

ENGINEERS FAVOR 30-FOOT CHANNEL

Improvement of Portland's
Outlet to Sea Is Now
Up to Congress.

BOURNE HAS OPPORTUNITY

As Member of Commerce Committee
He Can Advance Appropriation
to Begin Work Under Con-
tracting This Year.

OREGONIAN NEWS BUREAU, Wash-
ington, Jan. 11.—The project mapped
out by the Army Engineers for a 30-
foot channel from Portland to the
mouth of the Columbia River, and recom-
mended in the report sent to Con-
gress today by the Secretary of War,
probably will be approved and adopted
by a provision that is expected to be
inserted in the river and harbors bill
by the Senate committee on commerce,
which now has that bill in charge.

If sufficient effort is made, this
amendment will not only carry an ap-
propriation of \$520,000 for constructing
two dredges for use on this channel
but will authorize the entire project
at its full estimated cost of \$2,770,000
and place the work on a continuing
contract basis, so that dredging and
dike construction can proceed steadily
without interruption, necessary funds
being appropriated from year to year
in the sundry civil bill until the work
is completed and paid for.

Definite Policy Is Followed.

Congress is now proceeding upon the
hard and fast policy of appropriating
for only such projects as are favor-
ably acted upon by the Army Engineers
and Secretary of War, and the adop-
tion of projects after such favorable
indorsement follows as a matter of
course if the Congressional delegations
from the interested states ask for
action.

Whether or not this work is placed
on a continuing contract basis, how-
ever, will depend upon the activity of
Senator Bourne, who is a member of
the commerce committee. It was im-
possible to secure any appropriation for
this project while the river and
harbor bill was before the House, for
at that time the report of the Army
Engineers had not been received, and
in the absence of any recommendation
from them, no appropriation was pro-
curable under the rules.

Project Worthy, Say Engineers.

The engineer board on rivers and
harbors, in approving the 30-foot chan-
nel project, says:

"After a careful consideration of the
growth of commerce of the Columbia
River, made possible principally through
the facilities provided under the exist-
ing 25-foot project, the probability of
further increase in the future, the
greatly increasing size of commercial
vessels and the liberal co-operation of
the Port of Portland in the past and
proposed in the future, the board con-
curs with the district engineer in the
opinion that the improvement with a
view to a 30-foot channel is worthy
of being undertaken by the United
States."

The new project contemplates the
dredging and maintenance of a perma-
nent channel 30 feet deep, 300 feet
wide, with a short auxiliary channel
designed to meet the needs of the
use of the river and the Columbia
at the mouth of the river. The annual
cost of maintenance after the comple-
tion of the project is estimated at \$150,000,
which includes the operation of a
dredge now working in the estuary of
the Columbia River.

The assistance offered by the Port of
Portland reduces the estimated cost to
the Government to \$2,000,000 or lower.

MINDOE ADVISES DREDGING

Contruction Works Will Also Assist
in Deepening Channel.

To Gerald Bagnell, who for ten years
has made a study of the Lower Willamette
and Columbia rivers, was allotted the
work of gathering data for the engineers'
report. He was aided by F. C. Schubert,
assistant engineer. Mr. Bagnell
also supervising the survey and Mr.
Schubert being in charge of the field
work.

The complete waterway covered begins
at the foot of northern end of Ross Is-
land, which point marks the southern
limit of Portland's deep water harbor,
and extends to the mouth of the Willa-
mette, a distance of 14 1/2 miles. From
that mark to the line defining the en-
trance of the Columbia River the dis-
tance is 102 miles.

Major Mindoe Says:

"The work done in the past has pro-
duced great improvement in the river
so that ships drawing 26 feet ascend to
Portland. With the exception of the
revelment of Coon Island, at the mouth
of the Willamette, no work of a perma-
nent character has been constructed
since the adoption of the 25-foot project
of 1902, yet the dredged channels have
been deepened to a greater
depth than the year previous. The depth
obtained last year on the bars between
the mouth of the Willamette River and
the estuary was 26 feet.

In summing up the work for a 30-
foot channel with a width of 300 feet,
Major Mindoe estimates that it can be
completed, including the purchase of ad-
ditional equipment, for a total of \$2,770,000.
Of that amount \$520,000 is asked
for new dredges and accessories, in-
cluding two suction dredges complete
with pipelines and pontoons, costing
\$200,000; two tug boats, \$100,000; one float-
ing pumping station, \$60,000; and six
scows for carrying dredged materials,
\$50,000. For the annual maintenance and
operation of the Government dredge
Chatsworth \$250,000 is asked.

In compiling estimates of the cost of
work the report sets forth that for
dredging the main ship channel from
Ross Island to St. Johns \$407,740 will
be required, and for dredging an eight-foot
channel west of Swan Island \$200,000,
asked, with \$150,000 additional for the
removal of 500 linear feet of the Swan
Island dam. From St. Johns to Morgan
Island, dredging will cost \$450,920, and
at Willow Bar \$144,072 is estimated for
dredging, dikes and bank protection. At
Henric's Bar, \$137,022 is the estimate
for dikes and dredging; \$43,460 for dredg-
ing from St. Helens to Columbia City and
repairing the St. Helens dike; \$248,238
for dredging, dikes and bank protection
at Martin's Island Bar; \$374,836 for
dredging, dikes and bank protection at
Coffin Rock; \$427,360 for dredging and
dikes from Bourne's Landing to Fisher
Island; \$17,724 for dredging at Eureka
Island; \$34,584 for dredging at Coffee Is-
land Bar; \$187,238 for dredging, dikes
and a dam at Puget Island Bar and \$45,000
for dredging from Brookfield to Fort

Stevens to a depth of 26 feet and over
at low water.

The cost of work so outlined is placed
at \$2,962,320 and \$296,576 is added for en-
gineering contingencies.

Dealing with general details, Major
Mindoe points out that a study of past
improvement work on both streams indi-
cates that the deteriorating effect of the
Summer freshets is comparatively slight.
The closing of secondary channels by
dams has not had much beneficial effect
on the main channel. It is stated, one
at the mouth of Willamette Slough be-
ing an exception, as that increased the
channel depth past the mouth of the
Willamette two feet. Dikes built at other
points, varying in height from four
to six feet above mean low water and
designed for a 25-foot channel, are said
to furnish further evidence that con-
traction work to be effective in main-
taining a 30-foot channel would have to
be of such a character as to create a
violent disturbance of existing condi-
tions during freshets.

"Taking into consideration the condi-
tions described and the low cost of
dredging with modern machines, there
would not seem to be much question as
to the advantages to be obtained, as well
as the greater economy, by depending
largely on dredging as a means of ob-
taining and maintaining the required
depth of channel," says the report.

"Rather than by adopting a system of
permanent works designed to cause such
contraction as would be necessary to
secure the same results by scour. The
plan of improvement which suggests it-
self as being the most desirable would
seem to be a combination of works of
contraction and of dredging."

Major Mindoe advises that because
the stretch from Ross Island to the
mouth of the Willamette is practically
embraced in Portland's harbor, it will
require dredging only.

Stress is laid on the advisability of
cutting away a portion of Swan Island
on the east side, so as to eliminate a
sharp bend and give ships room when
rafts are being towed up stream. The
proposed opening of the west channel
for ships is not favored because of its
cost, but an eight-foot channel is sug-
gested with a width of 300 feet for the
use of river vessels and log rafts, that
will necessitate the removal of Ameri-
can lines today from the removal of a sec-
tion of the old dike, which has accom-
plished little in maintaining deep water
in the east channel. In the two chan-
nels it is estimated that 2,664,000 cubic
yards of material will have to be
handled.

Below St. Johns little difficulty is
anticipated in maintaining the chan-
nel, except at Postoffice Bar, and
2,254,600 cubic yards of material would
be removed. Two cuts will be dredged
at Willow Bar having an aggregate
length of 700 feet, two dikes being
proposed for the Sauvie Island side
and revet the opposite shore at two
points where there is a tendency to
scour, total dredging being 325,000
cubic yards.

At Henric's Bar the channel will be
dredged a distance of 11,500 feet, diag-
onally across the stream, connecting
deep water on the Washington side and
deep water at Sauvie Island. The only
work required from St. Helens to Col-
umbia City in the repairing of St.
Helens dike and a small amount of
dredging.

As the best solution of conditions at
Hunter's Bar, where the river is decid-
edly wide and the main ship channel fol-
lows the Oregon shore and considerable
navigation is carried among river steam-
ers on the Washington side, it is pro-
posed that a dike be constructed in the
middle of the river above Sandy Island,
that would prevent further shoaling in
front of Kalama. Three dikes will be
built on the Oregon side above Goble,
which is the regulation and deepening
of the channel.

From Coffin Rock to the Cowitts River,
where the river is divided into two chan-
nels by Cottonwood Island, a dam and
five spur dikes are planned.

From Bourne's Landing to Fisher Is-
land, where the Walker Island dike was
built by the Port of Portland Commis-
sion, it is suggested that the dike be
extended about 200 feet upstream and
towards the Oregon shore.

Dredging will be relied on for the 30-
foot improvement at Eureka Bar. No
permanent works will be constructed at
Coffee Island Bar. Three spur dikes
are to be built, one 500 feet long at the
foot of Puget Island, one 250 feet long at
the head of Tenasilline Island and one
1800 feet long from the Oregon shore
above the head of Clifton Channel.

From Brookfield to Fort Stevens the
work will be carried on by the dredge
Chatsworth.

The cost of dredging in the Willa-
mette is estimated at 20 cents a cubic yard
and at 12 cents in the Columbia to
Brookfield and six cents from there to
the sea.

Attached to the report is a statement
of the Port of Portland Commission,
that it expects to continue its operations
with two dredges, supplementing the
work of the Government, and that if a
specific division of the work from Port-
land to the Columbia was made by Con-
gress the Commission would undertake
that portion unaided.

RAILWAY MEN ON STRIKE

CONCESSIONS OFFERED PORTU-
GUESE WORKERS REFUSED.

Employees of Commercial Houses
Also Walk Out and Many Stores
in Lisbon Are Closed.

LISBON, Jan. 11.—A majority of the
railroad employees in Portugal struck
work today, declaring that they had
warned of the movement and took
active measures to maintain the serv-
ice, meeting with partial success.

The strikers have promised to con-
tinue international communications and
this is a hopeful feature of an other-
wise dubious situation.

Following the example of the rail-
way men, the employees of the com-
mercial houses quit work on the
ground that the government had failed
to issue a decree fixing the limit of
day's work at 12 hours and providing
one day of rest in seven. As a conse-
quence of this action, many business
places in the city are closed. The
strikers are making an attempt to
extend the movement to the provinces.

The managers of the railroads offered
concessions, but the strikers declared
they were not sufficient. No disorders
were reported today.

No Accounting Made.

Schenk Stephens is charged with
violating the statute which requires an
account under oath of campaign ex-
penditures to be filed and it is also
alleged that such violation was premed-
itated.

It is further charged:

"That he violated the law which pro-
hibits anyone contributing money to
assist a candidate for the Legislature
residing outside the district in which
the contributor lives; that the civil
service law of this state was violated
when he caused, as at present, to be
one State Game Warden Stone and L.
B. Dresser, then president of the Board
of Control.

Man Switches to Stephenson.

"That he gave a sum of money to a
supporter of McGovern for United
States Senator, such supporter after-
ward switching to Stephenson, and that
he paid large sums of money to others
which were afterwards used by them to
induce other persons to assist in pro-
ducing his election.

"On the whole record, therefore, the
report states, 'Stephenson is charged
with knowledge of the manner in which
his campaign was being conducted and
the purpose for which money was being
disbursed.

"The failure to keep or require ac-
counts and the practice of destroying

IDAHO SENATORS HAVE LITTLE SPAT

Heyburn Opposes Bill Which
Borah's Committee Is Urg-
ing in Senate.

THEY DO ALL THE VOTING

Increase in Number of Government
Challenges Opposed by Heavy-
weight Senator, but Chair
Rules With Borah.

WASHINGTON, Jan. 11.—Senators
Heyburn and Borah, both of Idaho, en-
gaged in a parliamentary duel in the
Senate today over a bill increasing the
number of challenges allowed the Gov-
ernment in criminal prosecutions.

Borah supported the bill as a mem-
ber of the committee on judiciary, con-
tending for the right of the Govern-
ment to have a reasonable opportunity
to procure fair judges.

Opposing the bill, Heyburn contended
that the Government's opportunities in
prosecutions are sufficiently extended.
He said that, while since 1906 there
had been 113 indictments in the United
States Court at Denver, there had not
been a single conviction.

Borah, voting in the affirmative and
Heyburn in the negative, the few
other Senators present remaining
silent.

"The ayes appear to have it," the
chair announced.

"You mean that the aye has it," com-
mented Heyburn.

"The ayes have it and the bill is
passed," persisted the chair and the bill
was sent on its way to the House.

SHIP SUBSIDY BILL OUTLINED

Gallinger Explains How Foreign
Lines' Monopoly May Be Broken.

WASHINGTON, Jan. 11.—Gallinger
today addressed the Senate on his new
ship subsidy bill, which is designed to
encourage the establishment of Ameri-
can lines between ports of the United
States on both the Atlantic and Pacific
Coasts to the countries of South Amer-
ica. This business is now in the hands
of European lines.

Gallinger said in part:

"This bill aims to break up this
monopoly through the power of an in-
dependent American competition in
new, high-class steamships built for
the auxiliary naval service and op-
erated under rigid contract with the
Government. The purpose of the bill
has the express approval of President
Taft, the State Department, the Post-
office Department, the Navy Depart-
ment and the Department of Com-
merce and Labor."

Hale predicted that the measure
would pass the Senate without diffi-
culty.

DAY FOR VOTE IS NOT SET

Burrows Opposes Selection of Time
to Decide Lorimer Case.

WASHINGTON, Jan. 11.—Responding
to a request from Beveridge of Indiana,
Julius C. Burrows, chairman of the
Senate committee on privileges and
elections, today refused to permit the
naming of a day for taking a vote
upon the Lorimer case.

Beveridge urged early because of
the congested condition of the calen-
dar. Burrows replied that, while at
the proper time he would not stand
in the way of a vote, he could not
consent to naming a day now when he
knew that supporters of Lorimer had been
heard.

Owen's resolution declaring the elec-
tion of Lorimer to be illegal and void
was formally read and referred to the
committee on privileges and elections.
Owen was not present.

ENLARGEMENT IS FAVORED

House Membership of 433 Is Re-
ported by Committee.

WASHINGTON, Jan. 11.—The Crum-
packer Congressional reapportionment
bill, fixing the House membership at
433 exclusive of Arizona and New Mex-
ico, was ordered favorably reported by
the House today by the census com-
mittee.

The action was unanimous, though
Mr. Snapp, of Illinois, moved to make
the number 391, as at present, which
was promptly voted down. The bill
will be brought up in the House at the
earliest opportunity.

STEPHENSON IS ACCUSED

(Continued From First Page.)

result of the work of a special com-
mittee, it is an independent report.

The Assembly members of the joint
investigation committee are scored for
their alleged failure to assist in a thor-
ough investigation. The report was
submitted to Governor McGovern about
10 minutes before Senator March's term
as State Senator expired. Mr. Morris,
while no longer a member of the Sen-
ate, having resigned his seat to become
Lieutenant-Governor, signed the report
as a member of the investigating com-
mittee.

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Gray's Great Sale

ATTRACTS THE WEARERS OF GOOD
CLOTHES. CHESTERFIELD SUITS AND OVERCOATS
OF FINEST QUALITY ON SALE

\$20.00 Values at - \$15.00
\$22.50 Values at - \$16.50
\$25.00 Values at - \$19.00
\$30.00 Values at - \$23.50
\$35.00 Values at - \$26.50
\$40.00 Values at - \$29.50
\$45.00 Values at - \$34.50
\$50.00 Values at - \$39.50

15% Discount on Black and Blue Sack Suits
Special Prices on Trousers

WHEN BUYING CLOTHES COME TO GRAY'S
WHERE YOU KNOW THEY ARE RIGHT

273, 275 Morrison

R. M. GRAY

273, 275 Morrison

original memoranda by those engaged
in discharging Stephens' duties in the
campaign makes it clear there was pre-
meditation and method on the part of
Stephenson and his managers to cover
up their methods of conducting the
campaign.

"That he approved of these methods
cannot be doubted. Those managers, in
plain violation of law, gave consid-
erable sums of money to Levi H. Bancroft,
C. C. Wellensgard, Thomas Reynolds,
John Mulder, E. A. Everett and W. L.
Smith, who then were candidates for
nomination to the Assembly."

"A large part of the money distrib-
uted in the Stephens campaign, prob-
ably a sum in excess of \$50,000, was
used by Stephens' managers to un-
lawfully and corruptly procure the
nomination and election of Isaac
Stephenson to the United States Sen-
ate."

"Further, Isaac Stephenson was elect-
ed by the Legislature to the United
States Senate by a majority of three
votes, while the charges of corruption
against him were being investigated by
the Legislature."

"In addition it should be remembered
that the election of Stephenson on
March 4 was made possible by three
Democrats, who, at the instigation of
the Stephens managers and agents,
walked out of the joint assembly when
it became known that their presence
would prevent the election of Stephenson."

"The findings of the committee are
that the nomination in the primary and
the election to the United States Sen-
ate by the Legislature of Isaac Stephe-
nson by the Legislature of Wisconsin
is null and void on account of at-
tempted bribery and corrupt practices
by himself and his campaign man-
agers, agents and workers and of viola-
tions of the laws of Wisconsin defin-
ing and punishing offenses against the
elective franchise."

The report further recommends that
prosecutions be commenced by the Dis-
trict Attorney of Dane County against
all persons shown by the evidence to
have committed perjury in the investi-
gation and that the Attorney-General
also proceed against those under sus-
picion.

STEPHENSON DENIES CHARGE

"Without Foundation and Wholly
False," Comments Senator.

WASHINGTON, D. C., Jan. 11.—Of the
charges made against him, Senator
Stephenson said today:

"The report now made is by three of
the old committee who refused to con-
cur with the majority report two years ago.
They did not then submit a report, but
have waited until a Legislature has been
elected which they regarded as favor-
able to their plans. Two of them are no longer
members of the Legislature. So far as
I am concerned, the report is a lie."

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the charges have come to me, they are
without foundation and wholly false."

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