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FORCES HIS HAND

Harriman Aroused by Oregonian Editorial.

OREGON GETS ATTENTION

All Other Territory Pales Into Insignificance.

MONEY READY FOR EXTENSIONS

Wall Street Knows Magnate is Close-Mouthed, and Gives Much Credence to Reports of Surveys in Central Oregon.

The Wall Street Journal is authority for the statement that E. H. Harriman has at last come to realize that his policy toward railroad extension in Oregon will not be tolerated much longer. The Journal ascribes the awakening to an editorial in The Oregonian, which made it plain that Oregon would move in the matter itself rather than be bottled up by awaiting for Harriman or other capitalists to come to the relief.

This much is certain now, the Wall Street Journal says: "Oregon is receiving more attention than all of the other Harriman sections."

NEW YORK, Sept. 16.—(Special.)—The Wall Street Journal says tonight: "The preparation of the Oregon Short Line to handle a greatly increased business through Salt Lake City emphasizes the fact that within the past two years the far Northwest has advanced in traffic importance relatively faster than any other territory covered by the Harriman lines. The advance is due primarily to J. J. Hill. Portland has consistently held that the Harriman lines have not done for Portland and the North Pacific Coast as much as for San Francisco and the South Pacific Coast."

"Three months ago the Portland Oregonian openly criticized the Harriman policy on the ground that it had lost glorious opportunities and had not done anything to prevent the advance of the ports of Puget Sound at the expense of Portland. It also intimated that if Mr. Harriman did not think it worth while to do something for Portland, the city knew of some one who did."

"Since that time the Northwest has received more attention from the Harriman forces than any other portion of the Harriman territory. Reports have reached New York many times that corps of surveyors were in the field between the main lines of the Harriman system and the coast looking for new routes through Central Oregon and elsewhere. Harriman plans are never officially announced until well under way, but it is noteworthy that none of these reports have been officially denied."

"If the figures available on Union Pacific finances are taken as a guide, it is pretty clear that the Harriman system is well provided with funds to prosecute its plans in the Northwest."

The following outline indicates roughly the amount of cash and credit available or made available during the past year for corporate purposes of the Union Pacific system. Income surplus 1902, \$6,164,152; Oregon Short Line bonds at 90, \$2,000,000; notes, \$10,000,000; sale of Oregon Short Line mileage, \$10,000,000; sale of Houston & Texas Central stock, cash, \$1,500,000. Total, \$36,664,152. This estimate does not take account of the \$20,000,000 Oregon Short Line bonds issued to take up the floating debt of the \$2,000,000 Northern Securities stock held by the Oregon Short Line, unpurchased, the \$2,500,000 Rock Island preferred, received in the Houston transaction, or, in fact, of any unpurchased collateral held by the company."

Referring directly to the Salt Lake terminal and other improvements the Journal says: "Within the past week General Manager Hancock, of the Oregon Short Line, has presented to the City Council of Salt Lake City a petition setting forth the plans of the Oregon Short Line and the San Pedro route for a joint terminal in that city. The total cost of this terminal, including the amount paid for real estate, etc., will be about \$1,000,000. The Oregon Short Line has spent within the past two years, \$75,000 on real estate in the city, designed to become the site of the buildings and yards now planned. Options have been obtained on other property worth \$25,000, making the total expense of property \$200,000. The joint passenger station designed will cost \$250,000. The remainder of the \$1,000,000 will be spent in new freight yards, etc."

It will be remembered that the San Pedro leases its Salt Lake terminal from the Oregon Short Line under the agreement whereby a part of the Oregon Short Line was sold to Senator Clark. This arrangement has made it compulsory that the terminals be enlarged. The old facilities were hardly up to the requirements of the Oregon Short Line. When Mr. Harriman was building his line to the Southwest, recently sold to Senator Clark he set about the purchase of property in Salt Lake, knowing it would be needed. The arrangement of July 6, is not altered by the new plan. The Oregon Short Line will build the new terminals and San Pedro will lease the right to use them. The lease runs for 99 years.

Registration Frauds Are Alleged.
DENVER, Colo., Sept. 15.—District Judge

Booth Malone, sitting in the Criminal Court, was petitioned today by H. W. Bryant, chairman of the Charter Campaign Company, and other supporters of the proposed new charter, to summon a grand jury to investigate alleged registration frauds. The judge took the matter under advisement.

District Attorney Lindsley refused to ask for a grand jury on the ground that such a case has not been shown. The charter advocates alleged that thousands of fictitious names have been enrolled on the registration lists.

BURY EX-SENATOR TODAY

James K. Kelly, of Oregon Fame, Will Be Buried at Washington.

OREGONIAN NEWS BUREAU, Washington, Sept. 16.—Funeral services will be held in this city tomorrow afternoon at 4 o'clock over the remains of ex-United States Senator James Kerr Kelly, of Oregon, who died yesterday afternoon. As Colonel Kelly had resided in Washington since 1888, his relatives decided that burial should take place in the Rock Creek cemetery overlooking the National capital. The family preferred not to go to Oregon with the remains.

For more than two years Colonel Kelly had been in failing health, and during the past eight months or more had been confined to his home. He had long been a sufferer from Bright's disease, and it was this that carried him off. Although he had been steadily failing bodily his mind remained bright and active to the end. Ten minutes before he died he was sitting up in his bed. He left his chair, lay down on the bed and fell to sleep. It was his last sleep. He passed away unconsciously.

Republican Kentucky Congressman, LONDON, Ky., Sept. 15.—Congressman Vincent Boroin died today of pneumonia. He was the only Republican in the Kentucky delegation.

RUTH BRYAN IS ENGAGED

She Will Wed Artist Leavitt, of Newport, in October.

LINCOLN, Neb., Sept. 15.—At a party given tonight in honor of Miss Ruth Bryan, eldest daughter of Mr. and Mrs. W. J. Bryan, by members of her college fraternity, formal announcement was made of the engagement of Miss Bryan and William H. Leavitt, of Newport, R. I. The wedding, it was reported, will be in October.

Mr. Leavitt is an artist who has been in Lincoln a number of months, part of the time engaged in painting a portrait of Mr. Bryan.

GRAND OFFICERS OF ELKS

Exalted Ruler Completes the List of National Appointments.

INDIANAPOLIS, Sept. 15.—Joseph T. Fanning, grand exalted ruler of the Benevolent and Protective Order of Elks of the United States, tonight completed the list of National officers of the order. They are:

Boards of Governors for Elks' National Home—Meado D. Detweiler, Harrisonburg, Pa.; Thomas F. McNulty, Baltimore; L. Lazarus, Lynchburg, Va.; grand exalted ruler, Thomas E. Dunne, San Francisco; grand inner guard, W. H. Moreland, Colorado Springs; grand chaplain, Rev. Walter Davenport Buckner, Pine Bluff, Ark.

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CAUGHT IN GALE

Roosevelt Has Stormy Trip to New York.

YACHT SWEEP BY WAVES

Wind Blows Sixty-five Miles an Hour in Hell Gate.

LANDING A SERIOUS PROBLEM

Tugboat Sinks With the Sylph Near-by, but She Can Render No Assistance—Executive Visits Immigration Station.

President Roosevelt and party, including his wife and son, had a very thrilling journey from Oyster Bay to New York yesterday, the naval yacht Sylph being caught in a gale of cyclonic force. All were made to keep indoors, and everything on deck had to be lashed down. It was with great difficulty a landing was finally made at Brooklyn navy-yard.

The President visited Ellis Island yesterday, and went among the immigrants. Later, he returned to New York, attended to official business, and is now en route to Antietam, where he will today deliver an address on the unveiling of a monument to the soldiers of New Jersey who lost their lives in the Civil War.

NEW YORK, Sept. 15.—President Roosevelt is resting quietly on his train tonight, after a day of strenuous and varied experiences. While en route from Oyster Bay to New York on the naval yacht Sylph, he passed through a terrifying wind and rain storm, during which the vessel was in immediate danger. Subsequently, he visited the immigration station on Ellis Island, New York Bay, and made a thorough inspection of the institution.

After dining on the Sylph tonight, he went on the revenue tug Chamberlain to Jersey City, where he boarded a special on the Pennsylvania Railroad, which is to carry him, Governor Murphy, of New Jersey, and their invited guests to the background of Antietam. There, tomorrow, will occur the ceremonies incident to the dedication of the monument erected to the memory of New Jersey soldiers who fell in the Civil War.

Shortly after 10 o'clock this morning, nearly an hour later than had been arranged, President Roosevelt boarded the Sylph in Oyster Bay. He was accompanied by Mrs. Roosevelt and her son, Kermit, Mrs. Richardson, a New York friend of Mrs. Roosevelt, Secretary Loeb, friend Albert Bushnell Hart, of Harvard College; Professor J. B. Moore, of Columbia University; C. Grant Lafarge, of New York, and Jacob A. Rills, of Richmond Hill, L. I. In addition, the President's guests included members of the Executive Staff and representatives of the press associations.

Storm Turns Into a Hurricane.
When the Sylph weighed anchor the sky was dark and forbidding, and as the vessel drew out of the bay a light rain fell. Less than an hour after the Sylph had entered Long Island Sound she ran into a terrific wind and rain storm. The storm increased in severity rapidly and off Fort Schuyler it developed into a hurricane.

The wind blew, according to an estimate made by Lieutenant Preston, commander of the Sylph, at the rate of 55 miles an hour. The Sylph, a comparatively small vessel, pitched heavily, and off Willets Point listed very sharply to starboard. The President and his guests had to be held to go below, and beyond a drenching none of them suffered inconvenience.

The storm became even more severe as the vessel neared Hell Gate. The waves and wind swept the deck, making it almost impossible for the sailors to remain exposed to their force. The baggage of the party, consisting chiefly of hat-boxes and dress-suit cases, was swept about the deck, and everything movable on deck had to be clowed down to prevent its being swept overboard.

Unable to Aid Sinking Boat.
In Hell Gate, a quarter of a mile off the port bow of the Sylph, a tugboat having in tow a large schooner was captured by the wind and waves. She sank stern foremost, but did not settle completely out of sight for perhaps five minutes. Lieutenant Preston wished to stand-by to render such assistance to the tug crew as he could, but Captain William H. Brainard, an experienced pilot, who was at the wheel, declared it would be foolhardy for the Sylph to attempt a rescue in such a storm; that she almost certainly would be wrecked herself in the attempt. President Roosevelt knew nothing of the capsizing of the tugboat until nearly an hour afterward. He then expressed the wish that some assistance might have been rendered the crew.

Unable to Land at New York.
It was the expectation that Mrs. Roosevelt, Mrs. Richardson and some of the guests of the President could be landed at Twenty-third street, Mrs. Roosevelt declaring to pass the day in the city with relatives. Owing to the severity of the storm, which was still raging with furious energy, it was found impracticable to make a landing at that point. The naval tug Powhattan, in command of Lieutenant-Commander Pundstone, ran alongside the Sylph. Commander Pundstone suggested a landing be made at Brooklyn navy-yard. Lieutenant Preston reported to the President the absolute impracticability of proceeding to Ellis Island in the face of the storm. He was supported in his judgment by Lieutenant-Commander Pundstone who magnanimously it would be impossible to effect a landing at the island in such a gale. Very reluctantly, President Roosevelt consented to abandon for the day his trip to the immigrant station. Mrs. Roosevelt, Mrs. Richardson, Kermit Roosevelt, Professor Moore, Professor Hart and Mr. Lafarge were landed at the Brooklyn navy-yard.

Sylph Again Weighs Anchor.
Rear-Admiral Rogers, commandant of the yard, went aboard the Sylph, and the storm having abated it was decided that the trip to the island could be made in safety.

At 2:55 the Sylph again weighed anchor and arrived at Ellis Island at 2:25. The President and his party were safely landed.

Despite the furious storm, a large party had assembled at the island to greet the President. He was welcomed by Commissioner of Immigration Williams. Among the invited guests were Senator Platt of Connecticut, W. H. Douglas of New York, chairman of the Immigration committee in the late House; Frank P. Sargeant, Commissioner General of Immigration; Arthur Von Briesen, president of the Legal Aid Society of New York, and a number of other prominent people in public life. After the informal reception, Commissioner Williams conducted the President and party to the restaurant, where luncheon was served.

Before beginning his tour of inspection of the station, President Roosevelt informed Commissioner Williams that it would be impossible for him to make such an inspection as he would like in the brief time at his disposal. Commissioner Williams then requested the President to appoint a commission to make a complete inspection. The President named as the commission Eugene A. Philbin, Thomas Hynes, Arthur Von Briesen and Ralph Trautman. The commission will report personally to the President at the conclusion of its investigation.

At the conclusion of the President's inspection, he expressed his pleasure at the condition in which he found everything on the island.

BANDY HOT TALK

Payne and Civil Service Man Disagree.

DELAWARE CASE UP AGAIN

Commissioner Takes Part of Fourth-Class Officials.

HOLDS THEY ARE CLASSIFIED

Postmaster-General Retorts by Saying "No Man of Sound Sense" Thinks So—Roosevelt May Have to Step In.

Miss Huldah B. Todd, Postmaster at Greenwood, Del., was removed from office for being too active politically, according to the Postmaster-General. Her friends declare she was ousted because of non-sympathy with the Adickes faction. The case called forth the declaration by the Postmaster-General that it was the policy of the Administration to remove fourth-class Postmasters after they had served four years, whenever as requested by a Senator or Congressman. Since President Roosevelt has always advocated the retention of capable officials, the announcement created great surprise. He has, as yet, taken no cognizance of the matter.

OREGONIAN NEWS BUREAU, Washington, D. C., Sept. 15.—Postmaster-General Payne and Civil Service Commissioner Greene have become involved in a spirited controversy as to the status of fourth-class postmasters, the dispute growing out of the Todd case in Delaware, where the postmaster was removed solely because he was objectionable, politically, to Senator Allee. Commissioner Greene publicly announces that fourth-class postmasters are by law converted into the classified service, although their appointments are not made through competitive examination. Postmaster-General Payne comes back by saying that the attitude of Commissioner Greene is ridiculous. "No man of good sound sense," says he, "would hold for a minute that the fourth-class postoffices are under the civil service law."

When these authorities finally get together and determine the true status of fourth-class postmasters, thousands of these officials will know where they "are at." There is some foundation for the stand of Commissioner Greene, but his broad assertions are misleading. Rule two of the civil service commission says: "The classified service shall include all officers and employees in the executive civil service of the United States, except persons employed merely as laborers, and persons whose appointments are subject to confirmation by the Senate."

Fourth-class postmasters are not appointed through competitive examination, because they are included in the excepted classes. The fact that fourth-class postmasters are in the classified service, under the instructions of Commissioner Greene, means merely that they are brought within the general terms of civil service.

Rule one prohibits discrimination against employes on the ground of political opinions or affiliations, and prohibits the use of official authority or influence for the purpose of interfering with an election or affecting the results thereof.

Postmasters of this grade can always be removed, as can other persons in the classified service, for undue political activity, but the question now raised is likely to put to test the authority of the department to remove fourth-class postmasters merely to satisfy the political whim of a Senator or Representative.

Unless the case is pressed, there will be no decision, for the Postoffice Department wishes to stand by members of Congress and not to interfere with their control of patronage. If Commissioner Greene forces an issue, however, the President himself will have to lay down a positive policy governing appointments and removals of fourth-class postmasters.

Hold Conference With Platt.
During the afternoon President Roosevelt and Senator O. H. Platt of Connecticut had an important, although informal, conference respecting the work to be done at the approaching session of Congress. Senator Platt is one of the advocates of an early extraordinary session. He has urged the President to call Congress together as early as October 15. Time then would be afforded for the House to organize promptly, and for the Senate to arrange its committee assignment and yet be able to accomplish some political and effective work before the beginning of the regular session on the first Monday of December.

However, it is the present intention of the President to call Congress into extraordinary session on Monday, November 3. Senator Platt, who is a member of the sub-committee of the Senate committee on finance, to which was delegated the work of drafting a financial bill to be introduced at the approaching session, though it would be difficult to reconcile the differences which at present existed, particularly those between the House and Senate. He believed the Senate committee on finance would prepare and introduce a measure that would probably meet the views of the Senate, but whether it would be approved in whole or in part by the House remained to be determined.

Senator Platt has definite ideas about financial legislation. The measure which receives his approval will be remedial, but not radical. It is believed the other members of the Senate sub-committee concur in this view. Some doubt is expressed as to the ability of Congress to agree upon any financial measure, but Senator Platt is inclined to the view that some measure may be enacted into law.

ITALIAN COUNT WEDS.
His Bride is the Daughter of a Prominent Hawaiian Planter.

HONOLULU, Sept. 15.—Count Leonard Erzola Bonelli, a member of the guard of the King of Italy, was married yesterday on the island of Kaula to Miss Alice McKee Spaulding. The bride is the youngest daughter of Colonel Spaulding, owner of the Kaula & McKee sugar plantations. The newly married couple, accompanied by Colonel Spaulding, sailed on the steamer Alameda today en route for Italy.

California Inspector is Arrested.
SAN FRANCISCO, Sept. 16.—Postal Inspector James W. Erwin, indicted by the Federal grand jury of Washington, D. C., for alleged conspiracy to defraud the Government, was arrested this afternoon by the United States Marshal, Hall, which had been fixed at \$500, was promptly furnished. Thomas Rickard, chairman of the Berkeley Town Trustees, and C. R. Witter qualified on Erwin's bond.

Outlaws Seek Peace.
Cubans Contend They Are Only Patriots Fighting for Their Pay.

PUERTO PRINCEPE, Cuba, Sept. 15.—The party of outlaws have sent a letter to the Governor asking for the privilege of making a peaceable demonstration in Santiago when President Palma arrives, and protesting that they were not bandits, but patriots demanding their rights and the pay of the army.

The Interior Secretary, Yero, refused to answer, saying the rural guard have orders to arrest all bearing arms unlawfully. There were two exchanges of shots at long distance today between the outlaws and guards, but nobody was hurt.

Money to Improve Mississippi.
WASHINGTON, Sept. 15.—Acting Secretary of War Oliver today held that under the provisions of the last river and harbor act he is not authorized to expend more than \$2,000,000 per annum for the improvement of the Mississippi River.