Channel Between the Bridges Only 20 Feet.

25-FOOT DEPTH DEMANDED

Government's Condition Granting Bridge Permit.

ACCEPTANCE MAY BE REFUSED

Secretary of War Will Be Notified... Port of Portland Commission President Declares 20-Foot Channel Is Sufficient.

Will the Government accept the new dorrison-street bridge? The Willamette eing a navigable river and under the juriediction of the War Department, the reonstruction of the Morrison-street bridge construction of the Morrison-street bridge regulared a permit from the Government. When the plans for the bridge were sub-mitted, certain conditions were imposed by the Secretary of War in the permit issued to the City of Portland for the construction of the bridge, the principal of these being the requirement of a Z-foot channel within the bridge area, extending a short distance below the Morrison-street bridge and up to the Madison-street bridge. By proceeding with the building of the bridge the city at least tackly of the bridge the city, at least tacity, agreed to fulfill the conditions required by the Government, but instead of a 3-foot channel there is at present, with bridge and dredge work completed, but 20 feet.

Objection on the part of the Government, but the conditions on the part of the Government.

ment to the completed bridge first came in a communication received by the Port of Portland Commission on January 12, in which it was stated that "the United States Engineers' Department will require that the present dredging between Morrison-atreet and Madison-atreet eridges be carried to a depth of 5 feet below low water. When this letter was read a member of the Commission facetiously moved "that they continue to re which motion was immediately but no further proceedings on the Port of Portland dredge has censed operations, and is now out of commission, having only worked out a channel of 30 feet.

The matter, however, has a more serious aspect than that viewed by the commission. Since the Government's conditions have not been fulfilled the city will be held accountable and before the bridge has received official, sanction some adent will have to be had with the

War Department. Twenty-Five-Foot Channel Stipulated When plans and specifications for the reconstruction of the Morrison-street bridge were submitted to the Secretary of War for the purpose of receiving the neessary permit they were approved with the principal provise that a 25-free chan-nel be provided within the bridge area. The City of Portland itself having no facilities for dredge work and consider-ing the Port of Portland Commission to be the body to take such work in hand, the regularments of the Government rethe requirements of the Government regarding dredging were turned over to that
body for fulfillment. The commission unbody for fulfillment. The commission u

mission, however, in doing such work only followed out the purpose for which it was created, that of improving the harbor, and did not work under any agree-ment either with the city or Government. The local Government officials are re The local Government officials are re-ticent on the subject and refuse to make any comment. They simply say that the permit issued by the Secretary of War-required a 25-foot channel and this has not been complied with. This matter will be reported to the Secretary of War, but just what immediate action will be taken is problematical.

Twenty-Foot Channel Sufficient. C. F. Swigert, president of the Port of Portland Commission, under whose direction the dredging in connection with the new bridge was done, said when inter-viewed in regard to the subject last night "Yes, it is true that we have only dredged a 20-foot channel. This however,

was performed under no agreement with the city or with the Government, but simply because it was required by the needs of commerce. With the construc-tion of the new bridge the former chantion of the new bridge the former chan-nel in the river became unavailable, and as a branch of the city government and being formed for just such work, it be-came incumbent upon the Commission to provide the new channel as demanded by the the bridge. I have heard that the Secretary of War required a E-foot chan-nel, but this matter never came before the Commission officially. We decided after examination that a 20-foot channel was sufficient for the needs of the com-merce and that to increase that depth would simply mean a waste of money. Let me ask, what need is there of a 25foot channel between the Morrison and Madison-street bridges when the channel above Madison street is less than 20 feet? Of what use would a hole in the river be-tween those bridges be? Had the Governtween those bridges be? Had the Govern-ment project for the improvement of the river contemplated a E-foot depth above Madison street we would certainly have dredged to that depth between the bridges, but so long as present con-ditions exist we cannot see the ad-visability of wasting money between the bridges. In any event, had we desired to create a E-foot channel above Morrison street it could not be done during the street it could not be done during the present singe of low water. The condi-

ions under which we have been working ately made it difficult enough to clean out a 20-foot channel. "I really know nothing of the resulrements of the Government as condiffused in the permit for the build-ing of the bridge. We have had no of-ficial communication from the Government, aside from a recent letter stating that the depth of 25 feet was required, but since we have no agree-ment with the department, no action is necessary on our part in regard to this advice. Should we, however, be required by the city, or by the Govern-ment, for that matter, to increase the depth of the channel we will willingly do it, but as the matter stands we feel that we have done all that the needs

What Will the Government Do? and little to say regarding the mat-

When it came to the matter of dredging," he said, "we simply turned that part of it over to the Port of Portland Commission, since it was the one to attend to it. I really know nothing of what the Government requires at this time, but in any even I cannot see what they can do about

This matter of the channel will in no way affect the contractors who have had charge of the construction of the bridge. Under the terms of the construction of the bridge. Under the terms of the contract they were only required to furnish a 1-toot channel under the bridge proper, and this they are now bridge proper, and this they are now the commercial bodies not only of Portnecomplishing. The east channel its and but of the Northwest will attempt a d-pth at present of from 22 to 2s for the commercial bodies not only of Portnecomplishing. This matter of the channel will in el, and work will be continued until the

But Delegation Has Hard Fight in Congress.

MAY GET SMALL AMOUNT

Congressmen Answer Telegrams of Chamber of Commerce, and Say That Every Possible Effort Has Been Made.

Pulton and from Representative Williamon have convinced the commercial bodes of the city that agitation in regard to the Cellio Canal appropriation be allowed to rest until such a time as it is shown by the introduction of the appropriation bill just what the status of the canal project The Congressmen recognize that it will be a difficult task to win recognition for Ceillo but are hopeful that a small appropriation will be obtained

William D. Wheelwright, the president of the Chamber of Commerce, received telegrams yesterday which stated in effect that since the appropriation bill was ready for transmission to the House i would be impossible at this late date to do anything to change what sum had already been advised by the committee. It was expected at the time the telegrams re sent that the appropriation uld be presented to the House yes day afternoon or perhaps today, and fo this reason it was too late to do anything to change the original amount recom-mended by Mr. Burton, whatever that sum might be.

The answer sent by Senator Fulton to the communication by the Chamber of Commerce is as follows:

Commerce is as follows:

I think everything possible has been and and is being done to secure necessary appropriations. The lower river and har will be provided for, but there is great difficulty with Cellic. Mr. Burion is disposed, if that is insisted upon, to take the amount from the lower river and bar, as he insists only a given sum can be appropriated. I am not untinifful of the importance of placing Cellic under continuing cotract, even with a small present appropriation, and over that we are having our greatest difficulty. We have, of course, urged what Oregon has done concerning the right of way at the suggestion of the Government. I am yet confident of an utilimate satisfactory result.

orter and to the point. He says: Telegram from yourself ad others received is now too late for Portland trade bedier to render assistance to river and harbo-bill at this session in the House. The fate of Oregon will be practically settled toda J. N. WILLIAMSON

The answer sent by Mr. Williamson is

Senator Mitchell repiles as follows:

eet. This is considered sufficient for di navigation purposes at present. and the House. It is the current opinion that the west chainel is receiving immediate attention. Men are now at work removing piling and rocks from that channel, and work will be continued until the founded and the bar and lower river alone

terested themselves in the question that a small appropriation will be given to the canal, together with a continuing contract, but in the event that such provision is not made, then all the commercial bodies will bring their influence to bear upon the Senate to secure an amendment to the bill. This, it is thought, will result in the accomplishment of the wishes of the Northwest interests. Until time comes for such concerted action, however, the question will be allowed to rest by the organisations in this section, the Oregon delegation in Congress being depended upon to keep the commercial bodies. pended upon to keep the commercial bod-les informed as to the progress of the bill and the likelihood of an appropriation be-ing granted.

Canal of Most Benefit.

LA GRANDE, Or., Jan. 17.—(Spe-al.)—President William Miller, of the LaGrande Commercial Association when interviewed on the statement of Chairman Burton regarding the portage railway and Colilo Canal appropriation, said that he favored the idea priation, said that he favored the idea of the Government appropriation for both, but if one must be cut out he considered the railway of the least value to Oregon and especially to Eastern Oregon, and thinks the canal of the most advantage. He said it seemed to him that the Government would certainly appropriate to at least one of these if not both. Mayor J. D. Slater avec.

Slater says: Stater says:
"Personally, I say if the Government appropriates to but one of these good causes, let it be the portage railway that will be of more benefit to all parts of the state. I am strongly in favor of The Oregonian's sentiments—an appropriation for both—and do not see why the Government cannot keep faith with Oregon and make the same see why the Government cannot keep faith with Oregon and make the same for both."

ARE AFTER GOOD BULL RUN Montavilla Can Vote on Incorporation if it Pays Expenses.

from residents of Montavilla asking that a date be fixed and an election called to enable the people there to vote on the question of incorporation have been generally signed, and contain enough signatures, but it is doubtwhether or not the matter will be pressed for the present. The whole question of incorporation depends on whether water can be secured through a city, and this seems to be decided in the negative as far as Bull Run water is concerned. All committees that have inquired whether Bull Run water can be had if the place should incorporate have been informed that Port-land cannot supply outside districts until another main is laid to the head works, which is some time in the fuworks, which is some time in the fu-ture. With no prospects of getting a wa-ter supply even the friends of incorcan see nothing in it for the

H. B. Dickinson, an attorney living in Montavilla, who has been examining the question of incorporation, said, yesterday, that Montavilla would inorporate at once if there were any asurance that water could be had. If those who signed the petition want to vote on incorporation, they can do so now by paying the cost of an election. If incorporation carried the city would reimburse them, but if it failed, they would be out the money.

MADAME MANTELI COMING. Famous Prima Donna to Appear at Marquam in Grand Opera.

with Mme. Eugenia Mantelli, late prima donna of the Metropolitan Opera House, New York, has been engaged by Manager Hellig to appear at the Marquam Grand for one performance only, Wednesday evening, January 25. The bill will be "Il

ACCUSED BY CLIENT

Attorney Watts Arrested on Embezzlement Charge.

SAID TO HAVE KEPT MONEY

Contractor Says He Gave Defendant Note for \$12.50 to Collect, and Falled to Get Any Return ... Watts Denies Charge.

Attorney John F. Watts was arrested by Patrolman Teovin late yesterday afternoon on a warrant issued out of the bezzlement of \$12.50 is the charge. Contractor G. H. Jessup is the complainant, and Dan R. Murphy, formerly associated with the defendant in the law business, is counsel for the prosecution. Attorney Watte denies his guilt, saying

It may be true that he collected the sum stated, but that if he did it has slipped his memory in the hurry of business and will be paid if he finds he owes it. He

is now making an investigation.

Contractor Jessup's story and that of
Attorney Watte do not line up at all.

Jessup declares he placed the bill of \$12.50 in the hands of Watts for collection last August. It was for plastering work done for Neis Nelson, at the request of an-other contractor. Jessup says he went to the offices of John Ditchburn, with whom Watts is associated, to arrange for the collection of the bill. Mr. Ditchburn was out, be claims, and he turned the case over to Watts. He is positive that he called repeatedly later to ask as to the progress of the matter, and that each time Watts assured him that Nelson had refused to pay the amount.

Says He Became Suspicious.

"Last Saturday," says Jessup, "I went to Watts, who said that Nelson still re-fused to pay the bill, and that he would have to sue it out in the Justice Court. It would require it, he told me, to pay for the filing of the papers—a mechanics' lien. I had become suspicious of Watta, so went and saw Nelson. He told me he paid Watts the money August 15, and showed me a receipt. I then demanded of the District Attorney that Watts be arrested and prosecuted.

"I am not at all uneasy about this case," said Attorney Watts. "The association of Dan R. Murphy's name with it will clear me from suspicion with the public. Murphy was formerly my law partner. I demanded an accounting about six months ago, at which time be got and months ago, at which time me got mad and we had a fight in the office. Since then he has been laying for a chance to hurt me. This thing will prove a boomerang to him. It may be that I collected the money: If I did, I can pay it. In the rush of business I may have over-looked the matter, for no demand had ever been made on me for the amount. Jessup never putting in an appearance from August, when he first saw me, until

Ball for Attorney Watts was fixed at \$250, which he furnished. When the case comes to trial the fight between Watts and Murphy is expected to be one of the chief features. In view of their former associations, their present attitude is remarkable.

MONTAVILLA ASKS FOR DEPOT Wants the O. R. & N. to Build on the Sidetrack.

THE DOSE er's Charry Pac AYER'S AGUE CURB-For malaria and ague.

Do not undervalue the services of a skilful physician. Even the best medicine cannot take the place of the family doctor. Therefore we say: Consult your physician freely about your case and ask him what he thinks about your taking Ayer's Cherry Pectoral for your cough. If he says take it, then take it. If he says do not take it, then follow his advice.

Made by the F. C. Ayer Co., Lowell, Mass. Also manufacturers of ATER'S FILLS For constitution.
ATER'S EARN VICOR-For the bair.
ATER'S GARSAPARILLA-For the blood.

Board of Trade this evening to take of the stove, and with a crash the stove further action in the matter.

The railway has had a sidetrack to "Bring me an ax—Fill cut its head off."

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further action in the matter.

The railway has had a sidetrack to North Montavilla for the past two years, but no station. The spur was built on a strip of land purchased by the people of that suburb, with the understanding that a passenger and freight depot should be established when it was considered that the busi-ness would justify it.

The Tale of a Cat Policeman Nearly Loses Life and

Home Through a Stray Feline.

D ATROLMAN OGG is a crack shot when it comes to winging a duck, but when he tackled a large white cat Sunday night he experienced the time of his life, although finally killing the feline. Patrolman Baty, who travels a North-End beat with Joe Burke, is partly responsible for the trouble, for he it was who first found the cat and transferred it to a place of safety, where he left it until time to report off duty. He then intended taking it home, as it was reputed to be a good mouser. In the meantime, the presence of the cat was tipped off to Patrolman Ogg, who thought it would be a good joke to steal it from his brother officer and take it himself. Patrolman Ogg put the cat in a sack and carted it home. It was a big, strong one, and when he let it out of the bag. upon reaching the house, it was frantic t made a dash for the parlor window

leaping nearly to the ceiling. Its claws caught in a handsome pair of curtains, which were torn into shreds in a twinkwhich were torn into shreas in a twinsling. This was apailing, but more was
to follow, and quickly.

Frightened more than ever, the cat
leaped from the window and struck a
table, on which was a lighted lamp. Over
went table and lamp, and but for the presence of mind of the officer a fire would
have resulted. But on went the cat, looking for more things to conquer.

ing for more things to conquer.
"I'll catch that cat and throw it out,"

called Ogg to his wife. Just as she slammed the door, entering with the weapon, the cat stuck its head in and was caught. There it met death, and Patrolman Ogg and his wife were relieved of their fears that it would tear down

FRENZIED BY FINANCE.

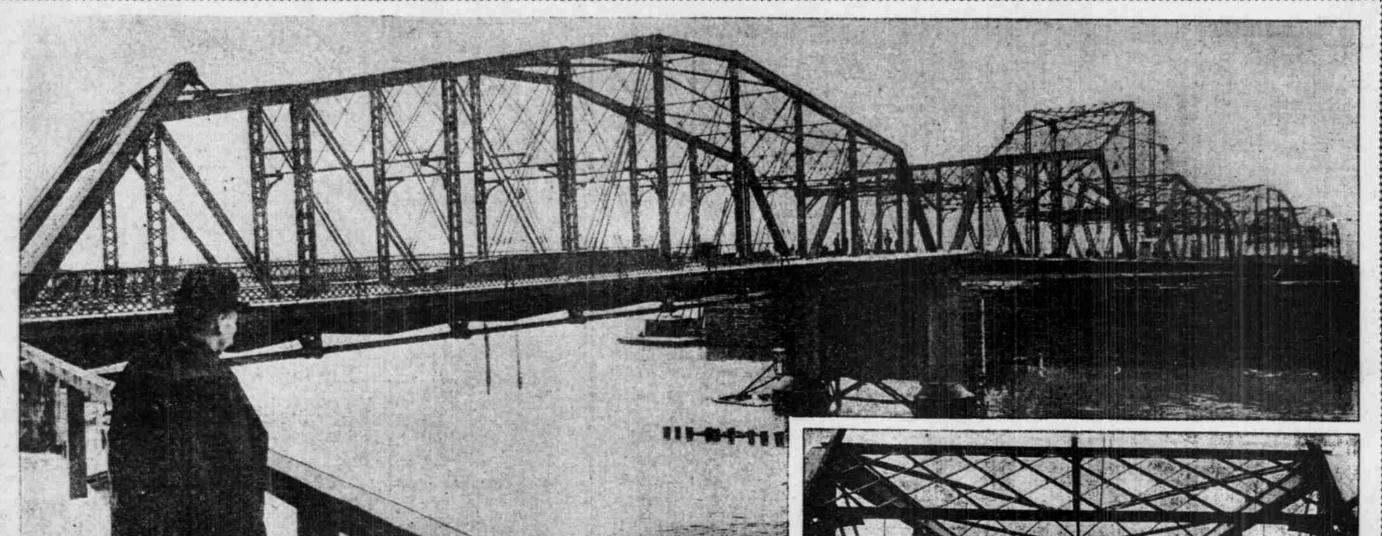
Ruined Speculator Attempts Suicide, Blaming Lawson for Losses.

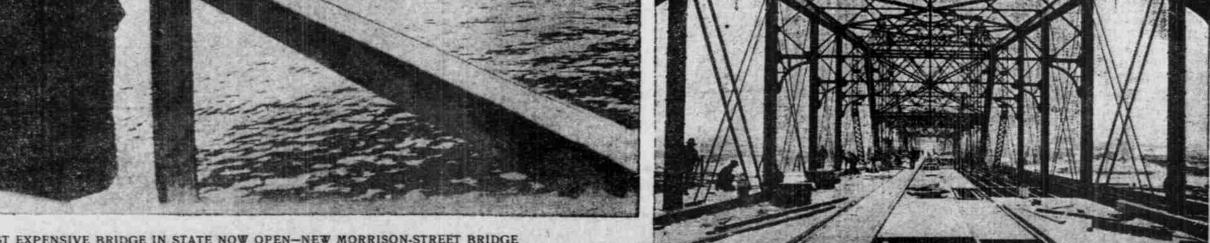
NEW YORK, Jan. 17.-Claiming to have lost his fortune of \$80,000 as a result of Thomas W. Lawson's attacks upon Wallstreet interests, a man who said he was Frank D. Austin, 40 years old, twice today attempted to throw himself from the Brooklyn bridge. He was prevented by Captain Devanney, of the bridge police, who placed him under arrest. Captain Devanney was warned by a pawnbroker that the man was to make an attempt upon his life. He was watched and when he jumped from a car toward the when he jumped from a car toward the railing, was captured and put on another car. He jumped off again and was only subdued after a violent struggle. "I wanted to end it all," he told his captors on his way to the police station. "I have lost \$80,000 in Wall street, all on account of the frenzied financier, Thomas W. Lawson.

Dock Strike at Colon Broken. COLON, Jan. 17.—The strike of the dock-nen is ended. The canal officials brought in 120 laborers, chiefly Colombians, from m 130 laborers, chiefly Colombians, from Panama and other points along the line. These men temporarily are receiving \$1.50 silver per day, and also free quarters and food. Several striking laborers wera evicted Saturday evening from the Canal Commission's houses, but a large number have given up the strike and are gradual-

Protect Members From Loan Sharks. CHICAGO, Jan. 17.-The Retail Clerks' Petitions are being circulated in Montavilla and Russellville asking the O. R. & N. Company to establish a hands so flercely he desisted. The cat passenger and freight depot on the sidetrack in North Montavilla. There will be a meeting of the Montavilla demon. Instead, the bullet struck a leg is \$100.

y resuming work.





MOST EXPENSIVE BRIDGE IN STATE NOW OPEN-NEW MORRISON-STREET BRIDGE WHICH HAS BEEN A YEAR IN BUILDING