

ANY SIZE ALL STYLES ANY QUANTITY

## MACKINTOSHES.

RUBBER GOODS OF EVERY DESCRIPTION.

GOODYEAR RUBBER COMPANY

R. H. PEASE, President.  
J. A. SHEPARD, Secretary.  
F. M. SHEPARD, JR., Treasurer.

No. 78 and 75 First Street, PORTLAND, OREGON.

### THE PHOTO MINIATURE

Is the Best Instructor on All Photographic Subjects.

A FEW OF THEM ARE

- The Pose in Portraiture
- Developing and Development
- Retouching
- Intensification and Reduction
- Bromide Enlarging
- Carbon Printing
- AND MANY OTHERS—5 CENTS EACH.

Photographing Children  
Landscape Photography  
Telephotography  
Seashore Photography  
Flashlight Photography  
Photographing Interiors

Wholesale and Importing Druggists.

## Shaw's Pure Malt

America's ORIGINAL Malt Whisky Without a Rival Today

Blumauer & Hoch, 108 and 110 Fourth Street.  
Sole Distributors for Oregon

### A "Perfect" Furnace

wherewith to keep warm and a

## John Van Range

With which to roast your Thanksgiving turkey, then, indeed, "you have much to be thankful for." If you have not these two sources of comfort, you can get them from

W. G. McPHERSON,  
Heating and Ventilating Engineer, 47 FIRST, PORTLAND, OR.

## HOTEL PERKINS

Fifth and Washington Streets PORTLAND, OREGON

EUROPEAN PLAN

First-Class Check Restaurant Connected With Hotel.

Rooms—Single..... 75c to \$1.50 per day  
Rooms—Double..... \$1.00 to \$2.00 per day  
Rooms—Family..... \$1.50 to \$5.00 per day

J. F. DAVIES, Pres. C. T. BELCHER, Sec. and Treas.

## St. Charles Hotel

CO. INCORPORATED.

FRONT AND MORRISON STREETS  
PORTLAND, OREGON

American and European Plan.

American Plan..... \$1.25, \$1.50, \$1.75  
European Plan..... \$1.00, \$1.25, \$1.50

### CHAFING DISHES

Our Stock is now Complete.

Twenty Styles. Nickel Plated with Wrought Iron or Nickel Plated Stands.

Also a complete line of FIVE O'CLOCK TEAS.

Mail Orders receive prompt and careful attention.

PRAL, HEGELE & CO., IMPORTERS CROCKERY, GLASSWARE, LAMPS, CUTLERY, PLATED WARE, HIGH CUT GLASS AND FINE CHINA.

100-106 FIFTH STREET, CORNER STARK.

## FALL and WINTER CARRIAGES

BUILT ESPECIALLY FOR STORMY WEATHER.

STATION WAGONS ROCKAWAYS  
BROUGHAMS LANDAUS

A FULL LINE OF DOCTORS' BUGGIES.

CARRIAGES WAGONS, HARNESS ROBES, WHIPS

## STUDEBAKER,

320-338 EAST MORRISON ST.

## UNLOADING TAILOR-MADE SUITS AND OVERCOATS...

AT LESS THAN THE COST OF MAKING.

THE FARNSWORTH-HERALD TAILORING CO.,  
248 WASHINGTON STREET.

## BUY BRONZE MONARCH

On Monday! NEVER SO CHEAP AGAIN!

### Why Have Thousands

Of the best people of Europe and America paid their money for Pianolas? Because the Pianola enables one to play any piano with whatever expression is desired. No knowledge of music is necessary. Perforated rolls of paper direct the striking of the notes exactly as written, leaving the player the power of controlling the manner in which they shall be struck. Tempo, touch, accent, phrasing, all elements of expression, are perfectly under control.

The Pianola added to the piano places the entire range of music within the reach of everybody.

## THE AEOLIAN COMPANY

M. B. WELLS, Sole Northwest Agent, Acollin Hall, 353-355 Washington St.

## A DRYDOCK OF STEEL

### Best Material Should Be Used in Construction.

### WOOD STRUCTURE NOT LASTING

#### Many Citizens Think Mistake Will Be Made if Durability Is Sacrificed to Cheapness—Build Well at the Start.

General Charles F. Beebe—I can heartily commend a wooden drydock if it is properly cared for. Of course, steel is intractable, but it would be folly for us to spend two or three times as much for steel as for wood. A first-class wooden dock will last for 50 years. Such docks have been in use for that length of time in New York.

George Taylor, of Taylor, Young & Co.—I think, judging from what I have seen, that wood would be the best. Our native wood is good for the purpose of a drydock.

A majority of business men interviewed on the subject think it advisable to build the dock of steel, because that is the modern method and the most lasting material. A steel dock, it is urged, has elements of permanency about it that are lacking in wood. It is plainly a case, they say, of the best being the cheapest, which is a rule having general application.

While a steel dock may cost 25 per cent more than a wooden dock, conservative business men estimate that the extra cost will be repaid in the best kind of an investment. It would secure a permanent institution that would not become water-logged, and would practically last indefinitely. It would need no renewing or replacing, as would surely be the case with a wooden dock.

The present project of the Port of Portland Commission is for a wooden dock, to cost \$22,000, and the commission has \$40,000 at its disposal for a dock. If the wooden dock has to be replaced within 10 to 20 years at the same cost, it would certainly seem to be on the side of economy to invest 20 to 25 per cent additional at the start and secure a steel structure that will be permanent and need no replacing.

Drydocks as investments are said to be safe and sure. Drydocks, they say, return their owners 20 to 25 per cent, they have created riches in many ports.

When the Spanish government wanted a drydock for Havana Harbor it had a first-class steel dock built in the Tyne and had it towed 650 miles. It weighs 4200 tons, and has a lifting power of 10,000 tons. Its construction occupied six months.

In building a floating dock a contractor can come out at the end of his contract as close to his estimates as he can in building a ship. In building a stationary stone dock, on the other hand, the contractor's hole has been scooped out at great expense and a retaining wall put in, an incoherent little spring breaks out of the near-by bank, and from a trickle it increases to a full-fledged morning shower that during the night it has been joined by other little springs and has perhaps pushed the retaining wall away, and again shows the necessity of water.

Asked as to which they thought would be best for Portland, a steel or wooden drydock, the prominent business men who were seen gave their opinions as follows:

J. G. Day, prominent contractor, whose firm built the Cascade Locks—There is only one class of material worthy of consideration in the construction of a floating dock, and that is steel. Even if the dock is built of oak, it would be undesirable, and if built of Pacific woods it would need very extensive and continuous repairs in seven or eight years. Building of steel would delay the matter only one season, if at all. In the absence of plans and specifications, on which to base calculations, and considering the facilities in the East for getting steel shapes, I think that the cost of a steel dock would but slightly exceed that of a wooden dock. The operating machinery, which would be an expensive part, would cost the same in either kind of dock. The difference in the cost would be in the construction of the hull. It would cost more money to assemble the different parts of a wooden dock than of a steel one. The facilities for working steel were demonstrated at the Cascade Locks during the erection of the gates, which we had shipped from the East in sections. We were not required to chop a joint or drift in the wall of 2,000,000 pounds of steel we used. M. T. Endicott, Chief of the Government Bureau of Docks and Yards, recommends the abandonment of projected wooden docks, because they have been source of annoyance and expense everywhere.

J. Thorburn Ross, manager Title Guarantee & Trust Company—I think that we ought to have the dock which experience has demonstrated would be the best. It would be penny wise and pound foolish to build a dock whose first cost might be less, but the life of which would be very much shorter, and which would be less efficient in its operation. The building of drydocks has passed the experimental stage. Enough of them have been constructed in the important ports of the world to demonstrate the relative values of wood and steel. My impression is that the steel dock has proved superior to all others. In my judgment we should profit by the experience of others, and if data have not already been gathered for this purpose, they should be obtained forthwith. In order that economy of construction and efficiency of operation may be secured, taxpayers have a right to expect that this be done.

James Laidlaw, British Consul—In building a drydock, while wood would undoubtedly be the most inexpensive in the early days of the enterprise, I think that steel would be the best and cheapest in the long run. If we are going to have a dock I think it is time we had it. To an outsider not connected with the commission, it would seem that much time has been lost, and the good work of building a dock should now go forward as rapidly as possible.

Alfred Tucker, of Meyer, Wilson & Co.—The very best advice I can give to the Portland commission for its future business. We want one of the greatest stability—one that will last and will not have to be replaced in a comparatively short time.

Henry Hewett, marine insurance agent—I am not familiar enough with the details of drydock construction to express an opinion, but considering the great difference in lasting qualities, it seems to me that iron or steel would be preferable to wood, especially as the cost is going to be burdensome and the income perhaps insufficient to renew or replace a wooden dock in case that kind is built. Except in the matter of first cost, steel or iron will be preferable to wood, unless there is some technicality that I cannot see. Wood gets water-logged, but steel does not.

Sol Blumauer—What is worth doing at all is worth doing well. My experience is that a cheap article is destined to end. Therefore, if we have a drydock, it should be of steel, and the best that may be had. A drydock would certainly be

vertment to Portland. When ships would go into it the fact would be telegraphed all over the country. When we have a drydock here many a ship will come here which now goes to Puget Sound.

Judge George H. Williams—I think that if a floating dock is desired, wood would be the material to build it of. If a stationary dock is desired, of course steel is the most durable, but the cost might be out of all proportion. Whether steel or wood be used ought to depend on the difference in the cost of material, and that would be the best consideration in choice of construction material. I am pleased to know that Portland is to have a drydock. Such institutions are of great advantage to the commerce of a city.

General Charles F. Beebe—I can heartily commend a wooden drydock if it is properly cared for. Of course, steel is intractable, but it would be folly for us to spend two or three times as much for steel as for wood. A first-class wooden dock will last for 50 years. Such docks have been in use for that length of time in New York.

George Taylor, of Taylor, Young & Co.—I think, judging from what I have seen, that wood would be the best. Our native wood is good for the purpose of a drydock.



THE ALGIERS DRYDOCK—THE STYLE OF STRUCTURE THE U. S. GOVERNMENT BUILDS.

The new floating drydock for the naval station at Algiers, La., cost nearly \$11,000,000, and is the largest in the world—being 525 feet in length, with a lifting capacity of 18,000 tons, and capable of handling any vessel of any kind afloat. This drydock was built at Sparrow Point, Maryland, and has been successfully towed all the way from Chesapeake Bay to its present location on the Lower Mississippi—a most daring and hazardous achievement. The enormous structure had to be towed by powerful tugs from Baltimore down Chesapeake Bay, south past Hatteras, across the Gulf Stream, through Providence Channel of the Bahamas between Great Abaco and Eleuthera, in and out in a general southeasterly direction among the coral islands and jetties of the British possessions at Salt Key Bank just north of Cuba; then the coast of Cuba or the Florida Straits had to be skirted, according to which was windward; past Tortugas, in a direct west-northwest line, to the jetties of the Mississippi; and last, but by no means least, over "the bar," against the concentrated current between the jetty walls.

The cost of insurance alone was \$50,000 for the trip. It is not the plan of Portland to build a floating drydock comparable in size or cost with the great Algiers structure. But the question is whether it is worth the expense of a drydock of durable construction, why not Portland?

John Vince—I have seen the immense drydocks on the Clyde and at Newcastle, and the largest shipbuilding ports in the world, and have seen the undoubted value of permanency and stability. We want a first-class, permanent drydock here in Portland, and I think it should be built of steel, of course. A wooden structure could not be regarded as permanent in construction.

H. C. Breeden—Without having any actual knowledge of the relative merits of steel and wood in the construction of drydocks, it would strike me offhand that steel would be much more lasting. Also in regard to expense, steel might be the most economical in the end. I believe that the most desirable and permanent material from which to build the drydock, I hope that there will be no more mistakes made in the location of a drydock as there was 20 years ago. The drydock was located in quicksands, and it sank, sank, straight down, and has now reached Yokohama, I suppose.

Dan McAllen—I am indeed delighted to learn that a drydock is to be built here. Unless the difference in cost will be enormous, I would think that steel would be the most desirable and permanent material from which to build the drydock. I hope that there will be no more mistakes made in the location of a drydock as there was 20 years ago. The drydock was located in quicksands, and it sank, sank, straight down, and has now reached Yokohama, I suppose.

A. B. Steinbach—Our new drydock should surely be built of steel, by all means. We want the best we can get, and we can't get it up too fast. Steel is the only material that assures permanency, and that is what we want.

Peter Kerr, of Kerr, Gifford & Co.—Portland ought to have a drydock, and as soon as possible. As to the kind of a dock, I think that the best kind is the kind that will be put into operation at the earliest day.

W. S. Sibson, of the Portland Grain Company—I think that in constructing a drydock steel would be cheaper in the long run, although wood might be cheapest at first.

T. W. Smith, of the Northwest Warehouse Company—A drydock will certainly be of great advantage to this port, and it would be the best and most substantial material.

G. W. Simons, of the Pacific Bridge Company—A wooden drydock is the most feasible and within our means. Portland wants and needs a drydock, and there should be no quibbling as to the material from which it is constructed. It is present congested condition of the steel

## GAVE UP THE CITY

### Liberals Surrendered Colon in an Orderly Manner.

### LIFE AND LIBERTY GUARANTEED

#### Insurgents Turned Over Their Arms to Captain Perry, of the Iowa, Who in Turn Handed Them Over to General Alban.

COLON, Nov. 23.—The terms of surrender agreed upon at yesterday's conference on the United States gunboat Marietta, and at which the commanding officers of

the Marietta, of the British cruiser Tribune and of the French cruiser Suchet; Lieutenant-Commander McCrea, of the Machias; Captain Perry, of the Iowa; Generals Alban and Jeffries, representing the Government of Colombia, and Senator de la Rosa, who represented the Liberal party, were present, are briefly as follows:

Some of the reports reaching here show that there is apprehension on the part of some of the Colombians on the Isthmus, including men of considerable influence, as to the duration of the stay of American marines. It has come to the knowledge of officials here that many wild rumors have been circulated on the Isthmus, some of them going to the extent of asserting that the United States forces, having once landed, would not be withdrawn. These reports have led to inquiries between Panama and Washington, bringing out responses that the rumored American occupation was wholly imaginary, and that the most positive and definite assurances had been given, that immediately on the fulfillment of this Government's obligation to keep open the canal, the Liberal soldiers were to be permitted, however, to remove any of their military supplies from Colon, and their parole to prevent their joining any of the scattered bands of Liberals at other points.

Later in the day General Alban, accompanied by officials of the Conservative Government of Colon, arrived here from Panama, and Senator de la Rosa, representing General Domingo Diaz, whose secretary he is, surrendered himself and the Liberal troops to the Conservative forces in the presence of Captain Perry and the naval and consular officers.

For years past the harbor of Colon has not been so crowded as it is today. Five men-of-war and several German, Italian and British merchant and passenger steamers, as well as other vessels, are in port. The men-of-war are moored to the wharves. The only flag-berthed ship in the harbor is the Colombian gunboat General Pinzon. When General Alban received the surrender of the Liberals, the Pinzon blew a series of noisy, quick and irregular notes from her fog horn, indicative of her joy at the proceedings. She is now lying quite close to the docks. General Alban is on board.

The majority of the American marines and bluejackets have returned to their vessels. The Suchet has landed a detachment of marines on the property of the French Canal Company. American marines are still guarding the stores and the railroad station. Over 200 men entered the city with General Alban.

De la Rosa, on handing Alban his sword, said: "I accept the conditions of the treaty to safeguard the lives and liberty of my soldiers in Colon. As for my brother and myself, we personally desire to accept the conditions of this treaty."

### RESTORATION OF ORDER

#### Some of the American Warships Will Be Withdrawn.

WASHINGTON, Nov. 23.—The following warships were today received at the Navy Department from Captain Perry, of the Iowa:

COLON, Nov. 23.—Arrangements for surrender today of Colon and Liberal forces have been completed.

Another cablegram has been received by the State Department from Consul-General Gudger, dated at Panama, saying that the Liberals have been defeated, and that the Government forces are in possession of Colon.

With the restoration of order and open

## CHANGE THE JETTY

### General Gillespie Says Plan Is Worthy of Consideration.

### CONFERENCE WITH MITCHELL

#### Chief of Engineers Will Do All He Can to Further Oregon River and Harbor Improvements—Northwest Land Decisions.

WASHINGTON, Nov. 23.—Senator Mitchell has had a conference with General Gillespie on Oregon river and harbor work. The Chief of Engineers is very much interested in Pacific Northwest improvements, and says he will do all he can to further them in the river and harbor bill.

As to the obstructions at Celilo and The Dalles, General Gillespie says it is a matter for Congress to determine and decide very early date, with a view of laying the foundation at the start, deep and broad, for such suitable recognition in the future by Congress as the great subject demands.

Senator Mitchell is taking an earnest interest in the Lewis and Clark Centennial Exposition. He has already interviewed the President, members of the Cabinet and leading Senators and Representatives who are in the city, and expects to bring the matter formally to the attention of the Senate and House at a very early date, with a view of securing the foundation at the start, deep and broad, for such suitable recognition in the future by Congress as the great subject demands.

Senator Mitchell today wired to the Chamber of Commerce and Board of Trade of Portland, asking for statistics as to the gold output of Oregon and other data showing the necessity for the establishment of an assay office at Portland. He expects to introduce a bill for that purpose at the first opportunity. The Senator also asked for statistics of tea shipments at Portland, intending to make an effort to secure the appointment of a tea examiner at that point, although the outlook is not favorable.

Senator Mitchell will introduce a bill to exclude Chinese immigration. Senator Foster intends to use his best efforts to prevent lumber being placed on the free list at the coming session.

Spokane Postmastership. Upon the expiration of the term of Postmaster Tempie, at Spokane, in January next, M. T. Harrison will be appointed to the vacancy. This has been agreed upon by the three Republican members of the Washington delegation, Cashman being the most earnest advocate of this appointment.

Quinnell Survey. George R. Campbell, of The Dalles, has secured a \$100,000 contract for surveying the Quinnell Indian reservation, Washington, the latter to be opened to settlement. Campbell will complete his survey next Summer.

Postmaster at Sunnyside. N. E. Chambers was appointed postmaster at Sunnyside, Or., vice John R. Weisen, resigned.

Miners' Terrible Fall. CONNELL, LEVILLER, Pa., Nov. 23.—At the Lambert mine, near Masonston, eight men, after dropping 700 feet down the mine shaft, were all brought to the surface living, but with three lying and the others probably fatally injured. Just as they got aboard the cage, the cable parted and the cage dropped. The cage on the opposite side was immediately loaded with a rescue party, who found the men lying unconscious on the floor of the cage, with crushed chests, broken arms and legs, and in some cases the bones protruding out through the flesh. One man's skull was fractured.

### SUMMARY OF THE DAY'S NEWS.

Domestic. General Gillespie is in favor of changing the jetty. Page 1. Senator Mitchell is working at Washington for the Lewis and Clark Centennial. Page 1. The responsibility for the Seneca train wreck has not yet been fixed. Page 2. It is now believed that 80 lives were lost. Page 2. Governor-General Wood says Cuba needs immigration from the United States. Page 2. The Government will take its case at the line-line trial today. Page 2.

Foreign. Colon was surrendered to Colombian authorities yesterday. Page 1. Butler is warned to check the extravagance of Japanese Army maneuvers were witnessed by the Emperor. Page 2. Sport. The fight in Portland between "Mysterious Billy" Smith and Al Scott resulted in a draw at the end of 20 rounds. Page 10. Annapolis will meet West Point on the gridiron today. Page 2. McJannet wants another match with Young Corbett. Page 2.

Pacific Coast. Senator Helfield, of Idaho, quits the Populist party and goes over to the Democrats. Page 4. Logger at Olympia, Wash., shot and killed by a man who took him for a footpad. Page 4. Alaska is to have a moon better mail service. Page 4.

Marine. Steamship Indrapura clears with a record-break at Seattle. Page 11. Steamer Kahan raised and now on the ways. Page 11. Important decision regarding stowaways. Page 11. Portland and Vicinity. Contributions to Lewis and Clark fund continue. Page 8. Chamber of Commerce wants to know about "river channels. Page 12. Proposed Portland drydock should be a permanent structure. Page 1. Miss Sillson gets \$3000 as compromise in her "breach-of-promise suit. Page 8. Murderer Dalton's trial set for December 9. Wade's will follow. Page 8. Final receiver's report in Portland Savings Bank will be filed today. Page 8. International mining congress in 1902 may come to Portland. Page 7.