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Smith & Watson Iron Works Front and Hall Streets
MECHANICAL DRAFT IS ACCOMPLISHED
By means of blowers, delivering a constant supply of air at a constant pressure and producing a uniform intensity of draft in the short stack, which need not project more than six feet above the roof of the building. How much does your high stack cost you in repairs and interest per year?
Portland, Oregon, U. S. A.
W. G. McPHERSON CO. Engineers and Contractors

THE PET PONY--
Deserves a neat outfit. Harness him to one of our clever little pony rigs.
WE HAVE
Carts, Buggies, Surreys, Traps.
Prices from \$40.00 to \$100.00
They are attractively built and finished, strong and durable.
MITCHELL, LEWIS & STAYER CO., First and Taylor
VEHICLES HARNESS WHIPS ROBES

KILL HARTS PLAN

Engineers Have New Celilo Scheme.

THEY FAVOR SHIP CANAL

Submerged Dam Is Held to Be Impracticable.

WORK NOW HELD UP UNTIL 1904

Major Langitt Is Ordered to Make Surveys to Be Used in Determining the Merit of the Latest Project.

A continuous ship canal to overcome the Dalles-Celilo obstruction is again proposed by Army engineers, and at the same time the Harts plan, which was conditionally approved by Congress, is rejected. The water is found to be too deep and swift to make the Harts plan of a submerged dam a success. A ship canal was favored by the engineers' board, which reported on the improvement just prior to the time Captain Harts submitted his plan. At that time, it was estimated the canal would cost \$10,000,000. The present board will not discuss this matter prior to making its official report. Had the Harts plan been approved, work would have been begun this year. Now, it will be delayed until 1904 at the earliest.

OREGONIAN NEWS BUREAU, Washington, June 8.—The Board of Army Engineers that recently visited the obstructions in the Columbia River, between The Dalles and Celilo, has decided to abandon the Harts plan for opening the river at that point, and in lieu thereof will prepare plans and estimates for a continuous ship canal from the foot of the Dalles rapids to the head of Celilo Falls. The Harts plan, as has been heretofore explained, contemplated the construction of a submerged dam in the Columbia, with a view to draining out Five Mile Rapids. The river was then to be opened around other obstructions by means of two or three short canals.

The Weak Point in Harts' Plan.
The engineers, on their recent trip to Oregon, visited the scene of the proposed improvement, and, after studying the natural conditions and surroundings, concluded, by unanimous vote, that the dam proposition was altogether impracticable. In the first place, while Captain Harts proposed constructing this dam at a point where the river is but 200 feet wide, he supposed its depth was only 40 feet, and so based the calculations. Major Langitt determined, after careful soundings, that the depth was over 150 feet, and the velocity of the current so great that it would be practically impossible to place in position the material for the dam. The members of the board concluded that a stream of sufficient volume and great enough current to cut a gorge 200 feet wide, and of nearly the same depth through solid rock, could not be dammed artificially for anything short of an unwarranted sum, and they entertain grave doubts whether a dam could ever be successfully built there at any cost.

When they found that the keystone of Harts' plan could not be considered, and determined that even a modification of the Harts plan, on a practical basis, could not be carried out for the amount that has been authorized for this improvement, the board determined to prepare rough plans and estimates for the construction of a continuous canal, extending around all the obstructions between The Dalles and Celilo.

Survey to Be Made for Canal.
In accordance with this determination, the board requested authority for the making of necessary surveys for such a canal, and authority has been granted, the work to be carried out under direction of Major Langitt. At this time the board will venture no rough estimate of the cost of a continuous canal, although an estimate made by an old board placed the figure at \$10,000,000, whereas, the Harts project was estimated to cost approximately \$4,000,000. It is by no means assured that the new estimates will be as high as the former figure, as the board, before reporting, will have a comprehensive survey upon which to base its estimates, and a fairly accurate estimate of the cost of the improvement is expected.

No Permanent Work This Year.
The board has not reported to the Chief of Engineers, and probably will not do so until it has completed the estimate for a continuous canal. This delay means that no work will be done looking to the opening of the river during the present season. Should the War Department approve the board's report in favor of a continuous canal, and this will unquestionably be done, since there has always been doubt as to the thorough practicability of the Harts plan, no work can be undertaken until Congress has authorized the new project. The last river and harbor bill authorized the work, provided it could be done within the estimate on the Harts project, but not otherwise.

Outlook for Appropriations.
There has been a growing sentiment in Congress in the last two years in favor of The Dalles improvement, and while the state will be handicapped in getting necessary appropriations, having lost its member on the house committee, the new member to be appointed will be either Jones, of Washington, or one of the new Oregon Representatives; or should Sen-

MANILA RICE DEAL NOT ONE OF BIG PROFIT.

Manila Rice Deal Not One of Big Profit.

TAFT MAKES OFFICIAL REPLY

Natives Secured Foodstuff at a Little Above Cost.

DANGER OF FAMINE PASSING

There Have Been No Calls for Aid as Yet—Miles' Plans to Import Cattle and Supplies by Transports is Not Practicable.

WHAT MILES SAID.
Lieutenant-General Miles, in his report to the War Department, February 19, which Governor Taft replies to, went on to say that the law was violated in handling and buying large quantities of rice, which were sold at a profit. The people who were in the reconcentration camps were, says General Miles, "considered prisoners of war. But were compelled to buy food from those who held them at a large profit."

SEATTLE CAR HELD UP.
Eight Passengers Are Forced to Surrender Their Valuables.

SEATTLE, June 8.—With a revolver leveled at their heads, eight passengers on the Madrona Park electric car line were forced to surrender their valuables to two robbers shortly before 11 o'clock last night. The man entered, at a lonely spot on the road, through the rear of the car. They forced the conductor to give the signal to stop, and making him and the motorman go inside, one went through the passengers' pockets while the other held a revolver.

KING HONORS AMERICA.
Medal Awarded Architect as Mark of National Association.

LONDON, June 8.—In order to associate himself with the American Nation and President Roosevelt in the partial remodeling of the White House, King Edward has awarded the royal gold medal of the promotion of architecture to C. F. McKim, the New York architect, who designed the model.

Senators Are Planning Alaska Trip.
WASHINGTON, June 8.—Senator Dillingham, of Vermont, has been in Washington the past few days arranging the details of a trip to Alaska by a subcommittee of the Senate committee on territories, of which he is chairman. The purpose of the visit is to make a general investigation into affairs in the territory with a view to making recommendations for legislation.

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PERIL IS ACUTE

Water Still Creeping Up at St. Louis.

HUNDREDS FORCED TO FLEE

People Are Piling Sacks of Sand on Levees.

APPEALS FOR RESCUE POURING

Business in East St. Louis Is Suspended While the People Fight Back the Waters—Thieves Continue to Loot Homes.

ST. LOUIS, June 8.—The crest of the flood has been reached, and the river is falling. At 1:30 A. M. the gauge registered 37.1, indicating a fall of 4 since 7 o'clock last evening. Reports from along the river indicate that it is falling. The high-water mark of the flood of 1893 as established in St. Louis is 37.5.

ST. LOUIS, June 8.—So great an extent of territory is covered by the flood, so constantly changing are the conditions as the water creeps higher and renders the situation the more chaotic, and so unreliable are the various rumors of the devastation, that a substantial summary of the losses of life and property cannot be obtained, but up to 8 o'clock tonight information from the most reliable sources showed the situation to be as follows: Twenty lives known to have been lost; more than 200,000 acres of rich farming lands under water; all of Venice and the greater parts of Madison and Granite City under water; 25,000 people rendered homeless; freight traffic completely paralyzed and passenger traffic practically stopped.

The shipping and manufacturing district of East St. Louis for three miles along the river front is under from three to eight feet of water. Hundreds and probably thousands of head of stock have been drowned. East St. Louis is threatened with complete inundation. St. Louis is flooded only along the water front.

The entire property loss is estimated at \$2,000,000. The general situation is appalling. The climax came last night, when, by the breaking of a levee near Granite City, a wall of water six feet high rushed down upon Madison and deeper engulfed that already stricken city, sweeping houses from their foundations, and drowning 15 people who were vainly fleeing for their lives. The report was current that 15 workmen in the St. Louis Car & Foundry Works had been drowned, but later it was found that while seven employees had lost their lives, 15 others, men, women and children, had perished. Hundreds of persons were forced to the roofs of their floating houses, and an appeal was sent to St. Louis for assistance. Every effort was made to force steamers against the heavy current four miles north of the stricken town, but it was noon before the steamer Hairy operator and Annie Russell, lashed together, and their engines working under every ounce of steam, after five hours of battle with the current, were able to reach Madison.

The Work of Rescue.
For the remainder of the day, and into the night, the work of rescuing people from floating or flooded houses, trees tops and various high places proceeded, and there being no place to take them nearer than St. Louis, they are tonight pouring into the city by hundreds, weak, hungry and despairing. It is probable that the estimate of 29 lives lost is far below the actual number. The known dead are as follows:

John Crittenden, aged 19, drowned near the Merchants' bridge in Venice.
A woman and seven children, swept from a fence by the flood in sight of the steamer Hairy operator and Annie Russell, who was attempting to save them.
A woman was drowned in Madison, near the American Car Works.
A woman and baby, seen clinging to a telegraph pole in Madison. The pole turned in the water, and both disappeared.
Manager Shipley, of the Madison Car Works, reported seeing seven employees of the Madison Car & Foundry Company drown.
Henry Edmunds, farmer, drowned near Granite City. His wife was rescued.
Four boys, ranging in age from 12 to 15 years, were drowned in the freight yards of the St. Louis Valley Railroad, on the island, East St. Louis, near the eastern end of Eads bridge, this afternoon. They were playing on a raft at the time. Three of the boys were Harris Scriber, Willie King and Eddy Amyx, and they lived in St. Louis.
River thieves are looting the various vacant houses in Venice, Madison and Granite City and carrying away everything of value they can find.
Throughout the entire flooded district men with riot guns are patrolling the levees to prevent pillaging, and anxious to try their marksmanship upon some possible thief caught in the act, but the thieves pillage houses situated far from the levees, where they are safe from detection.

All Business Is Suspended.
An Associated Press reporter visited East St. Louis today, and the situation there is desperate. Mayor Cook had secured a proclamation ordering all business suspended, and calling upon every male citizen to lay aside his employment and render service in preventing the inundation of the city. Mayor Cook went about seeing that signs were posted offering men 25 cents an hour to help build the levees, but the offers of employment were

NOTED MICHIGAN LAWYER AND POLITICIAN DEAD

George H. Durand.

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FLINT, Mich., June 8.—Judge George H. Durand, Democratic candidate for Governor at the last election, until he was stricken with paralysis and compelled to withdraw from the ticket, died suddenly today from a stroke of apoplexy at his farm, a few miles from this city. A thrilling chapter of his life was his part as special counsel for the Government in undoing the Pacific gang of opium and Chinese smugglers during President Cleveland's Administration. He was in the West engaged in the prosecution of smugglers for four years, and convicted 24 of them.

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