Beach, and will it extend its present line from Goble to Astoria and Seaside, or continue the present track arrangement with the Columbia River & Astoria road, by which trains of the latter are operated from Portland to Goble over Northern Pacific tracks? It is generally believed by railroad men on "the inside" that the Astoria road is a Harriman property. It is not to be assumed that the Hill roads, after spending the large sums of money that will be called for to complete the north bank line and bridges, will fall to seek every opening for development of their own business, independent of any other railroad. They will, it is said, mark out an individual policy for development of this territory, and the campaign now opened will not cease until the Hill roads are in possession of all the local territory and business they can avail themselves of as a result of the changed conditions. To stop short of that would be to waste advantages they are striving to gain by the new entrance into the Portland field.

Will Double Beach Travel. It is said the volume of travel and the summer's business at the beaches will be doubled by the building of the north bank line. A large territory, populated by a prosperous and cultured class of people, now tributary to the south, will be brought directly in touch with the coast and Portland, via Vancouver.

The Northern Pacific is exceedingly strong in eastern Washington, Idaho and Montana, and the road's clientele there has been pouring its riches into the sound cities. In considering the new benefits the north bank line will confer upon Portland, it must be understood that hitherto this city's business from that road has been almost entirely transcontinental business. The only local territory the road taps for Portland is the limited region between Portland and Chehalis.

The north bank line will turn the tide of Northern Pacific business from all the country east and north of Pasco, as well as opening to Portland markets the whole of southern Washington, now without transportation other than the river. The Falouse country, the Clear-

water country, and the entire Spokane field, where the Northern Pacific and Great Northern now do battle with the O. R. & N. on an even basis and carry off their share of the trade to the south, will turn their products to the coast via the new route. What does not already come down the south bank of the Columbia river to Portland over the O. R. & N. will come down the north bank over the new Northern Pacific line, and in addition will come a considerable volume of the water business from Great Northern territory along the upper reaches of the Columbia. Practically all of the wheat of the Columbia river basin will come to Portland, it is said, making this port the greatest wheat center of the country.

About the Lewiston Line. The fate of the joint agreement between the Hill and Harriman lines to build the Riparia-Lewiston-Grangeville extension is the most interesting question now in the minds of the eastern Idaho people. Whether or not the agreement stands, the Clearwater basin will be tapped, and if the agreement is canceled the region may get extensions of both lines. The O. R. & N. has construction well under way from Riparia to Lewiston, and from that point it has a feasible survey and rights of way to Peck, Nez Perce and Westlake, to Grangeville. The Northern Pacific already has a line from Lewiston following the Clearwater-river to Stites, and it has surveyed a route from its Culedeas terminus to Grangeville. It is reported the company has decided upon this route and let some of the contracts for grading. Should the roads withdraw from their joint construction agreement, both would undoubtedly build the lines now decided upon, but independent surveys. They have heretofore stood upon the ground—that it would not be profitable for two independent lines to try to operate in that country at its present stage of development. But rather than lose the territory to a rival both companies would, it is said, construct independent extensions now surveyed through the Clearwater region as far as Grangeville, and developing the country, which is a vast and resourceful territory, rich in minerals, agriculture, timber and stock raising.

The Leading Sale.

Open tomorrow, corner First and Salmon streets, Holland Bros. \$100,000 men's and boys' fine clothing stock, at 40 per cent value, will draw more people to Portland tomorrow than any commercial event in years, as hundreds of inquiries have been received asking if the big sale would be open for business. The majority of fair visitors Portland day will combine business and pleasure, and by taking advantage of money-saving opportunities offered by leading stores these sales will enable visitors to save more than the expense of the trip by saving on fall goods. Sales like the Holland stock will do more to make Portland day a success than any other event, by drawing people from hundreds of miles away to the city. The big sale will employ 100 salesmen for Saturday, insuring everybody rapid service. No wholesaling will be done. The entire establishment will give attention to retail.

Low Rate Side-Trip Tickets.

Holders of Lewis and Clark tickets sold east of Pocatello or Butte and the western boundary of Arizona are entitled to fifteen-day one-way tickets to certain points on the O. R. & N. Particulars by asking at Third and Washington streets, Portland.

The Post Card Craze.

(Journal Special Service.) London, Sept. 29.—The post card craze, which originated in Germany some years ago, seems to have found fertile soil in Great Britain, judging from the enormous number of such illustrated post cards mailed every day in all parts of the United Kingdom. After the recent visit of the British squadron, now in the Baltic, to Holland, over 23,000 such view post cards were found in the mail boxes of Haarlem, a small town near Amsterdam. Practically all these cards had been mailed by the officers and men of the British fleet.

HEPPNER DREAD TO BE REMOVED

Suggested That Balance of Relief Fund Be Used to Straighten Creek.

CITIZENS AFRAID TO BUILD NEAR THE BANKS

Memory of Old Horror Deters Them From Using Good Sites and Portland Asked to Take Away This Fear.

The proposal has been made by Portland people that a part of the \$15,000 left from the Heppner flood relief fund of two years ago be given to assist the people of that town to straighten the channel of Willow creek.

It is reported the company has decided upon this route and let some of the contracts for grading. Should the roads withdraw from their joint construction agreement, both would undoubtedly build the lines now decided upon, but independent surveys. They have heretofore stood upon the ground—that it would not be profitable for two independent lines to try to operate in that country at its present stage of development. But rather than lose the territory to a rival both companies would, it is said, construct independent extensions now surveyed through the Clearwater region as far as Grangeville, and developing the country, which is a vast and resourceful territory, rich in minerals, agriculture, timber and stock raising.

Portland raised a large sum of money for the relief of the flood sufferers; \$15,000 remained which the relief committee of Heppner thought would not be needed. It now transpires that the future of the town hangs largely on the straightening of the channel of the creek. Recently another freshet came down the stream, but no damage was done. It is thought that there is little danger of another life-threatening flood, but the people are fearful of the locations along the creek banks and will not build there.

The \$15,000 has remained in the possession of the committee in Portland, excepting a small part donated to the town of Mitchell, which was devastated last year.

Robert F. Hynd of Heppner, a warehouse man, breeder of sheep and wheat-grower on 1,000 acres of land in that county, today said that he had heard of the proposal to apply part of the original Heppner relief fund to the expense of improving the creek so as to prevent other floods.

"It is true," said he, "that the people of Heppner are timid about rebuilding along the creek. It will be necessary to straighten the channel of the creek and deepen the banks before confidence will be restored.

"I do not know what the Heppner people generally would think of the proposition to devote part of the original relief fund to such a use, but I do not see why it should not be done.

"When one recalls the details of that awful day in Heppner and remembers that the little community was almost annihilated, he will in a measure realize the terror of the people. Anything that would relieve the feeling of apprehension would be a wonderful boon for that place."

Many prominent business men of Heppner, whose homes were destroyed by the flood, have not rebuilt, preferring to live in rented houses. It is said that along Willow creek few structures have been erected to replace the dozens that were wiped out by the cloudburst.

Examinations in Montana.

Helena, Mont., Sept. 29.—Civil service examinations for elevator conductor, guard, stenographer and typewriter in the departmental, isthmian canal and Philippine service are held here today. The number of applicants is quite large.

THE LATE SHOE STYLES



THIS is a patent felt dress shoe with weltsoles. The soles are viscolised, rendering them nearly water proof—a feature worthy of consideration in this climate.

This is only one of the many styles we show in shoes for... **\$3.50**

WE show a complete line of Laird, Schobert & Company's shoes in shiny leathers. For quality, workmanship and smart styles this line stands without a peer.

FULLAM
283-85 MORRISON ST

PLANS FOR FIRST BIG BRICK

Portland Warehouse Company Intends to Begin Building on Block Fifty-Nine.

PROMOTERS SAY SPACE IS CONTRACTED FOR

Wholesalers Reported Enthusiastic in the Enterprise Which Is to Give Them Room in Thoroughly Modern Business Blocks.

The first building to be commenced by the Portland Warehouse company for the string of great wholesale blocks between Ninth and West Park, Gilson and Burnside, will be on block 59, which is bounded by Everett and Flanders on the north and south. On this block the frame buildings are lightest, and less difficulty will be experienced in beginning construction.

"We will commence actual construction just as soon as preliminaries are shaped," said A. P. Swenson this morning. "I have been interviewing the wholesale dealers whom such an enterprise would appeal to strongest, and find them anxious to take space. All the space for the first structures has been applied for, and we will have no difficulty filling the buildings as much work in this respect is to be done."

"We are taking up our options, and payments aggregating \$115,000 were made on them yesterday, when eight lots were transferred. It will probably require six weeks to get the titles perfected for the entire five blocks, as much work in this respect is to be done."

Commencement of work on the first of the great 200-by-200 five-story bricks will be an event of great interest to the city. The promoters of the enterprise believe that when one building is up, and its value to the wholesale trade is demonstrated, the rush for space in the others will be heavier than for space in the first building. No doubt is felt that the saving in drayage and cartage will be such an important item that any wholesaler will be ready to pay a higher rent than he may be charged now, as he may even then save money each month.

SALE ON ALDER.

Large Building Contemplated at Northwest Corner of Fifth.

One full lot and a fraction of 26 feet, at the northwest corner of Fifth and Alder streets, were sold yesterday to E. J. B. Yeon, who is engaged in the log contracting business. Captain W. S. Buchanan sold the lot of 100 feet on Alder and 50 feet on Fifth for \$40,000, and Mrs. Mary L. McCarty sold the 25 feet fronting on Fifth, next north, for \$31,000. Mr. Yeon talks of erecting a large building on the entire tract, which is 100 by 75 feet, but no definite plans have been formulated yet.

BUILDING PERMITS.

- L. C. Sharno, laundry on Arthur street between First and Second, \$1,000.
- J. C. Watt, barn at 465 Pippin street, \$50.
- R. W. Anderson, dwelling on Albina street, \$700.
- P. R. Clark, workshop on East Sixteenth between Rhine and Frankfort, \$300.
- J. L. Wright, two dwellings on Schuyler street, at the corner of Twenty-first, each to cost \$2,700.
- Elma Buckman, dwelling on East Couch between East Twentieth and East Twenty-first, \$2,200.
- Hart & Lamson, store and rooming-house at Sixth and Flanders, \$5,458.
- F. Clarvo, store and rooming-house on Holladay between Larrabee and Crosby, \$4,000.
- George Shinn, Miller Avenue between East Eleventh and East Thirteenth, \$300.

To Build a Buddhist Temple.

(Journal Special Service.) Los Angeles, Cal., Sept. 29.—A site for the first Buddhist temple ever built in the United States has been selected here, and the funds required are on hand the work on the building will soon be started. According to the statement of Lord Abot Spenshaku, the head of the Buddhists in the United States, the temple will be a magnificent structure, closely following the oriental style of the temples in India and Japan.

We Will Take the Doors Off the Hinges

From 7 a. m. to 11 p. m. Saturday, Sept. 30, 1905



Third and Burnside Streets

Wide Open All Day

And will celebrate Portland Day by giving the public a GRAND BARGAIN SALE IN EVERY DEPARTMENT.

Clothing, Suits, Overcoats, Cravenettes, Pants, Rain Coats, Furnishings, Etc.

Underwear of all kinds, Shirts, Gloves, Suspenders, Sox, Neckwear, Sweaters, etc. Hats—50 styles of Soft and Stiff Hats. Shoes—The leading Shoe Store of Portland for Good Shoes.

Each and every department in THE HUB will spread a feast of rare bargains, such as will enable visitors to buy their fall goods and save the expense of the trip to Portland and the Fair.

Remember THE HUB Will Be Open Top to Bottom From 7 a. m. Till 11 p. m. Portland Day, Sept. 30, 1905

The Doors Will be Taken Off the Hinges, That's How Wide We Will Be Open!



A National Help In the Servant Problem

The nearest approach to a solution of the question and to a national employment agency. The New Department

In the October

Ladies' Home Journal

15 Cents at All News-Stands

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA

FARE ONE THIRD THAT OF COMPETING STEAMBOATS—\$1.00 FOR ROUND TRIP—THE RACY, SAUCY, SCAMPERING

Steamer Telephone

(CAPACITY 600 PASSENGERS.)

Has people guessing at what will yet happen in steamboat building. The boat is the fastest ever seen in this harbor, except the little red gasoline launch from San Francisco, which darts like a trout through the rippling waters. She makes the trip to the Cascade Locks and return, passing through the grandest scenery on earth, every day but Friday, charging

ONLY \$1.00 FOR ROUND TRIP TICKETS

Competitors charge \$1.50, yet we have the newest, largest, fastest and best-furnished craft. There is not only joy and comfort, therefore, in becoming our guest, but economy as well.

Dock Foot of Oak Street Round trip every day but Friday, leaving at 8:30 a. m.; Sunday at 9 a. m. ROUND TRIP TICKETS ONLY \$1.00. Capacity of steamer, 600 passengers.

GOING DOWN TO ASTORIA? COMING UP TO PORTLAND?

Round Trip \$2.25—Tickets Good Till October 30

It doesn't cost much to travel between these two cities on the

Steamer Telegraph

And it is one of the most delightful rides in the country. The journey down the river is made in 5 to 5½ hours, and up in 6 to 6½, and the distance is 100 miles each way. That's going some, isn't it?

DOCK FOOT OF ALDER STREET

ROUND TRIP EVERY DAY BUT FRIDAY. Best leaves at 8:30 a. m. Returning leaves Astoria at 8 a. m. arriving in Portland at 11 a. m.