

# BY RAIL FROM CANADA TO YUKON

### Grand Trunk Pacific Will Build From Fraser River to White Horse.

A Grand Trunk Pacific engineer who is visiting in Portland is enthusiastic over the prospects of extension of that system from the valley of the Fraser river to the northward as far as the White Horse rapids of the Yukon. He says this project is bound to follow the building of the line to its now established terminal at Prince Rupert, on Pacific headwater near Port Simpson.

The tapping of the Yukon country by the shortest transcontinental railroad across the American continent will, it is said, change the main current of Alaska commerce that now moves coastwise between Seattle and northern coast points.

From Edmonton to Atlin, at the headwaters of the Yukon, it is only 1,000 miles. The route of the Grand Trunk Pacific through Yellowhead passes follows the valleys of the Fraser river and its tributaries to the northwest, and after touching at Prince Rupert, follows similar valleys of the Skeena and other streams through to the head of navigation on the Yukon.

**Shorter Time Several Days.**  
A train running 25 miles an hour would make the trip from White Horse to Edmonton in 40 hours, while the trip from White Horse to Skagway and down the coast by steamer requires over five days from White Horse to Seattle.

The builders of the Grand Trunk Pacific have readily perceived that both passenger and freight traffic of the entire Yukon country can be easily captured by a rail line that offers such enormous advantages in point of time in freight shipments, and both time and comfort in passenger travel.

It is said no new competition would arise from the already existing tariff regulations, as American goods could be shipped in bulk from St. Paul or Duluth through British territory and carried into American Alaska by various water lines tributary to the Yukon.

A shipment of goods from St. Paul to Dawson and into the interior via the Tanana, or down the Yukon to its mouth and thence to coast points, could be delivered more quickly than if sent via Puget sound and northward by steamer.

The Grand Trunk Pacific is being built with a view to shortening the distance at least 800 miles between the Atlantic and the Pacific, and it is said will shorten the trip by at least 1,500 between Liverpool and the orient.

**Change Movement of Tonnage.**  
The Grand Trunk Pacific crosses Canada on nearly a straight line at a latitude north where the Rocky and Cascade ranges pinch out, affording the most surprising low gradients and easy curves.

It is destined to work mighty changes in the present movement of tonnage and travel via northern lines across the continent, and to the orient. It will open up a new and rich belt of agricultural country through Canada, where the climatic conditions are fully equal if not more favorable to the settler than the country around St. Paul, Minnesota.

I have surveyed the line through Yellowhead pass and to the coast at Prince Rupert. I visited Prince Rupert a few months ago. The climate at that point is delightful. I understand that the new terminal, which with the surrounding lands is owned by the railway company, will be opened next spring to settlement.

## GASTON OUT FOR COMMISSION SEAT

Joseph Gaston, one of the pioneers of Portland and Oregon, and a man well known in the public life of the state during the past has announced himself as a candidate for nomination and election as railroad commissioner at the June election. Mr. Gaston is known to all the older residents of the state having come to Oregon in 1842. He has been a practicing attorney and has written much concerning the resources and history of the state from the early days to the present time. He has also been closely connected with much of the railroad development of the state. He has also been engaged in the newspaper business.

Mr. Gaston says that should he be elected he will do all in his power as

# IRON FLANGES IN PLACE OF TIRES AND AUTO BECOMES LOCOMOTIVE



Automobile Locomotive for Pacific & Eastern Railroad.

A 45-horsepower auto car, rebuilt in Portland from a tourist automobile, was tested out on the Stark street track of the United Railways company yesterday and shipped to Medford for use on the track of the Pacific & Eastern, between Medford and Eagle Point. The car will make two round trips daily, covering the distance of 22 miles each way in about 30 minutes.

Transformation of the automobile into a self-propelled railway coach was accomplished within two weeks time, and is the first trial of this kind in passenger transportation in Oregon. The automobile bed was removed and an omnibus-shaped body substituted, with seating capacity for 19 passengers.

## ONLY FIVE ELECTIONS IN ST. JOHNS THIS YEAR INSTEAD OF SIX

Owing to the fact that the last official census—the state census of 1905—gave St. Johns but slightly more than 1,500 inhabitants there will be no city primary election as was at first contemplated. The law provides for city primaries in cities over 2,000 inhabitants only, according to the last state or national census preceding the time of the election. As a result St. Johns will have only five elections this year instead of six.

## ROSE LOVERS PLAN TO MAKE CITY SOLID BANK OF BLOOMS

If there is a doubt lurking in the mind of any person in Portland that citizens of the Rose City do not intend to plant all the roses they can bank in their yards and in front of their houses in order to have a profusion of blooms for the rose carnival in June, that person should have been at the city park yesterday when hundreds of persons took advantage of the fine day and gathered slips from the pile that

had been clipped from the bushes in the park. These lovers of roses went to the park with baskets and carried away hundreds of slips to be planted in all parts of the city. Others who went to the park just to take advantage of the beautiful day saw the slips and took away all they could carry in their arms. From appearances Portlanders have gone "rose mad," and if every slip carried away grows into a healthy rosebush the owner will not lack for blooms at the time of the carnival.

Sanitary Engineering With Respect to Water Supply and Sewage Disposal; Johnson, J. B.—Recently Improved Methods of Sewage Disposal; Rideal, Samuel—Sewage and the Bacterial Purification of Sewage; Waring, G. E.—Sanitary Condition of City and Country Dwelling Houses.

## LIBRARY ADDS NEW BOOKS WANTED

The following books on sewerage have recently been added to the public library in response to the local interest and discussion of the subject: The Sanitation of a Country House; Folwell, A. R.—Sewerage, the Designing, Construction and Maintenance of Sewerage Systems; Gerard, W. P.—House Drainage and Sanitary Plumbing; Harcourt, L. F. V.

# ADOPTED FENDER ISN'T ADOPTED AFTER ALL

### Mayor Gives Evidence of Vetoing Recommendations for Lambert Guard.

When the special fender committee of the city council reported favorably upon the Lambert fender everybody thought the vetoing problem that has been before the council for more than a year had been solved, but they had forgotten to reckon with Mayor Lane. His honor holds views of his own in regard to the fender question, and the charter expressly states that the fender adopted must be approved by the mayor as well as by the council, it is probable that the question will continue to haunt the council chambers for some time to come, because it is well known that Mayor Lane does not approve of the Lambert fender.

At Wednesday's council meeting Mayor Lane told the fender committee that his actions had been irregular in that he had not been consulted in the matter. This has been construed to mean that Mayor Lane will veto the ordinance adopting the Lambert fender which will throw the whole question back to a new beginning.

Mayor Lane favors the Liverpool fender, and believes it the best safeguard there is in the way of car fenders. The Lambert fender was thoroughly tried out by the committee and accepted by the members as the best shown for the city's consideration. All agreed on the Lambert with the exception of Councilman Vaughn, who favors the Eolipha fender.

In announcing his vote Mr. Vaughn stated that he thought the Eolipha fender better than the Lambert, but said that he would vote for the Lambert in order to get even adopted, believing the Lambert better than no fender at all.

As a result of Mayor Lane's announcement at the council meeting it looks as if the whole matter would have to be gone over again and fresh tests conducted before a fender is secured that will meet with the approval of both the council and Mayor Lane.

## WILL CONSIDER OTHER WAYS TO LIGHT CITY

### Chairman Cellars Calls Special Meeting to Tussle With New Problem.

Chairman George B. Cellars has called a special meeting of the lighting committee of the city council for next Wednesday afternoon at 2 o'clock to discuss the best method of lighting the city's streets after the expiration of the city's contract with the Portland Railway, Light & Power company, December 31, 1908. Chairman Cellars has extended an invitation to Mayor Lane, members of the city executive board and to any person who may have information on the subject to attend the meeting and confer with the committee.

The street lighting proposition is considered one of the most important questions confronting the city at the present time and the feasibility of a municipal lighting plant will be taken up and threshed out thoroughly by the committee in the brief time that has been allotted the members to investigate the matter.

# SPECIAL PANTS SALE



### EVERY PAIR OF PANTS IN THE STORE MARKED DOWN

- \$7.50 Pants Now \$6.00
- \$6.00 Pants Now \$4.95
- \$5.00 Pants Now \$3.95
- \$4.00 Pants Now \$3.25
- \$3.00 Pants Now \$2.50
- \$2.50 Pants Now \$1.95
- \$2.00 Pants Now \$1.65

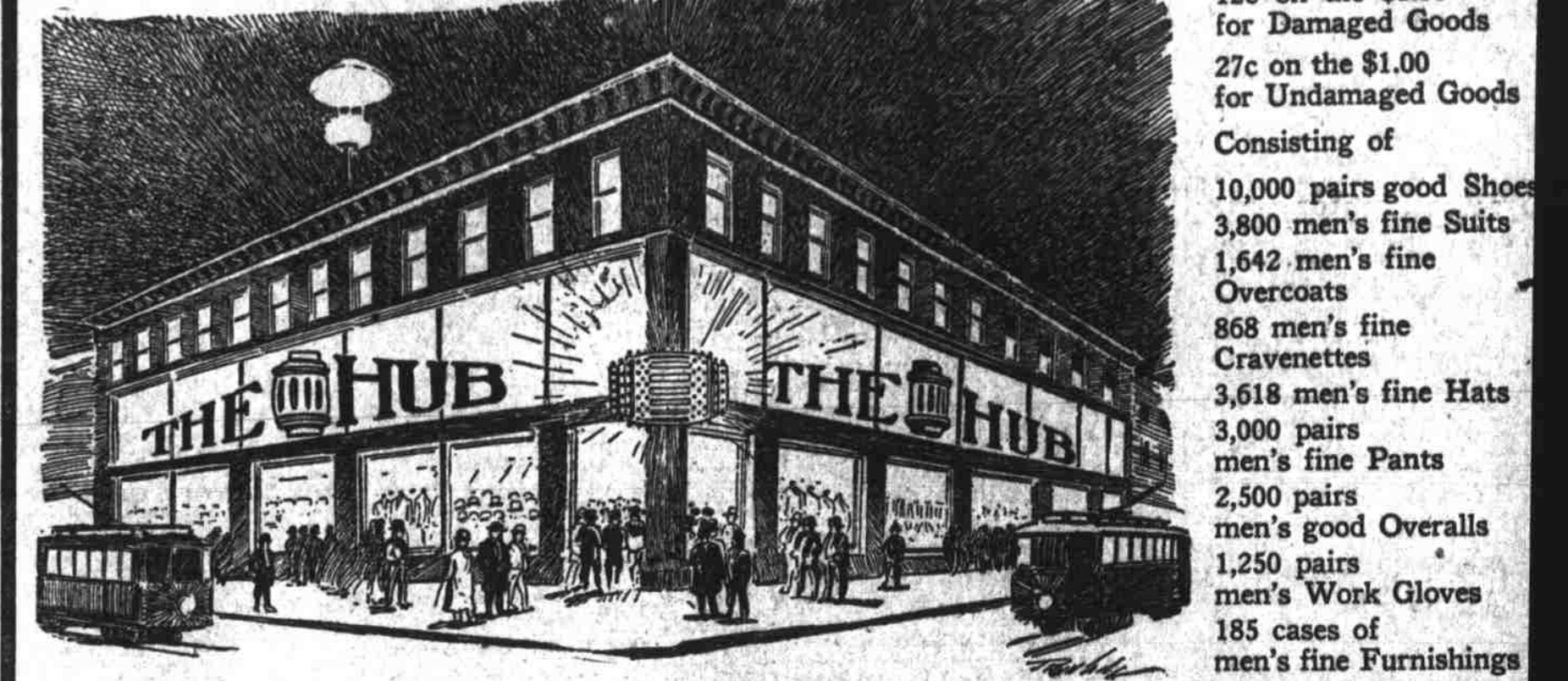
These prices prevail at all our stores

# MOYER 3d and Oak 1st and Yamhill

## PORTLAND'S BUSIEST CLOTHING STORE THE STORE 'ROUND WHICH HIGH-PRICED STORES ARE DYING

**OPEN EVENINGS** **THE HUB** THIRD AND BURNSIDE

### Fire Salvage Sale of A. Gordon's \$56,000



- Stock of CLOTHING, SHOES AND MEN'S FURNISHINGS Bought By Us for Cash at
- 12c on the \$1.00 for Damaged Goods
  - 27c on the \$1.00 for Undamaged Goods
  - Consisting of
  - 10,000 pairs good Shoes
  - 3,800 men's fine Suits
  - 1,642 men's fine Overcoats
  - 868 men's fine Cravenettes
  - 3,618 men's fine Hats
  - 3,000 pairs men's fine Pants
  - 2,500 pairs men's good Overalls
  - 1,250 pairs men's Work Gloves
  - 185 cases of men's fine Furnishings
- All Going at One-Half, One-Third and One-Fourth Actual Price**
- It's a jam all day with us—while other stores complain of no business, the Hub can't get help enough to wait on the trade. THERE'S A GOOD REASON FOR IT. These hard times are waking the people up; they're looking around; buying where they can do best, and they have discovered that's at THE HUB, CORNER THIRD AND BURNSIDE. Compare our prices with the 100 per cent stores, then buy where you want to.
- A. GORDON'S SUITS**
- \$1.50 for Gordon's \$3.00 Custom Tailored Pants
  - \$2.50 for Gordon's all wool \$7.50 and \$10 Suits
  - \$5.00 for Gordon's all wool \$10 and \$12.50 Suits
  - \$7.50 for Gordon's all wool \$15 to \$20 Suits
  - \$10.00 for Gordon's all wool \$22.50 to \$25 Suits
  - \$13.00 for Gordon's all wool \$27.50 to \$32.50 Suits
- A. GORDON'S OVERCOATS**
- \$3.15 for A. Gordon's all wool \$10 Overcoats
  - \$5.19 for A. Gordon's all wool \$15 Overcoats
  - \$8.79 for A. Gordon's all wool \$20 and \$22.50 Overcoats
  - \$12.45 for A. Gordon's all wool \$25 and \$35 Overcoats. Nearly All in Good Condition.
- A. GORDON'S CRAVENETTES**
- All Priestley's, which means \$25 and \$35 Coats everywhere
  - \$5.25 for A. Gordon's \$15 Black Thelbet Cravenettes
  - \$8.75 for A. Gordon's \$22.50 Cravenettes, black or fancy
  - \$12.49 for A. Gordon's \$25.00 to \$35.00 Cravenettes, black or fancy. Heavy, satin lined—all guaranteed. A few only are damaged.
- A. GORDON'S PANTS**
- All Custom Tailored—5,000 pairs.
  - \$1.00 for Gordon's \$2.50 Custom Tailored Pants
  - \$1.50 for Gordon's \$3.00 Custom Tailored Pants
  - \$2.00 for Gordon's \$4.50 Custom Tailored Pants
  - \$3.00 for Gordon's \$5.50 Custom Tailored Pants
  - \$3.95 for Gordon's \$7.95 Custom Tailored Pants
  - 1,000 pairs A. Gordon's English Corduroy Pants
  - \$2.00 for A. Gordon's \$4.85 Corduroy Pants
  - \$3.00 for A. Gordon's \$5.50 Corduroy Pants
  - Cuff and Peg Tops
- A. GORDON'S DRESS SHIRTS**
- 100 dozen 75c Negligee Shirts, smoked only
  - 100 dozen A. Gordon's \$1.00 Conqueror Shirts
  - 50 dozen A. Gordon's Monarch Shirts
  - 250 doz. Gordon's Linen Collars 6c
  - 100 dozen Gordon's 75c and \$1 Neckwear
- A. GORDON'S WORK SHIRTS**
- 40 Cases of 'em
  - 15c for A. Gordon's strong 50c Work Shirts
  - 39c for A. Gordon's fine 75c Batteven Shirts
  - 69c for Gordon's all wool \$1.50 Fancy Shirts
- UNDERWEAR**
- 95c for A. Gordon's all wool \$2.00 and \$2.50 Flannel Shirts
  - \$1.49 for A. Gordon's all wool \$3.75 and \$5.50 Flannel Shirts
  - 125 CASES OF A. GORDON'S FURNISHINGS
  - Consisting of standard makes of Underwear, Shirts, Sox, Suspenders, etc. Sold at one-half what it cost to manufacture.
  - 3c for A. Gordon's 10c Fancy Sox
  - 5c for A. Gordon's 12 1/2c Black and Tan Sox
  - 11c for A. Gordon's 25c Wool and Cotton Sox
  - 19c for A. Gordon's 50c Cashmere and Lisle Sox
  - 15c for 5 cases of all kinds damaged Underwear
  - 25c for Gordon's 50c Jersey ribbed Underwear
  - 35c for Gordon's 75c Sanitary Fleece Underwear
  - 75c for Gordon's 1.50 Lamb's Wool Underwear
  - 95c for Gordon's \$2 and \$2.34 Lamb's Wool Underwear
  - \$1.25 for all Gordon's finest \$2 Underwear
- A. GORDON'S SUSPENDERS**
- 9c for all A. Gordon's 25c Suspenders
  - 15c for all A. Gordon's 50c Suspenders
  - 25c for all A. Gordon's 75c and \$1.00 Suspenders
- SHOES**
- 150 cases A. Gordon's Custom Handmade Shoes in the newest lasts and styles. Every pair guaranteed at one-half what they cost to make.
  - \$1.20 for Gordon's \$2.50 Dress and Work Shoes
  - \$1.75 for Gordon's \$3.00 Dress and Work Shoes
  - \$2.25 for Gordon's \$4.50 Dress and Work Shoes
  - NIKE TOP—Workmen, buy your High-Top Boots here for less than one-half price.
  - \$2.55 for Gordon's \$5.50 Violeto-lined 12 and 14-inch Shoes—Violeto-lined Soles.
  - \$3.25 for Gordon's \$7.50 Loggers and Cruisers' Shoes.
  - 50c for Gordon's \$1.50 Slippers.
- HATS**
- 75 cases new styles, soft and stiff
  - \$2.35 for all Gordon's \$5.90 Stetsons
  - \$1.45 for all Gordon's famous \$3.00 Hats
  - \$1.95 for all Gordon's \$4.00 Hamilton Hats
  - \$2.25 for all Gordon's 50c to \$1.25 Caps
  - 5c for Engineers' Caps
  - 5,000 pairs Dress and Work Gloves worth \$6c. at 15c. Worth 75c at 39c. Worth \$1.00, at 59c. Worth \$2.00, at 99c.

## A Few of the Star Numbers

Now in Effect at

# Welch's Clearance Sale

Selections Better Now Than Later

## OVERCOATS

- All \$30.00 Clothes cut to.....\$19.75
- All \$25.00 Clothes cut to.....\$17.85
- All \$20.00 Clothes cut to.....\$13.75

Several very good shapes in \$3.00 Hats, soft and stiff, cut to.....\$2.35

THEY'RE NOBBY AND NEW.

Every \$1.00 Tie in the house cut to 65¢—and every one new this season.

- All \$2.00 Underwear cut to.....\$1.55
- All \$1.50 Underwear cut to.....\$1.15

Almost sure to have just what you want.

That's Where You Get Good Value

# Welch

THE AMERICAN CLOTHIER

283-285 Washington, Near Fourth Street