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A FEW OF THE SNAPS. Long Focus Premo, \$38.50

BLUMAUER-FRANK DRUG CO.

142 FOURTH STREET.

SHAW'S PURE MALT WHISKY. America's ORIGINAL MALT WHISKY Without a Rival Today.

HOTEL PERKINS

Fifth and Washington Streets PORTLAND, OREGON

EUROPEAN PLAN

Rooms, \$1.00 to \$3.00 Per Day First-Class Check Restaurant Connected With Hotel.

J. F. DAVIES, Pres. C. O. Davis, Sec. and Treas.

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CO. (INCORPORATED.) FRONT AND MORRISON STREETS PORTLAND, OREGON

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OSCAR ANDERSON, Manager Front and Morrison Streets PORTLAND, OREGON

FREE BUS TO AND FROM ALL TRAINS.

Rates—European plan, 50c, 75c, \$1.00, \$1.50, \$2.00 per day. Sample rooms in connection.

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If you are buying SAW MILL AND POWER TRANSMISSION MACHINERY OR LOGGING ENGINES

Call on us. Perhaps we can interest you. Estimates furnished on all iron work.

Office and Works: Front and Hall Streets, PORTLAND, OREGON

WHEN BUYING A FURNACE

Do not lay too much stress on the looks of the outside of a furnace (though the "Perfect" is finished second to none), but ask the dealer to remove the cases and show you the real furnace. That's what HEATS.

W. G. McPHERSON COMPANY Salesroom, 47 First Street, between Pine and Ash, Portland, Oregon.

F. W. BALTES & CO. PRINTERS

Have Removed to First and Oak Sts.

NEW BUILDING

CORDRAY'S THEATER

Cordray and Russell. Portland's Popular Family (NOT IN THE TRUST) Theater.

People's Popular Prices, 15c, 25c, 35c, 45c, 55c. Phone Main 522. Matinee prices: Children 10c, adults 25c.

TONIGHT Tuesday, Wednesday and Thursday nights only. Leslie Morozoff's Comedians

"A SPOTLESS TOWN" 120 minutes of continuous laughter. The specialties are clever and new.

Commencing Saturday night, October 24th, and ALL NEXT WEEK

Bronson and Currie's Big Musical Comedy, "MR. JOLLY OF JOLIET"

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NAMES PUT TO IT

Alaska Boundary Draft Is Signed.

Commissioners Refuse to Take Any Part.

THEY EVEN QUIT THE ROOM

Majority Proceeds Quietly to Finish its Work.

BRITAIN IS VERY MUCH PAINED

No Hope That the Dominion Representatives Will Be Signatories to Engrossed Document, Which Will Be Ready Today.

PRAISE FOR ASSOCIATED PRESS.

LONDON, Oct. 19.—The London Daily Telegraph, commenting editorially on the Associated Press exclusive announcement Saturday of the agreement arrived in the boundary arbitration, says:

"An ordinary circumstance, no more important would attach to such an announcement than would be accorded to the usual gossip current at the close of an inquiry of this sort, but the Associated Press has gained a well-earned reputation for the accuracy of its reports on international questions, which have their center in London. It is, therefore, very probable that this particular statement is substantially correct. No official information is available, but there is confirmation from other sources."

LONDON, Oct. 19.—A draft of the decision reached by the Alaska Boundary Commissioners, as announced by the Associated Press, was signed by a majority of the Commissioners this evening.

The decision grants all the American contentions, with the exception of the one relating to the Portland Canal.

The signatories were Lord Chief Justice Alverstone and Senators Lodge and Turner and Secretary Root, the American Commissioners. They constituted a majority and insured finality.

Messrs. Aylesworth and Jette carried their outspoken disapproval of the decision to the point of refusing to sign even that section of the decision giving the Portland Canal to Canada, and they emphasized their attitude by walking out of the cabinet-room in the Foreign Office before the signatures of the others had been affixed to the historic document, which has already been printed, and is ready for the session to be held tomorrow.

The only thing remaining to be done at this session is that the majority of the tribunal complete and sign the map, which accompanies the decision, and which minutely determines the course of the boundary in accordance with the American contentions in question number five. An engrossed copy of the decision also will be signed on Tuesday.

The refusal of Messrs. Aylesworth and Jette to coincide in Lord Alverstone's view was only known to a few persons here tonight, but at the Foreign Office, and in high government circles, it has created a painful impression. There is no hope expressed that the Canadian Commissioners will reconsider their attitude and sign the engrossed copy of the decision, which will stand as the international record of the tribunal's finding.

The Goldsmiths' Company entertained the Commissioners at a banquet tonight in the ancient Goldsmiths' hall. The Prime Warden proposed the healths of King Edward and President Roosevelt, and these toasts were followed by others to the members of the Commission. Secretary Root and Sir Louis Jette replied to the Prime Warden.

The former in his remarks dealt chiefly with the value of such international meetings to the English-speaking people. He said it was a good thing for them to try and settle their differences between themselves, rather than by an appeal to outside people, who did not understand the mutual traditions.

A toast to the agents of the countries represented was proposed by John W. Foster, American counsel of the Alaska Boundary tribunal. The absence from the gathering of Clifford Bifton, Canadian Minister of the Interior, was noticeable. Mr. Foster voiced the general thanks for the hospitality received by the visitors in London.

Senator Turner and Mr. Aylesworth also spoke. The latter emphasized the hope that Canadians would soon be no more strangers in London "than the man from Shropshire."

Senator Lodge, proposing the health of the Prime Warden, spoke feelingly of the affection that all the Commissioners entertained for the character of Lord Chief Justice Alverstone. No speaker

Alluded to the decision reached by the tribunal.

The Commission was in session during the afternoon and adjourned shortly after 4 o'clock to meet again tomorrow morning.

OMISSION NOT MATERIAL.

State Department Says "Mountain Range" Is Defined Clearly Enough.

WASHINGTON, Oct. 19.—An apparent conflict in the information from London and the announcement made by a State Department official Saturday respecting the agreement reached by the Alaska Boundary Commissioners, is explained here by the statement that the London advices, touching the victory of the Americans on all points except as to the Portland Canal, are perfectly correct, but that the Commission's decision was not technically final because of its omission to locate the "mountain range," which was referred to in the original Russian treaty of cession as a conditional limit to the American claim. It is said, however, at the State Department, that this is not after all material in view of the Commission's decision that every inch of the shore line north of the Portland Canal is American territory, for whether the strip be only a mile wide or ten miles or forty, the Canadians cannot reach the sea without crossing American territory.

It is stated that in all probability a period of one year will be required to complete the work of delimitation on the boundary line proposed in the treaty. The Commissioners could only lay down general principles for the fixation of the line, but they could not in the nature of the case undertake to make a practical survey. This work will be done by experts named by both governments, the United States and Great Britain, and steps to this end will be taken as soon as the two governments are notified by the Commission of the outcome of its work. Question five is as follows:

"In extending the line of demarcation Northwest from said point on the parallel of the 56th degree of North latitude, following the crest of the mountains situated parallel to the coast until its intersection with the line of longitude 141 degrees West of Greenwich, subject to the condition that if such line should anywhere exceed the distance of ten marine leagues from the ocean, then the boundary between the British and the Russian territory should be formed by a line parallel to the sinusities of the coast, and distant therefrom not more than ten marine leagues, was it the intention and meaning of said convention of 1824 that the strip of land in the exclusive possession of Russia a continuous fringe or strip of coast on the mainland not exceeding ten marine leagues in width separating the British possessions from the bays, ports, inlets, havens and waters of the ocean, and extending from the said point on the 56th degree of latitude North to a point where such line of demarcation should intersect the 141st degree of longitude Western meridian of Greenwich?"

ONLY JUSTICE, SAYS FAIRBANKS.

Neither America Nor Britain Lose Anything They Have a Right To.

INDIANAPOLIS, Oct. 19.—United States Senator Charles W. Fairbanks, who was (Continued on Page 7.)

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Alaska Boundary Commission. Majority of commissioners affix signatures to draft of treaty conceding all but one point to America. Page 1.

Canadian commissioners refuse to affix their signatures, and leave room while others are doing so. Page 1.

Governor Chamberlain declares he would have fought rather than have given Canada anything. Page 1.

Politics. Spokane Republicans are all at sea since they have lost leader John L. Wilson. Page 11.

Kings County Democracy refuses to endorse entire Tammany ticket, but names harmony committee. Page 4.

Domestic. Dowie classes New York newspaper men as "dirty dogs," some of whom are "mean dogs." Page 1.

Harriman will not spend any more money improving his railroads after this year. Page 1.

Albert E. Bell, the daring mailpoacher robber last year, studies his guards after being taken from Denver to Philadelphia. Page 7.

Colonel Roswell Eaton Goodell, of Denver, prominent in business and financial circles, is dead. Page 3.

Foreign. Russia, fearing no other power in Far East, will wait for Japan to move. Page 3.

Russo-Japanese negotiations are again at a standstill. Page 3.

Sultan of Turkey refuses to receive Austro-Russian note-urging reforms in Balkans. Page 3.

Ec-Liberal Leader, John Morley comes out strongly against protection. Page 3.

National. Governor Chamberlain arrives in Washington to discuss Oregon and affairs with Secretary Hitchcock. Page 3.

Estimate of Puget Sound navy-yard commandant is cut from \$2,650,000 to \$2,400,000. Page 3.

President Roosevelt will touch but lightly on land reforms in his message, leaving the work to Congress. Page 3.

Sports. Creusos trots a mile in 1:56 1/4 at Wichita, Kan.—world's record. Page 6.

Joe Galis is unable to put Joe Grim out in six rounds. Page 6.

Pacific Coast. Hobbers make unsuccessful attempt to crack safe of Bank of Newberg. Page 4.

Puget Sound merchants to invade Walla Walla territory. Page 4.

Valuation of railroad tracks in Walla Walla may be raised. Page 5.

Contracts let for rebuilding Aberdeen blocks. Page 4.

Supreme Court affirms decision of Circuit Court to acquit Pleas Armstrong guilty of murder. Page 5.

Commercial and Marine. Wheat weak and lower. Page 15.

Stump in market. Page 15.

Hope quoted at declining figures. Page 15.

Chicago wheat market unsettled. Page 15.

Effect of Baltimore failures on stock market. Page 15.

San Francisco produce quotations. Page 15.

Sixteen Yukon River steamers battling against ice. Page 15.

Portland and Vicinity. Federal grand jury assembles to investigate land and pension frauds. Page 10.

Back taxes must be paid in compromise cases. Page 10.

Father rescues son from life in Bad Land. Page 12.

Pacific Coast railroad business grows faster than improvements. Page 11.

Buildings in great demand, while supply is inadequate. Page 10.

Maanama held annual meeting. Page 10.

HARRIMAN DONE

No More Money for Improving His Roads.

HILL METHODS ADOPTED

Making of Net Earnings to Be Policy Hereafter.

MANY MEN WILL BE LET OUT

Cost of Labor Is Too High to Build New Lines—Money Spent on the Several Systems Totals \$104,000,000.

SPENT ON HARRIMAN LINES.

O. R. & N.—

Bedrock \$2,326,666

Change of line 1,422,005

Equipment 112,379

Total \$4,861,050

Southern Pacific—

Bedrock \$20,462,218

Equipment 8,980,970

Gravel cut-off 4,400,162

Total \$33,843,350

Union Pacific—

Bedrock \$8,588,509

Change of line 3,985,380

Equipment 8,780,350

Total \$21,354,239

Chicago & Alton—

Bedrock \$7,497,161

Equipment 5,446,328

Total \$12,943,489

Kansas City Southern—

Bedrock \$3,148,928

Equipment 1,651,174

Total \$4,800,102

Grand total \$104,342,550

NEW YORK, Oct. 19.—(Special.)—It can be stated on the highest authority that the end of the present calendar year will mark the end of the extraordinary appropriations, out of earnings, for improvements on all the Harriman lines, Southern Pacific, Central Pacific and Union Pacific particularly. It can also be stated that the decision to begin the curtailment of these expenses was not arrived at as the result of the recent settlement of troubles between E. H. Harriman and J. R. Keene, contrary reports notwithstanding.

Mr. Harriman has decided to change his policy because he has completed the heavy improvements which he set out to accomplish immediately after the purchase of Southern and Central Pacific. The amount spent on these improvements during the past three years is stated in detail in the foregoing table, which was prepared by order of E. H. Harriman for presentation to the traffic officials of all Harriman lines.

After a careful consideration of these figures, Traffic Manager Stubbs gave out a statement to the effect that this total of over \$104,000,000 would be considerably increased before the work at present under way is completed, and the total expense during this period of extraordinary appropriation would make a total greater than the estimated cost of the Panama Canal. Mr. Stubbs left the impression that the work on the Harriman lines is not yet nearly over. Mr. Harriman himself has corrected this impression and is responsible for the statement in the opening paragraph.

All Thought to Net Earnings.

The efforts of all the Harriman lines will henceforward be directed to the making of net earnings. All the roads are well prepared. They have spent during the past three years over \$45,000,000 on locomotives and cars, and are now going to work to get as much profit out of that equipment as can be got. A prominent Harriman official says, in this connection:

"It may sound like heresy for me to say so, but what we need on our railroads is the Hill method. I know that Mr. Harriman would concur with me in this statement. Mr. Hill has mastered the art of getting out of his equipment every dollar's worth of earning capacity that there is in it. Our men have been instructed to spend their time and energy in doing the same thing. The financial departments of all the railroads of the Harriman system have supplied the shrews of war, and it now remains for the traffic departments of the same railroads to get the best results possible out of the facilities that have cost us so much money, thought and labor."

rainload to be increased.

"In other words, Traffic Manager Stubbs is going to try to bring our trainload up to something like 400 tons. When you consider that in 1900 the trainload was only 200 tons, and is at present more than 300 tons less than Mr. Hill's trainload, it will be manifest that there is lots for Mr. Stubbs to do. It is an old story now that we have reduced all grades of any particular difficulty on the main line of the Union Pacific and on Central Pacific, and this reduction of grades, taken in conjunction with the greatly increased average hauling power of our locomotives, should go far toward enabling the traffic departments to fulfill the gigantic task assigned to them."

Many Laborers Will Be Dismissed.

"It is true that our heavy labor on the line is drawing to a close. It is also true that within the next few months we expect to lay off a great number of men who have been at work on the Central Pacific lines, and within the next 12 months we expect to lay off an equal number of men, if not more, who are now at work on the Union Pacific. These are not our own railroad employees, as the phrase is usually used. They are navvies who were taken on to do a certain amount of work, and were not, of course, employed for any specific time. No one should be surprised or uneasy at the fact that these men are being gradually dismissed. They have done their work, and I suppose they have done it satisfactorily. We have had lots of trouble with them. The more of them we took on the higher wages they seemed to want."

Labor Costs Too Much.

"On some sections of our railroads we have used labor that cost us only about \$1 per day. If we had been doing the same work ten years ago, we would have paid those men about 25 cents per day and considered we were paying them too much. The English, Scotch, Irish and native American laborers to whom the original builders of the American railroads used to pay \$1 to \$1.25 per day have cost us in a great many instances as high as \$2 per day. They are worth it. From some personal experiences of our gangs, I should say that one Scotchman or American is worth at least five Chinamen when it comes to doing work on a railroad. The trouble was that we could not get the Scotch or American in sufficient numbers."

"This country is at present a little too prosperous to be a good country in which to build railroads or anything else. The class of men who were navvies when the Union Pacific was built are doing a much higher grade of work now. This has been perhaps the greatest difficulty with which we have had to contend. I should say that out of the \$100,000,000 or so we have spent during the past three years, at least \$20,000,000 would have been saved if we had been doing the work under the same economic conditions that existed in 1895."

Will Show What Road Can Earn.

"We are now going to show the public what the Southern Pacific can do in the line of net earnings. I believe we have in that road one of the most magnificent earners of money that there is on the continent. Just look at its gross earnings. In 1902, it earned, in round numbers, \$4,000,000. That is just double the earnings of the Southern Railway, which is, less than 2000 miles shorter than the Southern Pacific. It is four times as much as Frisco, which is a good deal more than twice as long. Here are some other railroads to compare with it, remembering always that the mileage of the Southern Pacific is less than 8000 miles: Northern Pacific, 5800 miles, \$1,000,000; Great Northern, 5200 miles, \$8,000,000; Union Pacific, 5600 miles, \$7,000,000; Rock Island, 4000 miles, \$2,000,000; St. Paul, 3000 miles, \$45,000,000; Northwest, 6000 miles, \$4,000,000. These are the principal Western railroads. You will see at a glance that in gross earnings on a mileage basis the Southern Pacific has them all beaten to a demonstration. You have to go into the Eastern trunk lines before you will find a railroad that compares with it. In that densely settled region, of course, the big systems show gross earnings in some instances as high as \$15,000 per mile."

With our new equipment, our greatly

renewed grades, and above all with our efficient management, I see no good reason why we should not also become one of the heaviest, if not the heaviest, earner of net per mile. Of course, the road is over-capitalized. It must be remembered, however, that E. H. Harriman did not capitalize it. He bought the road and he had to pay a good price for it. He expects that within the next two or three years the Union Pacific will begin to get its own out of the investment. The Union Pacific has now been carrying the Southern Pacific purchase for some years at practically a dead loss, so far as actual return is concerned. We expect that within the time named we shall be getting a 4 per cent return on the face value of the Southern Pacific stock held in the Union Pacific treasury. That will be pretty nearly a 7 per cent return on the actual price paid for the stock. That may be considered one of the best railroad bargains that has ever been made in this country."

Keene Suit Had No Effect.

"This talk to the effect that Mr. Harriman has been compelled to change his policy in order to settle the suit brought by Mr. Keene is perfect nonsense. Mr. Harriman told Mr. Keene some time ago that a little patience was all that was required on the part of the Southern Pacific stockholders. Mr. Keene replied that his principal holdings of the stock were for the sake of investment, not for speculation. Mr. Harriman has taken the stand all through that since he held Southern Pacific stock for the same purpose, what was sauce for him should also be sauce for Mr. Keene. Mr. Harriman and his friends will get their reward shortly and if Mr. Keene still has his stock, he will also reap the benefit of the immense expenditures that have been made on the Southern Pacific."

This interview outlines the situation

fairly well. The official in question does not, however, throw any light upon the question of what Mr. Harriman intends to do with respect to the building of new lines. Mr. Harriman himself is also non-committal on this point. He admits that the roads under his command, particularly the Union and Southern Pacific, will shortly be compelled by the aggressive competition of the Atchafalpa, and the Hill roads to build into new territory. It is also tacitly admitted that this is the reason for the selling of part of the Oregon Short Line and the Texas lines of the Southern Pacific. These sales have left the roads in a stronger financial position, and amounted to the sacrifice of lines that paid very poor returns in order to clear the way for the building of other lines necessary to meet competitors."

NOTED ACTOR COLLAPSES

William Faversham Becomes Ill in His Dressing-Room.

TERRE HAUTE, Ind., Oct. 19.—William Faversham, the actor, collapsed in his dressing-room tonight, and was unable to appear in "Imprudence," at the Grand. The attending physician says the ailment is only an attack of biliousness.

Fine Town Hall Burned.

SHEBOYGAN, Mich., Oct. 19.—The City Hall of Sheboygan, one of the finest municipal buildings in upper Michigan, was destroyed by fire today. Loss, \$30,000.

DOWIE IS HISSED

Calls Newspaper Men "Dirty Dogs."

PROPOSES TO 'LICK PRESS'

Will Get New York's Heart, Then Her Money.

HEARERS REFUSE TO STAY

Modern "Elijah" Alludes to Some Clergymen as "Mean Dogs"—His Followers Begin a House-to-House Canvass of City.

HOT SHOTS BY DOWIE.

"Tobacco-smokers, liquor-drinkers and newspaper men are dirty dogs, and dirty birds. We came here and we get your impudence, but I will get your hearts, and then I will get your pocket-books."

"The story that my wife lost a \$1000 diamond pin was untrue, as she never owned a pin like that; nor had she lost anything."

"The tales printed about my people being hungry are also lies."

"I licked the press of Chicago, and will 'lick' the press of New York. I will 'lick' these 'vultures.'"