

PORTLAND, OREGON, FRIDAY EVENING, OCTOBER 20, 1905.

SAYS CORVALLIS LINE, NOT COLUMBIA SOUTHERN, WILL BE EXTENDED

Heavy Grades on Letter Road Declared to Be Prohibitive.

MINTO PASS OFFERS ONLY FEASIBLE ROUTE

Prominent Railroad Man Declares That Decision to Extend Corvallis & Eastern Was Not Effected by Sentiment, but by Necessity.

E. H. Harriman has an option on the Corvallis & Eastern railway, and can take over the Astoria-Columbia River road whenever he wants it.

The Columbia & Southern will not be extended southward.

If the Harriman interests traverse central Oregon, with a road of their own construction, it will be the Corvallis line that will be built onward to Ontario.

The foregoing is the substance of a statement made yesterday by one of the best informed railroad men of the northwest, who has been in a position to learn the facts relating to building plans. His opinion is regarded as worthy of acceptance and his statement of anything as fact is taken at full value.

Grades Prohibitive. "I happen to know just why Mr. Harriman doesn't extend the Columbia Southern—it's because he knows that the grades are almost prohibitive on that line and that the Corvallis & Eastern can be built to Ontario from Idanha, the present western terminus, crossing the Cascade range of mountains, and the maximum grade that would be encountered would be 1 1/2 per cent on the western side of the range and 1 1/4 per cent on the eastern side.

There is no mystery in his attitude toward the Columbia Southern. It is not a matter of feeling nor of anything else than mere topography of the country and economy of operation.

The Columbia Southern now runs from Biggs on the Columbia river southward to Shaniko. An ordinary freight engine can pull only six or seven loaded cars. Imagine a railroad hauling the immense traffic that will develop in central Oregon over grades that entail such heavy expense for motive power and such slow running time.

Too Much Climbing. The country traversed by the Columbia Southern is formed of a succession of high ridges running eastward and westward, with deep valleys between. To go southward across such a country means that you must climb ridge after ridge and bear enormous expense of operation.

For instance, the reason James J. Hill comes down the north bank of the Columbia is to have the advantage of lighter grades than he encounters in crossing the Cascade mountains in going to the south, and when all has been said about that north bank plan, the only real motive that remains, after the process of elimination has been carried out, is the easy grade.

Mr. Harriman never will extend the Columbia Southern because he knows that it would be bad railroad judgment, but I am informed that he wants to extend the Corvallis & Eastern because thereby he would get into central Oregon from western Oregon at the minimum of grades and attain the object aimed at with less expense of operation.

Minto Pass an Easy Way. It has been proved by the engineers that the Corvallis & Eastern may be extended from Idanha, the terminus on the western slope of the Cascades, to the summit of the mountains through the Minto pass, between the Three Sisters and Mount Jefferson, with a maximum grade of 2 per cent; cross the mountains and go down the eastern slope with a maximum grade of 1 1/4 to 1 1/2 per cent, until the great basin of central Oregon is reached, after which the road would run in practically level country to Ontario, with the Malheur river as the outlet at the eastern terminus.

Such a road would be better from a strategic point of view than the Columbia Southern, too, for feeders could be built north and south from the main line to serve every corner of the 56,000 square miles of country in the central part of the state that now has no rail lines.

I know that Mr. Harriman is in a position to take over the Corvallis & Eastern at any time he elects. Mr. Hammond, who owns the road, is interested with Mr. Harriman in immense tracts of redwood in California and in timber lands in other localities, and not only would find it to his advantage to sell the Corvallis & Eastern line to him, but also to dispose of the stock in the Astoria & Columbia River road to the Union Pacific message.

"My information is that Mr. Hammond owns 50 per cent in the Astoria, and General Hubbard and H. E. Huntington the other 50 per cent.

"The hesitancy on the part of Mr. Harriman to make extensions himself is due to the fact that if he were to make the Corvallis or the Astoria road his own and a part of the O. R. & N. or the Southern Pacific, he would have to apply the common point rate to all tonnage hauled over either road, which would mean that he would simply add to his haul without increasing his receipts on freight originating in the territory served exclusively by those roads.

Will Extend to Ontario. "Nevertheless I believe he will extend the Corvallis line onward to Ontario and open the interior of Oregon.

"If the Corvallis line be extended, as I am certain it will be, a branch would be built northward from the western slope of the Cascades to Portland, probably through Silverton or some point near that town.

"Take the map and study the geography of the state and you will see that the Corvallis extension, as I have indicated, would give an almost air-line between Portland and Ontario, with 30 to 40 miles less distance and lighter grades than are now encountered on the main line of the O. R. & N. through the Blue mountains.

Engineers Decide. "Railroad men must obey the command of the engineer who surveys the lines. It is not the operator in Wall street, but the rough-dressed and scientific surveyor, who determines where railroads shall run. And they are the fellows who have issued the ukase that central Oregon must be entered via the Corvallis extension rather than via the Columbia & Southern over prohibitive grades."

It is understood that the Harriman interests may select the pass farther south through the Cascades, connecting with the Southern Pacific near Albany, but The Journal's informant inclined to the belief that the entrance would be in the manner set forth in his statement.

THOUSANDS OF SHINES MAKE ITALIAN WEALTHY

Frank Gentile Will Visit Old Home and Tell the People About the Fair.

Years ago Frank Gentile sailed from the sun-kissed shores of Italy for America to make a fortune. He came to Portland and as a bootblack amassed a goodly amount of money. Now he intends returning home to see his parents and rejoice with them.

"Gotta pienta da mun now," says Frank, "showe all my olda friends da bigga pile."

Month in and month out has Gentile slaved at his little stand at 162 Fifth street. His horny hands and the knobby muscles of his forearms bear testimony to his work. From practically a pauper he has ascended to the plane of a capitalist, from his standpoint, being the owner of \$5,000. When he leaves Portland within a few days he will carry a trunkful of presents to his relatives. His entry into the city of his birth will be in the nature of a triumphal march.

For several days Gentile has been laid up with a cold. His partner's description of the prospective trip of Gentile is graphic.

"Frank go to see his mudda," said the partner. "Gotta, fiva da t'ousan dol." "Ha! Datta mun manna da penta work—fifty t'ousan shoes he shine. Costa him to live. Maybe he shine sixty t'ousan shoes."

"Now he getta to see his mudda. She live near Naples. He also wants see da pope at Rome and tella him all about da bigga fair in Portlan'. Yes, he leave pretty soon. Hava da fine time when he getta to da olda home."

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MME. EAMES TOO BUSY FOR ANY OTHER ART

"Have you ever studied art? That is, another form of art, such as painting or literature?" Madame Eames was asked recently. "Your home atmosphere would conduce it."

"Never," replied Madame Eames. "I put all of myself into my singing. Concentration is the watchword with me, and it seems to me that it takes all of one's life, all one's thought, power and will, to accomplish one's ambition."

When one's ambition has been accomplished, even then work must not be abandoned. This is part of Madame Eames' philosophy, too, for there is no harder worker in the ranks of all the great artists than this famous soprano.

The concert which is scheduled for Monday, October 30, at the Marquam Grand theatre, under the direction of Lola Steers-Wynn Coman, will be an event of great importance.

It's a mistake to imagine that itching piles can't be cured; a mistake to suffer a day longer than you can help. Don's Ointment brings instant relief and permanent cure. At any drug store, 50 cents.

STOLE SILVERWARE FROM HOTELS

Pretty Trained Nurse Made a Business of Lifting Everything Within Reach.

TRUNKS FULL OF VALUABLE CHATTELS

Woman Blames It on the Souvenir Fad and Admits Her Guilt—Jewel Cases, Manicure Sets, Lace Curtains and Cut Glass Among Loot.

(Journal Special Service.) New York, Oct. 20.—Marie Weston, a trained nurse, known as Hilda Austin, was arrested in her room in Harlem tonight, charged with stealing silverware and other valuable articles from the Hotel St. Regis, where she is employed by guests in a professional capacity. When arrested she admitted her guilt and blamed it on the souvenir fad.

The detective who made the arrest found in Miss Weston's room several trunks and ordered her to open them. She did so, and when the lids were raised the trunks were found to contain all sorts of valuable articles.

There were lace curtains, solid gold jewel cases, beautiful manicure sets, quantities of fine linen with monogram, silverware, separate pieces of jewelry, articles of expensive clothing and valuable chattels. In a corner of the room was a barrel nailed up ready for shipping. It was found packed full of cut glass and fine china-ware.

There is evidence that the St. Regis was not the only hotel plundered, as some of the silverware bore the names of the Waldorf, Empire and other hotels. Miss Weston is 29 years of age and very attractive.

TO SHIP DRYDOCK TO THE PHILIPPINES

(Journal Special Service.) Washington, Oct. 20.—There is a conflict of opinion in the navy department as to the best means of taking the steel floating drydock, to be built in Maryland, to its destination at Olongapo, Philippine islands. Many naval officers believe that it will be wrecked if sent around the cape and others are equally certain it will go to pieces in the Suez canal and block traffic there at an im-

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FOLEY'S HONEY AND TAR Stops the COUGH and Heals the LUNGS WOODARD, CLARKE & CO. AND S. G. SKIDMORE & CO.

MOTHER SMITH VISITS PENDELTON PRISONERS (Special Dispatch to The Journal.) Pendleton, Or., Oct. 20.—After visit-

IT DIDN'T HURT A BIT In what they say of our methods of doing dental work. We do work for people from out of the city quickly to avoid any delay. Everything up to date. Open evenings and Sundays. Main 2028. WISE BROS., Dentists The Falling, cor. Third and Washington. DR. T. F. WISE. DR. W. A. WISE.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of J. C. Heister

Castle Thief Is Caught (Journal Special Service.) Weiser, Idaho, Oct. 20.—Edward Nichols, an alleged cattle thief, was arrested on Snake river about 40 miles from here by Sheriff Landson and brought here and lodged in jail because he was unable to furnish \$2,500 bail before a justice of the peace at Malheur. The late Idaho state court has removed the case to Malheur.

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