

FORBID THE GRAB, SAYS ROESSLER

Advices War Department to Preserve Portland's Harbor Front.

SECRETARY WILL APPROVE

Narrowing of Channel to Give Valuable Land to Shoreowners Always Opposed by Government Engineers.

OREGONIAN NEWS BUREAU. Washington, Nov. 20.—The Portland Harbor grab will evidently be knocked in the head, Colonel Roessler's report received this afternoon declares against any change in the harbor line as proposed by Allen & Lewis, J. Couch Flanders and the Oregon Railroad & Navigation Company.

Another narrowing of the channel he deems inadvisable, but if the department disagrees with him, he says the property owners should not be permitted to extend their docks as far into the river as they desire.

The Chief of Engineers does not make known his attitude, but it is evident that he will recommend against a change in the harbor line, and that the Secretary of War will approve this recommendation.

Channel None Too Wide. Colonel Roessler expresses the opinion that the channel in the Willamette River between the Burnside and Steel bridges is none too wide to accommodate the growing commerce, and it is his opinion that any extension of the docks into the stream will prove detrimental. The text of his report has not been made public, but was today referred to the Secretary of War, together with all papers in the case.

In matters of this kind army engineers are called upon primarily to look after the interests of commerce, and in establishing and maintaining harbor lines they always aim to afford adequate space for shipping. It is natural that they should, particularly in a harbor like that of Portland, object to any encroachment upon the river's channel. At the time the department considered the former request of the railroad and other property-owners for permission to extend their docks into the river beyond the present harbor lines, the facts were carefully gone into by Major Langfit, then in charge at Portland, and his adverse report convinced the War Department that no encroachment upon the channel should be permitted.

Roessler Agrees With Langfit. Colonel Roessler's report is very similar to that of Major Langfit, and the department authorities have already declared that, unless a very different condition of affairs was shown to exist, they would not alter their attitude. From these facts it is reasonable to conclude that Colonel Roessler's recommendations will be approved by his superiors and the harbor line will remain unchanged. Final action probably will be announced in a few days.

The foregoing dispatch substantiates the opinion of those who have held fast to the belief that the Government would not permit the grabbing of the river front. When the combination of river front property-owners, Allen & Lewis, J. Couch Flanders, Portland Gas Company and the O. R. & N. Company asked for the condemnation of the water front between Burnside street and nearly to the Steel bridge which varied in depth from 10 to 30 feet, the various schemes were brought about by The Oregonian. Whether the Port of Portland Commission, of which at least one directly interested party is a member, approved the request, or provided that the grant be made 40 feet all down the line, a storm of protest followed.

Since the Willamette, as a navigable river, is under the control of the War Department, the matter had to go before that body, beginning with the local engineer in charge. Although Colonel Roessler gave no intimation of his attitude, it was felt by several who watched the course of his investigation, that his report would be adverse to the grab.

In view of past attempts to gain such additional frontage with accompanying disapproval, it is not likely that the chief of engineers or the Secretary of War will override the opinion of Colonel Roessler in this particular instance.

RECKLESS SAILING WRECKS (Continued from First Page.) had secured accurate bearings from Tillamook rock of course precluded any possibility of placing any of the blame on the pilot or tug service. One of the pilots sarcastically remarked: "A 40-shilling freight might have kept him off the beach but nothing else would."

The case of the Galena was different and the tug and pilot service has come in for some censure which it do not think is warranted by the facts. Some stress has been laid on the statement that the Galena was "off the river" ten days, the reasonable assumption being that during that time she should have been picked up by a tug or pilot.

The statement that she was off the river ten days is subject to qualification. Ten days before she struck the beach she had to 40 miles south of the Columbia, in the evening expecting to run up to the bar in the morning.

The morning brought with it a strong southwesterly gale which drove her far out to sea and for a week she remained well out, endeavoring to keep close to the latitude of the Columbia River. At no time during that week was she within the reasonable cruising limits of either pilot schooner or tug.

Two days before she was wrecked she again sighted Tillamook light, but stood out to the north and west again, passing beyond the reach of tugs and pilots. She hauled in the day before she was wrecked and picked up north head light-house. At this time, she was sighted by the pilot schooner, which, according to the testimony of two pilots and the boat wiper, promptly headed her. The schooner was evidently unobserved by the Galena, for the big vessel again headed off shore. She was followed by the schooner and at dusk the evening before she was wrecked, was standing in and running on what the pilots watching her considered a dangerous course in the kind of weather that prevailed. That was the last that was seen of the

vessel but the testimony of the first officer, who was in charge until a few minutes before the vessel struck, showed that she afterwards changed her course and ran out for a couple of hours but again headed in and was running on a south by east course when she struck.

Lead Line Is Not Used.

The lead line, as in the case of the Galena, was not used and the captain, seemingly indifferent to the fact that in thick weather he was banging around a coast which at least has the reputation of being dangerous, was in his cabin asleep until a few minutes before the vessel struck.

If the same kind of navigating skill was shown by all of the masters bringing their ships to the Columbia River in thick weather or southerly gales, both north and south beaches would soon have a collection of wrecks that would be the wonder of the world.

DOWNPOUR IN TENNESSEE Floods Continue, Blocking Railroads and Wrecking Property.

MEMPHIS, Tenn., Nov. 20.—With the rain still falling at times reaching downpour, the situation in this section of the state becomes more and more serious. It is estimated that already the loss of property amounts to approximately \$250,000 in Shelby County.

The heavy downpour of rain and rising waters make it impossible for wrecking crews to rescue the bodies of the Knoxville train victims, who lost their lives Sunday night. All mills are delayed and rural free delivery service is virtually suspended, owing to ruined bridges and roads.

The streets of Memphis suffered great damage by flood, and danger signals are placed on many thoroughfares. A levee camp and outfit were destroyed, with a loss of \$25,000. Railroad officials say the storm is the worst ever experienced in this section of the country.

Two spans of the Illinois Central Railroad bridge across Wolf River were swept away today, and all northern traffic over the road has been suspended.

Five small houses located in Alabama street near Johnson avenue had collapsed and fallen into Bayou Gayoso.

The county schools have closed in most of the district, owing to the impassability of the roads. The miles of county levees are under water, and the greater portion is probably destroyed.

The McQuinn drydock at Wolf River has been sunk. More than 50 county bridges are reported washed out. The Nashville, Chattanooga & St. Louis Railroad has suspended business, and other roads are in bad shape.

Trains Snowbound in Kansas. TOPEKA, Kan., Nov. 20.—The storm over this section of Kansas has abated today, dying away with a rainy sleet. Reports at the railroad office here report sleet falling over Central Kansas, but clearing up in the Western and Southern portion. The Chicago, Rock Island & Pacific offices say their only trouble is on the El Paso division between Bucklin and Liberal, Kan., where four overland passenger trains are stuck in the cuts. They claim traffic will be opened by noon. No attempt is being made to run freight trains. The Atchison, Topeka & Santa Fe offices report their main line across Kansas open today, but several trains snowbound on the Panhandle division, where the snow is four to five feet deep in the cuts. Between Garden, N. M., and Amarillo, Tex., along the Santa Fe line, the worst storm ever known has prevailed, the snow being from 10 to 15 inches deep. Cattle are suffering from the storm all over the state.

Cloudburst Swamps Louisville. LOUISVILLE, Nov. 20.—The persistent rainfall of the last three days culminated early today in an electrical storm and cloudburst that made the city tremble. Telephone and telegraph systems are much disorganized. Streets in many sections of the city resembled lakes, and it was impossible for pedestrians to go about without wading knee-deep in water. South Louisville and other Southern suburbs of the city bore the brunt of the damage. Many of the houses on the first floors of their dwellings until the water receded.

Ten Below in Colorado. DENVER, Nov. 20.—Temperatures below zero are reported today in Southern Colorado and the mountain regions of the state. One degree above zero is the Weather Bureau's record in this city, while Pueblo's official report is 8 below. The coldest point in the state was Corona, on the summit of the front range, where 10 degrees below zero is recorded.

Snow Blocks Texas Roads. FORT WORTH, Tex., Nov. 20.—Reports today tell of further crippling of railroads in West Texas. Between Childress and Dalhart, Tex., three passenger trains are snow bound, with no means of communication. Much damage will be done to a large amount of cotton yet unpicked.

Snow Ceases, but Frost Comes. EL PASO, Tex., Nov. 20.—The sun is shining brightly here today, and the snow is rapidly disappearing. There was a snowfall of 4 1/2 inches, the storm being heavy rains of two days and Little River night registered 12 degrees above zero, the coldest here in 25 years.

Cloudburst Floods Town. HOPKINSVILLE, Ky., Nov. 20.—A cloudburst here early today following heavy rains of two days sent Little River out of its banks and flooded a large portion of the city. The damage is estimated at from \$40,000 to \$100,000.

FIGHT PROMOTER ACCUSED Death of Pugilist Causes Charge of Murder Against Him.

GRAND RAPIDS, Mich., Nov. 20.—Frank Lynch, of this city, who promoted the boxing match between Mike Ward and Harry Lewis, in which Ward met his death here last Thursday night, was arrested today on a warrant charging him with making an agreement to promote a prizefight.

He pleaded not guilty before Police Judge Hess. He was held under \$1000 bonds to appear for examination on December 2.

The coroner's jury which investigated the death of Ward returned a verdict today finding that Ward came to his death "through a fall as the result of a blow struck by Harry Lewis while engaged in a prizefight."

The verdict says that blame should be laid upon the promoters and spectators of the fight, as well as on the fighters themselves. Upon the verdict being returned a warrant was issued for the arrest of Lynch, who has been in custody since the fight, charging him with willful murder.

New Game of Bunco Men. NEW YORK, Nov. 20.—A phase of the "free goods" game was brought to light here yesterday by Samuel Krakowski, charged with having in his possession paper made in imitation of that used in the manufacture of United States banknotes. According to Chief Flynn, of

“The Different Store” 5th, 6th and Wash. Sts. OLDS, WORTMAN & KING Portland's Leading Store First in Everything

Just a Week of Shopping Days—Then Thanksgiving:

There Are Marvelous Values in the Suit Sale: LAST DAY OF THIS SALE

Don't Miss the Silk Petticoats Grand Salons, Second Floor.



Every Housewife Will Want These Two Famous Thanksgiving Recipes—and They're Free!

A feature of next Sunday's Olds, Wortman & King's full page ad. Watch for 'em. "How to Roast a Turkey." "How to Bake an Old-Fashioned Pumpkin Pie."

A Remarkable Convention of Women's Handsome Street Suits at 1/4 Less Reg. Price

All latest models, embracing the "Prince Chaps," Pony, Eton, Norfolk, box front with fitted back jacket styles, ranging from the fancy 24-inch lengths to the more stately 48-inch coat. Backs tight or half-fitted. Materials of cheviot, broadcloth, serge or the stunning fancy mixed fabrics in mannish styles; rich chevrons in either the plain, wide-wide, hind or diagonal weaves. Plain colors and smart mixtures in a wonderful variety of patterns, including beautiful plaids checks, hairlines, broken plaids, stripes and figured effects. Every color combination is expressed. Plain tailored models and trimmed. All products of superior workmanship and master tailoring. The trimming schemes are worked out with rich velvets, handsome braids, fancy and plain buttons, etc. The skirts are both plain or plaited; choose as your taste dictates. Values range from the best \$18.50 Suits in the city to those that are remarkable values at \$38.50. Today you may choose from the great convention of tailored Street Suits at ONE-FOURTH REDUCTION from regular prices.

Table with 4 columns: Suit description, Regular Price, Special Price, and another Regular Price. Rows include \$18.50 Suits for \$13.87, \$30.00 Suits for \$22.50, \$32.50 Suits for \$24.37, \$20.00 Suits for \$15.00, \$25.00 Suits for \$18.75, \$35.00 Suits for \$26.25, \$22.50 Suits for \$16.87, \$28.50 Suits for \$21.37, \$38.50 Suits for \$28.87.

Best \$12.50 Silk Petticoats in Portland for \$9.79

In a special sale today. We again demonstrate our supreme leadership in value giving by offering the greatest bargain—without exception—ever offered by any Portland house in Silk Petticoats. We have selected a group of handsome taffetas that no other establishment in town would feel justified in asking you to pay from \$15 upwards for. Our regular price is \$12.50, but for today you may choose from the collection—allowing picking from every wanted color, including red, green, blue and brown changeables, light blues, pinks, red, black, tan, lavender and brown. The skirts are cut very wide and have fancy tailored circular flounce with dust ruffle of silk. Worth \$12.50 here. Special at \$9.79

The Silk Sale Ends Tonight: SPECIAL THANKSGIVING SALE OF INTEREST TO Silk Buyers Annex—Fifth St., First Floor.

Every yard of silk embraced by these offerings is of the dependable, standard weaves for which the Olds, Wortman & King Store is famous for distributing. Special for three days. We place on sale for Wednesday selling a lot of black all silk Taffeta in splendid wearing qualities, and rich finish: 19 inches wide; regular value 75c. Special, yard .59c 23 inches wide; regular value \$1.10. Special, yard .79c 36 inches wide; regular value \$1.25. Special, yard .93c 36 inches wide; regular value \$1.50. Special, yd. \$1.18

An Important Special Sale Today in the Shoe Store—of Slippers for Gifts Annex—First Floor.

Many a person has purchased a pair who had no intention of doing so until she—or he—never thought existed—that's simply indicative of the scope of this store's Holiday Exposition of Slippers. For example—20 styles from \$2.00 to \$3.50, for women. 30 styles in men's medium grades, \$1.50 to \$1.95. 40 styles in men's popular priced slippers, at \$1.39 to \$1.50. 15 styles in the cheap grades for men's wear, 60c to \$1.25. Women's felt Juliets, 98c to \$2.50.

Special Today: 1000 PAIRS MEN'S \$1.00 SLIPPERS at 79c PAIR. Handsome brown kid Slippers, Everlast built with patent leather back and good weight of sole, in all sizes for men's wear, an unequalled dollar value. As a special incentive to early holiday buying 79c we offer choice today for...

Women's Petticoats AN IMPORTANT SALE OF DAINY MUSLIN UNDERGARMENTS. Annex, Second Floor.

A great sale of ladies' White Petticoats of fine cambric, with deep lawn flounces, trimmed in rows of embroidery or lace insertions, plain or hemstitched tucks, finished at bottom with deep embroidery or lace edgings: Regular price \$1.50; special \$1.17. Regular price \$1.75; special \$1.29. Regular price \$2.25; special \$1.69. Regular price \$2.75; special \$1.98. Regular price \$3.75; special \$2.46. See Fifth Street Window Display.

A Word From Our New Carpet Store Fourth Floor. Carpet Your Rooms Right

With floor coverings that are a delight to the eye—something that is ARTISTIC; with carpetings that will stand the test of years of hard usage—something that is DURABLE. With carpetings that are more than satisfactory and less to pay—something that is ECONOMICAL. Our assortment of floor coverings is the choicest in the city, for nowhere else will you find more artistic, durable or economically priced carpetings. Comparisons will prove this to your entire satisfaction.

The Great Thanksgiving Table Linens Is at Its Best: The Linen Stores on First Floor.

The Basic Thing Is—"Every Piece of Table Linen in the House Is Dramatically Reduced!" Don't pick your linen store lightly—it's worth being particular about. Linens tell you as long as they are in use. Are they all-linen? Is the material such as you like to have seen on your table? Are the patterns a credit to your taste? If not, you are apt to think things about the store that sold them—and "sold" you at the same time. The Olds, Wortman & King linen business is growing. Guess why? This sale was planned with the needs in mind of the Thanksgiving table.

We've just seven days to sell our last shipment of Irish linens from the Richardson factory at Belfast, instead of seventeen, as we should have had. The severe storms delayed in the goods in transit just ten days. This means to us ten days' less selling time—and the sale must be forced, for the linens must ALL be sold. So, we shall offer this late shipment, which consists of the finer grades of the Richardson linens, the beautiful hand-made and embroidered scarfs, tea cloths, doilies, dresser cloths, table tops, etc., products of the expert Irish needlewomen's Winter handiwork made at a time when their labor costs but little, thus making the goods to cost us—and you—less. In the line are the fine Irish satin damask tablecloths and napkins, the balance of our immense purchase of the "overs" of the Richardson factory. The tablecloth sizes include the following: 2x2 yards, 2x2 1/2 yards, 2x3 yards, 2x3 1/2 yards, 2x4 yards, 2x4 1/2 yards, 2x5 yards, 2x5 1/2 yards, 2x6 yards, 2x6 1/2 yards, 2x7 yards, 2x7 1/2 yards, 2x8 yards, 2x8 1/2 yards, 2x9 yards, 2x9 1/2 yards, 2x10 yards, 2x10 1/2 yards, 2x11 yards, 2x11 1/2 yards, 2x12 yards, 2x12 1/2 yards, 2x13 yards, 2x13 1/2 yards, 2x14 yards, 2x14 1/2 yards, 2x15 yards, 2x15 1/2 yards, 2x16 yards, 2x16 1/2 yards, 2x17 yards, 2x17 1/2 yards, 2x18 yards, 2x18 1/2 yards, 2x19 yards, 2x19 1/2 yards, 2x20 yards, 2x20 1/2 yards, 2x21 yards, 2x21 1/2 yards, 2x22 yards, 2x22 1/2 yards, 2x23 yards, 2x23 1/2 yards, 2x24 yards, 2x24 1/2 yards, 2x25 yards, 2x25 1/2 yards, 2x26 yards, 2x26 1/2 yards, 2x27 yards, 2x27 1/2 yards, 2x28 yards, 2x28 1/2 yards, 2x29 yards, 2x29 1/2 yards, 2x30 yards, 2x30 1/2 yards, 2x31 yards, 2x31 1/2 yards, 2x32 yards, 2x32 1/2 yards, 2x33 yards, 2x33 1/2 yards, 2x34 yards, 2x34 1/2 yards, 2x35 yards, 2x35 1/2 yards, 2x36 yards, 2x36 1/2 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