

HILL'S BIG SHIPS

Greatest Show Vessels
Now on Earth.

USEFUL ON SEA? MAYBE

Doubtful Problem as to Their
Commercial Value.

MAY NEVER COME TO PACIFIC

Built for Freight, They Will Carry
Enormous Cargoes—Construction
Delayed by Strike—No Effort
to Hasten Work.

NEW LONDON, Conn., Oct. 11.—(Staff Correspondence.)—When the late lamented P. T. Barnum went up and down the world a number of years ago with what he modestly termed the "Greatest Show on Earth," all Connecticut smiled approvingly and swelled with becoming pride, for the "greatest ever," whether it be a circus, a college or a collapsing syndicate, always attracts attention. Mr. Barnum's greatest show on earth still holds from Connecticut a few miles up the road from where I write, but the advent of a number of other enterprising showmen who have attached Mr. Barnum's favorite adjective to the modest appellations by which they designate their own tented arrays, has left the public slightly in doubt as to whether or not the greatest show on earth still holds from this land of wooden nutmegs and steady habits. Even were it otherwise, Connecticut is not feeling bad at present; for the light of fame is beaming on her from another direction.

Barnum's show may not have been the greatest on earth, but beyond all question the greatest ships the world ever saw are now under construction at this port. President James J. Hill, of the Great Northern, for whom the steamers are being constructed, has taken no pains to conceal their vast dimensions from the public, and thanks to the enterprise of his press agents, their great size has been pretty thoroughly exploited so far as figures can convey an idea of their immensity. To be thoroughly appreciated, however, these leviathans must be seen, and to view them transportation men from all parts of the world have journeyed to this ancient Connecticut seaport. The Minnesota, the first of the big freighters to enter the water, was launched several months ago, but is still far from completion, and her twin sister will not be ready to leave the ways before next year, and may not be ready for service before 1909.

There is nothing beautiful in the make-up of these big freighters. In fact, their square box-like bows and blunt sterns convey no such ideas of beauty and symmetry as were such suggestive features of the old-time clippers or the modern ocean greyhounds. But wherever the model-maker eliminated the graceful curves from bow and stern, he always made room for a good many tons of freight, and accordingly the vessels will be, when finished, not only the largest ships afloat, but immense carriers per registered ton. While not designed for the passenger trade except as an incidental service, they should be about the most comfortable craft afloat in rough weather. They are flat bottomed and nearly 300 feet long, with 35 feet beam, and for fear these great dimensions were insufficient to discourage any roiling sea which might try with them, immense "rolling guards" run the entire length of both sides of the hull. These guards will steady the big craft from any sideways rolling, and the great length of the vessels will prevent any pitching between the waves and will enable them to ride right over any sea that rolls.

These advantages are of secondary consequence to Mr. Hill, for it is freight, and not passengers with which he expects to make money with the vessels. Whether or not his expectations will be realized is an unsettled question, and there are plenty of experienced steamship men around New York who still predict that the vessels will not be sent to the Pacific Coast for many a year. Certain it is there is no frantic effort to hasten their completion, although a strike has, perhaps, retarded operations more than would otherwise have been the case.

"Why should they hurry the completion of the elephants," said the representative of an opposing line to the Great Northern. "Mr. Hill is losing less money on them now than he would be losing if they were in operation, and the ocean end of his trans-continental trans-Pacific traffic is being more than provided for by the Boston Towboat Company and the Nippon Yusen Kaisha. If the strikers at New London had fully realized that next year, or the year after, would have suited Mr. Hill fully as well, or, perhaps, better than this year for the completion of the ships, they might not have knocked off so quickly.

The strike has not left the yards of the Eastern Shipbuilding Company without workmen, although the men now engaged do not all wear the union label. A few of the more skilled employees are Americans, but many of the foremen and hundreds of the ordinary workers scattered over the big ships are foreigners, with the Italians seeming to predominate. The Minnesota Flying Light, with much of her machinery and gear still on the dock, and none of her stores, furnishings and general equipment on board, towers above the little dock at the shipyards like a vast wall of metal, and yet stripped clean as she lies, she is already drawing 35 feet of water astern, and about 17 feet forward. When loaded the vessels will draw 45 feet, and on this draft are expected to carry over 8,000 tons of freight.

In order that this amount of freight will be forthcoming by the time the vessels are ready for it, Mr. Hill's hired men all the way from Boston to Seattle are schooling themselves in the business of gathering freight for the far East, and becoming faith in the sagacity of

THE "DIFFERENT STORE" OLDS, WORTMAN & KING FIFTH AND WASHINGTON

Tomorrow, Tuesday, October Twentieth Occurs

Our Formal Full Season Autumn and Winter Openings in

Women's Wear and Millinery Salons

October's Leading Society Event. Every woman within visiting distance is cordially invited.
SPECIAL OPENING SHOWS ONE DAY ONLY—TUESDAY.

MERE MONDAY MENTIONS THAT MAY REMIND

Of needed things we've thought of here and included among the assemblage of splendid values and matchless bargains of this

FULL SEASON OPENING WEEK OF FALL AND WINTER SHOWINGS FOR NINETEEN HUNDRED, THREE AND FOUR

In addition to Yesterday's Bargain Mentions on Page 21 of "Oregonian" we've thought of these today.

CHILDREN'S WOOL DRESSES

Go to the Head of the Bargain Class Today

Too late for insertion yesterday this bargain news came flashing over the "Special" wire from the Girls' Annex—Second Floor.

Children's all-wool dresses in plain and mixed materials, colors navy, gray, cadet, red, brown and green; styles in Russian blouse effect, with gored skirts or sailor style, some with silk tucked yokes, others trimmed with silk braids.

Sizes 14 and 16 years—
\$7.95 grade at \$5.97 \$9.00 grade at \$6.43
\$14.50 and \$15.00 grade at \$10.79 \$16.50 and \$17.00 grade at \$12.68

Sizes 6 and 8 years—
\$4.10 and \$4.50 grades at \$3.47 \$7.35 grade at \$5.87
\$8.25 and \$8.75 grades at \$6.34 \$10.75 grade at \$7.69

Royal Worcester Corsets



SALON—SECOND FLOOR

"This is only one axiom for a Corset: Excellence or nothing," said a celebrated corset maker. Following this one can safely select the Royal Worcester Corsets. This celebrated make is exclusively ours for Portland selling. It appears in all the latest approved models and latest ideas, combining the style of the French with the excellence of American make. Upon the corset depends the fit of a gown. We have several new numbers of this famous make, just received for our Full Season Autumn Openings. Experienced fitters are at your service here at Portland's Favorite Corset Shop.

Fall "Fixin's" in The Man's Shop The Man and His Shirt

Are the closest of friends—they live together, and must get on well, else there'll be a "flare up"—and the store that sold the misfit or fickle color will "get it" in the anatomical portion of the human frame that collars are supposed to fit. We don't propose getting it there and have gathered a splendid stock of splendidly fitting shirts in splendid and exclusive patterns. All the best materials made in every wanted style and at popular prices—\$1.00 to \$2.00—for business wear, semiford and full dress, including coat shirts. A full stock of work shirts.

GOOD GLOVES FOR MEN

A satisfactory glove at \$1 or \$1.50 is not easy to get. The skins must be strong, sturdy, but not stiff; full of elasticity and soft to the hand. It must keep its shape and color reasonably well, and not look shabby after a few wearings, nor rip almost immediately on acquaintance. We have the right sort for particular men, including Dress, Walking and Driving Gloves, the largest collection in Portland. For walking or driving in heavy cape stock, with Priz seams, \$1.00, \$1.25, \$1.50 and \$2.00, America's best make, and Dent's genuine English kid Gloves, with full plique finish; also the Derby and Monarch at \$1.50, \$2.00 and \$2.50; genuine Mochas in gray and brown at \$1.50, \$2.00 and \$2.50; silk lined, in gray and brown shades, at \$1.50.

Men's new Fall Neckwear in all widths—Four-in-Hands from 1 inch to 2 1/2 inch widths, in French fold, reversible, etc.; Imperials, Imperial Ascots, squares, in all the new colorings, embracing grays, greens, blues, black and white, gunmetal, etc., at 50c, 75c, \$1.00 and \$1.50.

FIXING UP THE HOMES

MANY HELPING HINTS ON FOURTH FLOOR

Take a trip on our flying machine. In about 4 seconds you'll alight four stories above the great throngs in the thoroughfare aisles—up among the home fittings. New arrivals greet you today—especially chosen for our Full Season Opening Shows.

HERE'S LACE CURTAINS

Magnificent Arabians, carefully chosen patterns, excellent wearing qualities, and suited for Parlor or Dining Hall Windows—\$5.00, \$6.50, \$7.50, \$10.00 and \$12.50.

More Antique ORIENTAL RUGS



Some people associate Oriental Rugs with Nomads, but such people are unacquainted with such beautiful rugs as we show here. These are from the "first families" of the far-away Orient, picked up by our expert buyer for the "first families" of Portland and the Northwest. Rugs that have grown old so beautifully that age has improved. Carpet sizes in Khivas and Cashmires, small sizes in Antique Bokharas, Shivaz, Kazaks and Anatolian Mats. A select, very choice line of Kiskillams for table or couch covers.

NEEDED THINGS Furnished by the STATIONERY, TOILET SUNDRIES, LEATHER GOODS AND JEWELRY SECTIONS—First Floor.

New Fall lines just in of Hurd's select Stationery, in dainty tints of cream, dotted Swiss, azure, Dresden, etc. All the down-to-date novelties in Papeterie, including paper and envelopes, handsomely boxed, 35c to \$5.00.

Take a bath in Perfume—it's easy and inexpensive. Bathascent Powder in the bath does it. At the Toilet Counter.

Triple Mirrors—an aid in shaving at home for the men. Indispensable on the ladies' dressing tables. Ebony, oak or mahogany frames, oval, round or square shapes, \$2.25 to \$6.50.

Stand Mirrors, 60c to \$3.75.

New at the LEATHER Goods Dept. Ladies' Wrist Bags, in real seal and walrus, black, price \$1.00.

Same with plain or fancy metal frames, in black, brown and tan; price, each, \$1.25 and \$1.50.

New Saffron Leather Wrist Bag, in navy and green; price, each, \$1.25 to \$4.50.

Finest quality Real Walrus Wrist Bag, in black, brown and tan; price, each, \$2.00, \$2.50, \$3.00, \$4.50 to \$10.00 each.

New Automobile Bags, all colors leather; prices \$1.25 to \$7.50 each.

New Carriage and Real Seal and Walrus; prices \$3.75 to \$10.00 each.

New Cape, Coat and Boa Clasp at Button Department, in fancy metal and cut steel; prices 50c, 65c, 75c, \$1.00 to \$1.85 each.

JEWELRY DEPT. Many new and artistic little novelties opening every day.

New Stick Pins in many new designs, in sterling silver, gold filled and solid gold; prices 35c, 50c, 65c, 75c to \$5.00 each.

New Breast, Lace and Brooch Pins; prices 35c to \$12.00.

New Bracelets in sterling silver chain or round; prices 75c to \$2.50 each.

New Bolt Pins, in gray, oxide and sterling silver; prices 25c to 65c each.

Fine new selection of Owl Pins, all the rage in the East; prices 25c, 65c, 85c to \$3.00.

Also Owl Belt Buckles; prices \$1.50 to \$4 each.

Sterling Silver Souvenir Spoons, each, 35c, 65c, 75c, 85c, \$1.00, \$1.25 to \$2.50 each.

Mr. Hill, express no doubt about their ability to have it ready for the ships. If it is not ready as a kind of a preliminary, the big ships might be placed on exhibition at some of the big ports of the world, and for the time being make as much money as they would make on the Oriental run. It is worth an admission fee to take a turn up one side of the dock and back the other side and realize that you have traversed over a quarter of a mile without retracing or doubling on your steps.

One might naturally expect to find the largest ships in the world building at a large port or in a large yard, but in the case of the Minnesota and Dakota this assumption would be entirely wrong, for New London is only a small New England city, and the yard in which the big ships are building does not for a moment compare with that of Moran Brothers at Seattle, and the machine shops are small compared with those of the Willamette Iron & Steel Works in Portland. Nearly all of the work except joining the pieces together and getting the equipment in place has been done in outside shops, and the different parts shipped to New London to be put together. While the plant at which the work is being done has been engaged in a small way in building vessels for a number of years, it has specialized into its present dimensions solely for the purpose of building these two ships.

One reason given for undertaking such a big job in such an obscure port was the expected escape from the exactions of union labor, which is more powerful in the larger ports. In this only partial success was achieved, for strikers have been numerous since the keels of the big ships were laid, and had there been any desire to hasten their completion of the vessels the loss of time might have been serious. The eyes of organized labor have been opened in the East, however, since Sam Parks went to Sing Sing, and no difficulty is experienced in securing all the men needed on the ships. Yet, there is a vast amount of work to be completed

before they are ready for business, and even should Mr. Hill carry out his announced plan to send them direct to Seattle as soon as they are completed the enthusiastic citizens of the Elliot Bay metropolis need not begin burning red fire in honor of the occasion much, if any, before 1908. By that time Portland may annex the pair for Lewis and Clark Centennial attractions. E. W. W.

LEAVES FOR CLEVELAND

Tuscarora, Will Take Part in Settlement of International Dispute. MILWAUKEE, Oct. 15.—The Tuscarora, Milwaukee's new revenue cutter, will leave for Cleveland tomorrow, to take part in the settlement of the international dispute which has arisen between the United States and Canada over the fishing in Lake Erie.

Orders to proceed at once to that port and to report to the Collector of Customs there have been received by Captain Hall. The cutter will coal and then leave for Lake Erie.

Best Fitted for the Work. CLEVELAND, Oct. 15.—Collector of Customs Leech said that when the Tuscarora comes to this port it will aid in determining the boundary line both at Ashabua and Erie, where American fishermen have been fired upon and their nets taken up. The revenue cutter's trip to this vicinity is because she is better fitted out with officers and instruments to engage in such work and the result will probably be of more use to the Treasury than if undertaken by amateurs from this and other cities along the Lakes.

A careful study will be made of the disputed points to avoid, if possible, further disturbance of American fishermen along this part of Lake Erie.

Annual Royal Livestock Show. KANSAS CITY, Mo., Oct. 15.—The fifth annual American Royal Livestock Show will open here tomorrow with 500 head of pure-bred cattle entered. In addition to the cattle there are 150 head of imported draft and coach horses, 300 swine, 300 sheep and 1000 Angora goats. Cash prizes aggregating \$25,000 will be awarded.

Orders to proceed at once to that port and to report to the Collector of Customs there have been received by Captain Hall. The cutter will coal and then leave for Lake Erie.

ALL FOR MISSIONS

Societies of Christian Church Meet at Detroit.

REPORTS FROM WORLD FIELD

Thousands Attend the Meetings and Sit Down at Communion Service—Delegates Speak from Pulpits of Other Denominations.

DETROIT, Mich., Oct. 18.—(Special.)—The American Christian Missionary Convention, now being held in the city of Detroit, begins under most favorable conditions.

The foreign society makes the best report of its history. It was organized in 1812. At the present time its representatives are found in all the great mission fields of the world. The stations and sub-stations number 129. The number of missionaries is 117. The native helpers number 20. Nearly 70,000 patients were treated in the hospitals of this society last year. Several thousand children are under instruction in its schools. The receipts for the year amount to \$210,000. This is a gain of \$1,000 over the income of last year. The society proposes to raise \$250,000 for its work in the coming year.

The enthusiasm ran high for good citizenship when Rev. Frank G. Terrill, of St. Louis, and Oliver Stewart, spoke to more than 400 people last evening. Today more than 600 communicants sat in holy communion and a large offering was made for ministerial relief.

The Pacific Northwest is represented in

SEE LAVA GEYSERS SPOUT Center of Maunaloa Visited by Explorers in Hawaiian Islands. HONOLULU, Oct. 18.—An exploring party of 12 the first to reach Mokuapopo, the summit of the crater of Maunaloa, gave reliable details of the eruption. The party suffered severely from mountain sickness and cold.

They found the inside of the crater very active. Out of the mass of molten lava fountains were shooting up to the height of 200 feet or more, but there was no overflow.

An increase of heat in the Dewey

Lipman Wolfe & Co.

MONDAY BARGAIN LIST

OCTOBER SALE OF LEATHER GOODS

Thousands of Bargains in Suit Cases—Purses—Wrist Bags—Card Cases—Bags, Etc.

\$1.35 Guaranteed Peau de Sole at 98c
\$1.00 Canvas Weave Silks at 83c
\$1.00 Colored Dress Goods at 69c
\$1.75 and \$2.00 Black Dress Goods at \$1.19
Sale of Framed Pictures at 25c, 50c, 75c, 95c

All the Music of PRINCE OF PILSEN

60c Outing Flannel Gowns at 45c
\$1.35 Outing Flannel Gowns at 98c
50c and 60c Black Lace Hosiery at 35c
Children's 20c School Hosiery at 14c
Children's 35c Cashmere Hosiery at 28c
Children's "No Mend" Hosiery at 25c to 35c
Sale of "Golden Fleece" Silk Floss Cushions
17c Fleeced Waistings at 11c
25c Elderdown at 17c
Sale of Sheets and Pillow Cases
Big Sale of Laces
Sale of Lace Curtains
Sale of Petticoats and Walsts

CYRUS TOWNSEND BRADY'S GREAT NOVEL

THE CORNER IN COFFEE

OUT TODAY BUY IT THE SMART SET A MACAZINE OF CLEVERNESS. NOVEMBER NUMBER

MAY TIE UP TEXAS.

Trainmen May Be Called Out to Help Pacific Expressmen.

BRIDGE DRAW GIVES WA

Train Crossing the Potomac Has Narrow Escape.

WASHINGTON, Oct. 18.—The Chesapeake & Ohio passenger train which left here at 11:20 o'clock tonight for Cincinnati, met with a serious accident on a long bridge which spans the Potomac River and connects with the Virginia shore. About one-third of a mile from the Washington end of the bridge is a draw 150 feet in length.

Tonight as the train was passing over this draw the northern half of it gave way and precipitated the tender and dead baggage car immediately followed it into the water. A huge girder which formed part of the draw's structure jammed up against the main car, followed the dead baggage car and helped to keep it and the remaining cars of the train from going into the river.

No one was killed but fireman Job Woods, of Charlotte, N. C., received severe gash in the face. The remaining cars of the train were sent back to Pennsylvania Railroad station in Washington.

Nearly all the cars on the train had come through from New York, including the combination car, the day coach and two sleepers. The accident delayed travel for some time.

A Philadelphian's Wonderful Go Shot.

Philadelphia North American. In a match on the Stevens house course at Lake Placid, N. Y., Harold Naylor of Philadelphia made a shot that has never been equaled on this or any other golf links in the Adirondacks, if it is a record for the Stevens house course. Driving from the seventh tee, Mr. Naylor made the seventh hole, a distance 174 yards, in one shot.

Eye-witnesses of the play say it was the prettiest shot they ever saw. The ball landing on the green close to the hole rolled in as nicely as if it had been putted.

A creak was used in making the shot.

Mr. Naylor, who recently lowered the record for the Stevens house course 22 strokes for the nine holes, is a member of the Philadelphia Country Club team and captain of the University of Pennsylvania team. He plays No. 1 on the Stevens golf team, and is recognized as the best golfer in the Adirondack mountains. He is a son of John S. Naylor, of Philadelphia.

The Happy Boatman.

Tip in New York Times. The other day I visited an old friend on a canal-boat. They call him "Captain." He is a little lord of a little kingdom. Half of his house is above deck and half below. Outside, upon the deck, are his well-stocked refrigerator and ice barrel. Inside are a canary bird, a fine tiger cat, a small piano, books, magazines, a cozy corner, a shotgun and ammunition, fishing tackle, a