

JETTY IS CURE

No Other Remedy Will Deepen Bar.

CHINOOK IS ONLY AN AID

Available Funds Will Build 9000 Feet.

2 1/2-MILE EXTENSION NEEDED

People of Pacific Northwest Must Pin Faith on Jetty—If Congress Fails to Make Appropriation, Great Loss Will Result.

JETTY EXTENSION IMPERATIVE. THE BAR—The British bark Andorina crossed on Friday, drawing 21 feet. In the shoalest places a depth of 27 feet was found. CAUSE OF DEEPENING—The slight deepening has been caused by the jetty and not by the dredging of the Chinook.

PORT STEVENS, Jan. 30.—(Staff Correspondence).—The British bark Andorina, the largest sailing vessel that ever entered the Columbia River, and one of the largest afloat, crossed on yesterday carrying nearly 200,000 bushels of wheat. The big vessel was drawing nearly 21 feet of water, and was taken out by the tug Tatonah, Captain Bailey. Both the pilot on the ship, and the master of the tug, kept their heads going all the way out, and their soundings tallied exactly. They found in the shoalest places, 21 feet of water, which is practically the same depth that has been in evidence for the past two years, in fact, ever since it was demonstrated that an extension of the jetty was imperative. This incident proved that the Columbia River can still accommodate the largest sailing ships in the world, and it incidentally proved that the channel at the mouth of the river has, as yet, been unaffected by the slight scratching of the dredge Chinook, the slight change for the better where any is noticed being the result of the jetty work and not of the dredge.

This statement does not reflect in the least on the capabilities of the Chinook, or on the certainty of ultimate improvement when the dredge gets to work. It is a statement of facts that have been verified by the most reliable and competent pilots on the bar, and which will receive official endorsement when the survey now under way is completed. The Chinook has wallowed across the bar a few times, rolled the water, and sucked up a few tons of sand, interspersed with crabs and flounders, but her dredging operations to date, have been so limited that results of sufficient consequence to enable any accurate estimate of her possibilities are still missing.

In comparison with the amount that must be removed from the bar, either by sluicing or dredging, she has accomplished about as much as a man with a small wheelbarrow would accomplish in an attempt to fill Sullivan's gulch in a couple of hours. As previously stated, this is in no way a reflection on the dredge. She is undoubtedly one of the best vessels for this special work that has been sent here. Her great size enables her to spread over areas which would engulf ordinary-sized vessels in their holms and pound their bottoms out on the bar. For this reason she can work in a sea that would swamp a smaller craft. The Chinook will certainly do good work, but she will have no opportunity until the winter gales abate and give her a chance.

Jetty Deepens Channel.

The comment on perfectly demonstrated facts which are plain to every experienced man in any way connected with work on the bar, is made with a view to correcting some highly-colored statements that have been sent out from Astoria, and which have confused what the Chinook is expected to do with what she has actually done. These erroneous reports have had a tendency to create the impression that the Chinook was eating such great holes in the bar under unfavorable circumstances, that with anything like a fair show she could put the jetty out of the running as a channel builder. And yet, while no improvement in the channel can be traced to the brief and spasmodic work made by the Chinook, many of the men who cross the bar most frequently do report a slight change for the better. This change, however, is due wholly to the work of the jetty, and to the absence of the heavy storms which for the past two years have banked up the sand in places where it was the most dangerous.

Peacock Spit has recently accumulated such a large amount of frontage that the

old north channel through which so much of the shipping passed a few years ago, has been practically closed up, and not even light-draft vessels attempt to use it now. Having its flow in this direction, interrupted by the sand bank which the jetty had shot over to the front of Peacock Spit, a goodly portion of the water, which a few years ago rolled seaward through the north channel, has now joined forces with the south channel, and has undoubtedly helped it a little, but, according to soundings, not enough to be of any great consequence. That the change, small though it may be, is due to the jetty, and not to the dredge, is further proven by the fact that there is a steadily increasing depth at the terminus of the new portion of the jetty, which is a considerable distance from the point where the Chinook picked up a few yards of sand.

Jetty Extension Only Cure.

The extension of the jetty, and that alone, is the only permanent cure for a bar channel over the bar and, while the Chinook is a decidedly valuable aid to the jetty, it is to the jetty that we must pin our faith. The engineer's plans call for a 2 1/2-mile extension of the jetty. Of this amount 500 feet have been constructed and preparations are now under way for pushing the work with all possible speed during the coming season. The record of Superintendent Hegardt for fast and economical construction is a remarkable one, and he has built more jetty with less money than has ever been constructed at any other point under similar circumstances. With all of the economy and skill at his command, however, it will be impossible for him to extend the jetty more than 900 feet with the money that is available. This, unless relief is secured in the mean time, would leave it unfinished and at the mercy of the elements with an attendant damage, the repair of which would eat a big hole in the appropriation that would have to be made in the next river and harbor bill. It is thus apparent that we should immediately overlook the delusion that the dredge Chinook alone can work out our commercial salvation at the mouth of the river, and take up the more important work of securing legislation that will protect us from the loss which we will surely suffer if there is even a brief pause in the construction of the present jetty extension.

Winter storms have caused a temporary cessation in plying over the jetty, but the work of preparation for an active campaign during the coming season is being pushed to the limit. Three miles out from Fort Stevens, on one of the big sand flats which now takes the place of some of the many channels which in the old days diverted and shallowed the waters of the Columbia, a supply station or pier has been built, and four locomotives are engaged in moving out to this station large stocks of pliers, railroad iron and timbers which will be more quickly available when they are needed in the Spring and Summer. The heavy sea which rolls in from the ocean occasionally batter out a pile or stringer, and a close watch is kept so that repairs can be made instantly and no serious breaks follow.

Congressional Delay Only Cloud.

There is a plentiful supply of rock close at hand so that it can be delivered in practically unlimited quantities when needed. Everything, in fact, is in readiness for a speedy completion of the jetty to a point where all possibility of further trouble will be eliminated. The one cloud over the bright situation is the failure of Congress to take up the river and harbor bill, and provide for the immediate completion of the jetty in accordance with the engineer's plans. It is of vital interest.

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AT HIGH SPEED

Vanderbilt Beats a Mile a Minute.

TIME MADE BY AUTOMOBILE

Millionaire Averages 73 1/2 Miles an Hour.

ANOTHER RECORD SMASHED

New York Man Makes the Ten-Mile Race in 6:50, Lowering the Time of Barney Oldfield.

ORMOND, Fla., Jan. 30.—Fifty miles, with four turns in 40 minutes, 40.45 seconds, was the record made in the Ormond-Dayton Beach course today by W. K. Vanderbilt, Jr. The event was for the American Automobile Association championship at this distance, open to all. The pace figures out 73 1/2 miles an hour, the best record ever made in America, and almost as good as any straightaway record for that distance in the world.

In this long race Mr. Vanderbilt managed his machine admirably. In the four turns, he displayed great skill and daring making the turn. On completing the 20 miles his machine left its tire marks just 4 feet 2 inches from the stakes, going at a good speed. His record for every ten miles of the 50 was the best, that of H. C. Bowden being second. These two records break any previous time made in America, as follows:

Table with 2 columns: Distance, Time. Includes entries for Vanderbilt, Bowden, and Stevens.

Record for Typhoid Cases.

COLUMBUS, O., Jan. 30.—Since January 1, 728 cases of typhoid fever have been

BRYAN LOSES THE RACE

His Sister Passes Away Several Hours Before His Arrival.

FINALE OF NOTED CASE

American Woman Held for Poisoning Her Husband.

DIPLOMATS SPOKE IN VAIN

For Years the Woman Passed the Life of One in Prison Until the Heart of King Edward Was Touched.

OPPOSED TO JOINT STATEHOOD

Arizona People Express Their Wishes in Mass Meeting.

WANTS CANTEENS IN USE.

Admiral Evans Holds They Are Necessary to the Navy.

CONTESTS OF TODAY'S PAPER

- House decides to allow no extra mileage for special session. Page 6. Democratic Senator cautions against sentiment for the canal treaty. Page 6. General. Gridiron Club entertains noted men in Washington and has fun at their expense. Page 14. Schemas as President of Columbia causes much shame. Page 14. War in a month is the outlook on Isthmus of Panama. Page 14. Foreign. Russia cannot see how Japan can reject her demands. Page 2. All is expectancy at Tokio. Page 2. Foreign. Mrs. Maybrick, sentenced to prison for poisoning her husband, writes to her brother from English prison. Page 1. American explorer returns from section of Tibet never told by other men. Page 2. Pacific Coast. John T. Grayson, Jr., of Portland, gets into Honolulu while on trip to San Francisco. Page 7. Striking Washington shingle-weavers allege that wage reduction at Bellingham presage general cut. Page 10. Los Angeles companies will unite in prayer for rain on parched land. Page 7. Ben F. Ross, shot by Albert Raser, near Elgin, Or., is dead; Raser may die of peavy wounds. Page 7. Commercial and Marine. Trading on stock market listless. Page 15. Review of the week in Wall street. Page 15. New high records shown by New York bank statement. Page 15. Wheat easier at Chicago on more favorable news from the Orient. Page 15. San Francisco produce quotations. Page 15. Eleven lumber cargoes shipped from Portland in January. Page 11. Sports. W. K. Vanderbilt makes 73 1/2 miles an hour in automobile race. Page 1. Cap and Gown wins California Oaks Handicap at Oakland. Page 14. E. M. Lazarus wins Hunt Club race. Page 14. Portland and Vicinity. Clergymen and representative women favor Sunday opening of Lewis and Clark Exposition. Page 10. Day Van Houten is acquitted of murder. Page 10. Jetty extension the only hope of deepening Columbia bar. Page 1. Denial that H. W. Goodard used pill to get steel routed over Hill lines. Page 14. First school bell in Portland ruined in Park School fire. Page 12. Date set for Grand Army encampment at Hood River. Page 28. Her father's estate of her mother's estate for money they say he has not accounted for. Page 22. District Attorney Hall says he is determined to rid Oregon of lambrads. Page 22. Politicians grow busy about candidates for county offices. Page 12. Features and Departments. Editorial. Page 4. Church announcements. Page 23. Classified advertisements. Pages 24-27. Book reviews. Page 37. Unrecorded incident of the Lewis and Clark expedition. Page 40. What Japan and Russia are quarreling about. Page 33. Two American prelates discuss capital and labor. Page 22. Portland war figures give a dance. Page 29. The story of the Deluge as recorded in old Mr. Noah's diary. Page 29. Jerome K. Jerome's suggestions about how to drill an army. Page 20. Thirteen-year-old bride for the boy King of Spain. Page 31. Chimmie Fadden. Page 37. John Kendrick sings on transfer poetry. Page 36. Household and fashion. Pages 34-35. Social. Pages 24-31. Dramatic. Page 18. Musical. Page 19. Youth. Page 35-39.

PRISON DAYS END

Mrs. Maybrick Is Given Her Freedom.

FINALE OF NOTED CASE

American Woman Held for Poisoning Her Husband.

DIPLOMATS SPOKE IN VAIN

For Years the Woman Passed the Life of One in Prison Until the Heart of King Edward Was Touched.

OPPOSED TO JOINT STATEHOOD

Arizona People Express Their Wishes in Mass Meeting.

WANTS CANTEENS IN USE.

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Field in the laying of the first Atlantic cable. Mrs. Maybrick was several years ago in Paris. Mrs. Maybrick's husband was a Liverpool cotton merchant who had large dealings in the Southern States. After the death of the future Mrs. Maybrick's father, his widow, the mother, went to Germany and married the Baron von Roque, a German officer on the staff of the late Emperor Frederick. While in Europe Mr. Maybrick fell in love with the Baroness von Roque's daughter, then less than 20 years old, and they were married almost immediately. Maybrick was 48 years old at the time of his marriage.

The notorious Maybrick case was precipitated by a baby's dropping a letter in a muddy street. A nurse maid found the letter and opened it to put the letter into a clean envelope. Several rather extraordinary phrases caught her eye and she read the letter. It was written to A. Brierly, Hunkinson street, Liverpool. The letter was as follows:

Dearest: Your letter under cover to G. came to hand just after I gave them for you on Monday. I did not expect to hear from you so soon and a delay occurred in giving him the necessary instructions. Since my return I have been nursing him all day and night. He is sick unto death. The doctors here a consultation yesterday. Now all depends upon how long his strength will hold out. Both my brothers-in-law are here and we are terribly anxious. I cannot answer your letter fully today, darling, but believe your mind of all fear of discovery now or in the future. I have been delirious since Sunday, and I know he is ignorant of everything, even of the name of the street, also that he has not been making any inquiries whatever. The tale he told me was a mere fabrication, and only intended to frighten the truth out of me. In fact, he believes my statement, although he will not admit it.

You need not, therefore, go abroad on this ground, dearest; but in any case don't leave England until I have seen you once again. You must feel that those two letters of mine were written under circumstances which must ever excuse me in your eyes. Do you suppose I could act as I am doing if I merely felt what I inferred? If you wish to write to me about anything, do so, as all letters pass through my hands at present.

Excuse this scrawl, my darling, but I dare not leave the room for a moment, and I do not know when I shall be able to write to you again. In haste, your own, FLORRIE.

About two hours after the nurse maid found the letter, James Maybrick died. The girl gave the letter to Edwin Maybrick, a brother of James who allowed the funeral to proceed, but had Mrs. Maybrick watched closely by detectives.

Mrs. Maybrick was arrested by the police while she was ill in bed and was charged with the murder of her husband. The events leading up to the arrest, as brought out in the first trial, began when Mrs. Maybrick wrote to her brother Michael, saying she ought to tell him her husband was taking a white powder which she feared might have something to do with the pains in his head and his nervous irritability. That same month Maybrick consulted Dr. Drysdale. He mentioned several drugs which he was taking, but arsenic was not one of them. At the same time Mrs. Maybrick wrote to a hotel in London saying she wanted rooms for another Mr. and Mrs. Maybrick. She then left home, saying she was going to nurse a sick aunt. She met a Mr. Brierly and spent two days with him there. She returned home and her husband met Brierly at the Grand National races. While there she had a quarrel with her husband about Brierly, and she afterward said that when they reached home her husband beat her because she had persisted in walking with Brierly against his express command. She had a black eye.

The meeting with Brierly was what turned the Judge against her and made his charge to the jury so severe. It was this which has since been used as an argument for her pardon—that she was convicted, not of murder, but of immorality—and that her conviction was a sentimental one, not according to the evidence.

Shortly afterward Mrs. Maybrick went to the shop of a chemist named Wokes, at Liverpool, and bought by paper. Her husband had an account there, but she paid cash for it. It was said that the arsenic in the fly papers was used to poison Mr. Maybrick. The defense alleged that Mrs. Maybrick used the arsenic to make a face wash.

Later Mrs. Maybrick went to a chemist named Hanson, about ten minutes' walk from her house, where she bought a lotion, a cosmetic consisting of tincture of benzoin, and elder flowers, and two dozen fly papers. She did not pay for the lotion, her husband having an account there, but did pay for the fly papers. She took them with her. They were not seen in use by any one in the

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OPEN ON SUNDAY

Position of Churches on the Fair.

WHAT THEIR CLERGY SAY

Public Should Be Admitted to Grounds and Buildings.

SUNDAY NOT THE SABBATH

Catholic, Congregational, Episcopal and Unitarian Churches All Oppose Total Closing of Fair on Sunday.

DECLARE FOR AN OPEN FAIR.

The opening of the Lewis and Clark Exposition on Sunday, with proper restrictions, is not opposed by prominent members of the local clergy. Yesterday Rev. J. H. Black, pastor of St. Francis' Church; Rev. E. L. House, of the First Congregational Church; Rev. A. A. Morrison, rector of Trinity Episcopal Church; and Rev. George C. Cressy, of the First Unitarian Church, gave interviews in which they expressed themselves in favor of keeping open the grounds, art exhibits and all similar educational exhibits. Representative Portland women, Mrs. Rose Hoyt, Mrs. Sarah Evans, Mrs. Grace Watt, Mrs. Rose, Mrs. E. M. Blumauer, Mrs. Arthur Newell, Mrs. Henry Wadsworth, spoke in a similar vein for an open exposition, in keeping with the dignity of the day.

Not all the clergy of Portland are in favor of closing the Fair gates on Sunday. The Roman Catholic Church, perhaps the strongest numerically of the local creeds, refuses to set its face against the open gates, the sentiment of the Episcopalians seems to be strongly in favor of a partial opening, the Unitarian denomination as a whole thinks the Fair should not be closed, and the Congregationalists, who are members of the Ministerial Association, have even memorialized Oregon's Representatives in Congress, asking that the big Exposition grounds be open to the public on the first day of the week. And thus the question rises, "Where preachers disagree, who shall decide?"

The Right Rev. A. Christie, archbishop of the Roman Catholic diocese in which Portland lies, is in California at present, but he has expressed himself as being decidedly opposed to closing the Fair on Sunday, and the position of the strong denomination which he represents is well set forth in the individual opinion of the Rev. Father J. H. Black, pastor of St. Francis' Church.

Catholic View of It.

"I am a paid-up little stockholder in the enterprises," said Father Black yesterday, "and as such believe that the Fair should be accessible to all on Sundays, but under well-ordered restrictions, such as would give to the public an edifying, restive impression.

"Sunday is pre-eminently the Lord's day, the first day of the week, and not the sabbath of old, the last day of the week; hence it should be observed as the Lord's day. This due observance of the day sacred to the Lord of all does not necessarily exclude a well-ordered portion of the day from being devoted to healthful, recreative, instructive, innocent pastime. An opportunity for just this purpose is given to the public by having the Fair open on Sundays under such restrictions as 19 centuries of Christian usage and common sense would dictate. I think the able and efficient management of the Fair is thoroughly competent to properly regulate this matter in every detail.

Dr. House Says Keep Open.

The sentiment among the Congregationalists differs from that indorsed by their evangelistic colleagues in the Ministerial Association, and is epitomized by the Rev. E. L. House as follows: "I sympathize with my brethren of the ministry who have voted for the closing of the gates of the Lewis and Clark Fair on Sunday," said Dr. E. L. House, of the First Congregational Church, yesterday, "because they believe that a partial opening means a full opening; also that such an opening may mean the running of special excursions to the Fair on that day, and the working of all clerics and attendants of the Fair. But after weighing this, it seemed best to me that the grounds should be open Sunday afternoons, free of charge, for the people to enter and enjoy the grounds, art exhibits and educational advantages that may be found therein, as well as devotional meetings, and sacred concerts.

"This is far better than open saloons and open theaters on the Lord's day, to say nothing of baseball and kindred matters that would place every indigent before the visitors of the city at that time. In fact I would rather that a paid admission be charged for a partial opening of the Fair, all Midway shows being closed as well as stores, than to have our own people and visitors going off to the above places mentioned. If the Sunday opening means a wide open Fair, as on other days, I am against it with all there is in me. I think this would be the opinion of the people of the First Congregational Church, and covers practically their petition to Senator Mitchell in the matter."

Among the Episcopalians no expression

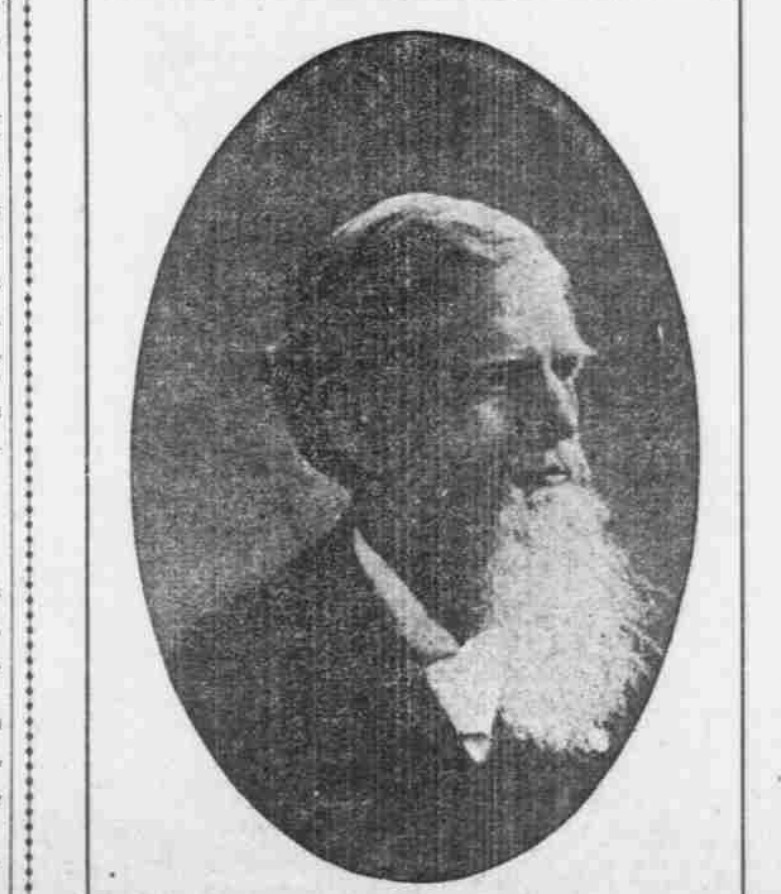
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HER RELEASE FROM PRISON CLOSES A FAMOUS CASE



MRS. FLORENCE MAYBRICK.

ELECTED DEPARTMENT CHAPLAIN GRAND ARMY OF OREGON



REV. H. A. BARDEN.