25.9 FEET

Commercial Club Compiles Figures to Refute Senator Perkins' Misstatements Regarding Depth of Channel From Portland to Sca.

A special committee appointed nt Hodson of the Portland Comclub has prepared a report owing the draft of some of vessels that cleared from this rt during the year 1907. The report made necessary, and its circulaimportant, by reason of misstateently uttered by Senator Per-California, who before the nited States senate made assertions at might have led people to believe at the channel from Pertland to the a was not capable of carrying deepstaft ocean vessels.

It is said to be a grievous thing that commercial bodies must keep special ammittees of volunteer citizens at work lost of the time on one task or nother to correct and remedy ill effects that follow the efforts of some nators who think they are serving community by detracting from the rits of another.

The Commercial club's comments the ked dillegants.

the community by detracting from the certis of another. The Commercial club's committee has orked diligently for three days comiling official evidence of Senator Perms' mistake, and has submitted the sellowing report, which will be circuited widely among senators, congressen and Washington officials who have do with the making of appropriators for improvement of the mouth of columbia river:

Mr. C. W. Hodson, president Portland commercial club—Dear sir: The undergoed committee to whom was referred our request for the facts regarding the depth of water in the Columbia ver, herewith submit details regarding to the sellowing sellowing the Merchants' Exchange records, where the Merchants' Exchange records, where the sellowing sellowing the Sureau Verltas. These vessels it went through from Portland to the without touching at any point in river and without lighterage: Twenty-four feet and over-

Glenstrae

nty-three feet and over-

Month and Vessel.

arch, Numantia
ovember, Queen Louise....
ptember, Queen Alexandra....
ne, Arabia ecember, Aumanua
ins, Kirklee
'ebruary, Nicomedia
pril, Arabia
anuary, Geno Maru
larch, Aymeric
eptember, Agmeric
ovember, Alesia
ovember, Nicomedia
ecember, Wavertree
ins, Norman Isles Norman Isles23

SHIPPER SAYS ROADS DO NOT WATER STOCK

(Special Disputch to The Journal.) Salem, Or., April 9.-W. E. Russell mmission complains that during 54 urs he was on the road with a carload nours he was on the road with a carload of cattle from Milton to Sheridan the animals were not furnished with any water other than what he was compelled to furnish them from a hand bucket, and that during the 24 hours on the run from Portiand to Sheridan not a drop of water was furnished them. The first part of the run was on the line of the O. R. & N. Co and from Portland to Milton was on the line of the Southern Pacific company. The matter will be investigated by the commission.

GEORGE GAY DENIES THEFT OF HORSE

Walls Walls, Wash, April 2.—George was arrested at Pendleton Tuesday, wing in his possession the horse tolen from Police Sargeant Frank orse last week. He denies the theft, wing he bought the horse from a crief. The mules which were stolen the same time have been located on apper mountain, above Waitsburg, one 3 e miles from here. They were stolen the same time have been located on apper mountain, above waitsburg, one 3 e miles from here. They were stolen they was nothing indicate how they came there.

CONTRACTOR ARRIVE EXACTLY ON TIME

All trains on time today. Northern Pacific No. 1, due at lock, arrived on time. t 7:55, arrived on time. thern Pacific No. 18, due ad B. & N. No. 3, due at 8 ck, arrived on time-O. R. & No No. 5, dye at 9:45, Astoria & Columbia No. 31, ue at 12:15, arrived on time.

HARRIMAN'S PLAN TO SAVE ERIE RAILWAY

Wall Street Newspaper Explains Reasons for Magnate Going to the Rescue of the Corporation. Receivership Averted.

(United Press Leased Wire.) New York, April 9 .- While the destiny of the Eric railroad was trembling in the balance yesterday afternoon, the road's bankers having refused to meet its maturing short-term notes in cash and the board of directors being in session to decide the company's future, E. H. Harriman, president of the Union Pacific, stepped to the front with a personal offer of \$5,500,000 in cash to save the Morgan property from default and a consequent receivership.

The Wall Street Journal of April 2 had this to say of the directors' meeting of the Eric held on that date:

"The directors of the Eric meet today, at which time, if plans now in contemplation are approved, the financial difficulties of Eric will be taken care of. While it is conceded that the situation is a very delicate one, the prospects are now considered favorable for success.

"It is learned that there has been a difference of opinion in the ranks of the Eric as to whether the difficulties of the road could be successfully overcome under existing conditions; and furthermore, it is understood that prominent financiers connected with the property have been in favor of a receivership as the best solution of the matter.

"It is stated in well-informed Wall street quarters that the contest against a receivership has been vigorously led street quarters that the contest against a receivership has been vigorously led by E. H. Harriman, on the ground that the difficulties in question are picayune in comparison with the large garnings of the Erie, its strategic position, real value and prospects, and the big issue involved.

involved.

A comprehensive plan is being worked out which, if approved by the directors, will provide for the discount notes maturing April 8, and will also make the property "snug" to meet continued depression in business. Any feasible plan that can be brought forward would undoubtedly receive the support of all the directors.

It is not merely that \$5,500,000 dis-count notes must be provided for. A study of the recent course of the road's earnings clearly shows that any suc-cessful plan brought forward must have incorporated in it some arrange-ment for conserving the Erie's surplus earnings. Aside from the men directly identified with the property, the opinion generally prevails that if the Eric road, because of its great prominence and numerous associations here and abroad, it allowed to go into a receiver's hands, it would be a most damaging blow to the credit of American securities.

Drastic Means. The result at stake therefore justifies drastic means and expedients. While it is yet too early to say what the directors will do, it can be stated that any plan which the directors may approve will be comprehensive and drawn up

MT. HOOD ROAD WILL

PASS SOUTH OF MT. TABOR

Engineers of the Mount Hood Electric | means of transportation for the crushed

railway are at work on a new route for rock produced there by the county

with a view not merely of tiding the road over April 8, but of conserving its surplus barnings and improving its That those financiers who

That those financiers who dominated the reorganization of the Erie 12 years ago, and who have been dominating it mores or less ever since, should now stand by and use every reasonable effort to save the property from another reorganization appears obvious.

It is one of the ironies of fate at this day, when \$11,000 000 to \$12,000,000 cash would put the Erie road in a very comfortable position, that those who dominated its reorganization and who have been more or less dominating its financial policy ever since, can look back over their own record of from \$11,000.000 to \$12,000,000 pald out in dividends. The present situation in the Erie road is the result of the reorganization of 1895 and of the financial policy which has since prevailed. Under the first promulgated reorganization plan the Erie might have gone for a couple of years.

years.
A strong protective committee was formed which succeeded in setting some few modifications to the first plan. Under the reorganization plan which was adopted, the Erie, instead of being financed as becomes a great New York-Chicago trunk line in a rich territory, was left to nibble as best it could along barren financial roadsides, while its powerful competitors, the Pennsylvania to the south and the Vanderbilt line to the north, were amply provided for.

Ably Managed. Ably Managed.

Ably Managed.

From the railroad standpoint, however, the Erie was very ably managed, and particularly so under President Underwood. But just as soon as surplus earnings worth mentioning appeared, preferred dividend disbursements began and have been continued in an increasing measure year by year ever since. The matter is not wholly without its analogy in the Southern Railway.

Even within the past year, and just a few months prior to the panic of last fall, there is no question that prominent financiers connected with the Erie were even then in favor of continuing dividend disbursements at the rate of \$2.500.000 per annum. Readers of the Wall Street Journal will recall how it then, and long before, pointed out the folly of such action.

Only last year the Erie road earned nearly \$18.000.000 net to meet fixed charges of \$12.000.000, of which \$1.000.000 constituted sinking fund payments and interest on equipment notes. This, was undoubtedly a very fine record of earnings.

arnings. Granted that the reorganization was a poor one, the results since reorgani-zation have shown that the railroad itgation have shown that the railroad itself was able to earn large surplus moneys. The trouble has been that the railroad men in the Eric who have built up its surplus earning powers, have had taken from them every year by the financial element, the dividend disbursers, moneys which should have gone into the road.

Dolliver Fails to Substitute La Follette Employers' Liability Bill.

Washington, April 9 .- Efforts made on the part of a few senators led by Foliette employers' liability bill for the the house April 6, failed in the senate,

the Coos Bay country about 40 miles from Bandon, according to R. F. Crittenden of Marshfield, who is now in Portland making arrangements to ship a load of machinery to the scene to develop the properties. develop the properties.

Mr. Crittenden is managing the business near Bandon and is representing a group of men, some of them of Port-land, who have put their money into

the prospect.

According to the story of Mr. Crittenden, the company has struck oil in their prospect well after having gone down 530 feet. The flow was such as the come to the surface of the ground down 530 feet. The flow was such as to come to the surface of the ground and proves to be oil of good quality. The company back of the property has a lease on 40,000 acres of land in the vicinity and is confident of being able to open up an oil region of magnitude. Eastern experts who have examined the property say the oil and the manner property say the oil and the manner of finding it give color to the assumption that it can be found in paying quantities by further development work.

Mr. Crittenden will ship a large quantities by further development work.

Mr. Crittenden will ship a large amount of machinery for Bandon on the Alliance, which sells on Saturday next. The preliminary organization of the company has been formed and the board of directors includes some of the leading men of the Coos Bay country, as well as some well-known men of Portland.

Judge Cleland Will Announce Rulings on Matters Taken Under Advisement.

Presiding Judge Cleland in the circuit court tomorrow will announce his ruling on a number of motions recently submitted, and will also announce his CLAIMS INNOCENCE submitted, and will also announce his decision in two cases tried before him on their merits. Judge Gantenbein will hand down his decision in the case of E. S. J. McAllister against the American Hospital association and others. The matters to be decided by Judge Cleland are as follows:

Otto Meyer against Mary Meyer, motion for alimony and suit money. Otto Meyer against Mary Meyer, motion for alimeny and suit money.
Dan R. Murphy against C. D. Danaher, demurrer to amended complaint.
Minnie M. Clayson against William
Clayson, decision on merits.
Beada L. Helfrich against John G.
Helfrich, motion for suit money.
J. G. Johannes against Florence
Evans, motion to make complaint more
definite and certain. TIMBER LANDS

BUBBLER'S PATH

(United Press Lessed Wire.)

(United Press Lessed Wire.)

Washington, April 9. — Testimony demaging to the defense in the Hyde-Benson land fraud case started by the government was given today by Walter I. Slack, formerly a bookkeeper in the employ of Messrs. Hyde and Benson in their real estate office in San Francisco. Slack testified that while he was thus employed blank applications for the state office of the machines hit Asia German mechanical ability will win out.

Bubbler's Path Evans, motion to make complaint more definite and certain.

City of St. Johns against Youngfer-dorf & Sons and others, motion to make more definite and certain.

F. F. Burfitt against W. C. Moore, decision on merits.

John Berdahl against O. G. McDonald, to make complaint more definite, with the New York to Paris automobile race, has not given up hopes of beating his opponents. Although his car is stalled a few miles out of Ogden.

Utah, and Koetten himself is on his way to Seattle to procure duplicate parts, he thinks that when the machines hit Asia German mechanical ability will win out. Win out.

Win out.

Koetten reached Portland over the O.

CITY OWNERSHIP HEARTILY INDORSED

The Montavilla Improvement board indorses Mayor Lane's plan for municipal lighting in the following resolution: "Whereas, The mayor of the city of Portland is now and has for a long time past advocated municipal ownership and operation of an electric light plant for the city of Portland; therefore

"Resolved. By the Montavilla Improvement board, that we indorse the action of the mayor of the city of Portland, that the said city of Portland should own and operate its light plant independently of any private cor-poration, that there is no action that the city could take at this time that would be more beneficial and economical to the residents of the city, and we commend the mayor's every action in his endeavor to secure to the citizens of the city lights at the actual cost of production there-

Portland, Or., April 8, 1908. W. C. AYLSWORTH, "O. E. CARTER, Secretary."

BAKER SAYS HE'S ALL READY FOR A DEBATE

Taxpayers Will Probably Have Chance to Hear the Lighting Question.

Councilman George L. Baker yeaterday challenged Mayor Lane to a debate before the people on the lighting question, saying, "I am prepared to discuss this question with you at any time or at any place." Mayor Lane said "all right," and the matter ended after Baker fisished making a speech in which he attacked Mayor Lane's veto mea-

Sterling measure, which was passed by the search of the control of

abused."
Concluding, the councilmen state that

AFTER LONG ILLNESS

It is a light to the master of freight rates, was Fred K. Wann, freight traffic manager of the Sait Lake railroad. As he entered the service of the railroad as the service of the service rate, he was unable to tell the commissioners anything of importance.

E. W. Gillette, who succeeded wan on the stand, however, confessed that the service of the service rate, he can the service of the service rate, he was a service rate, he was a service rate, he can the service of the servi

ingture before coming to Oregon.

He removed from Ohio to Boone county Iowa, in 1852, and plunged into the midst of politics at once. He married while there Miss T. A. Buffington, who survives him. Together they cast their lot with the emigrant trains and crossed the plains to Oregon.

Judge Beal was the owner and first settler on what is now known as Council Crest. He built his home on the very top of the crest, but afterwards relinquished the holding. Lately he had been interested in coffee plantations in Costa Rica. For a number of years he was associated with the late Judge P. A. Marquam.

No children survive Mr. Beal. There are two grand children only, Mrs. M. Jones and Mrs. C. B. Van Houten, and a sister, Mrs. Lizzie Jackson, of Stockton, California. Minnie Morgan, of Portland, is seriouslic in the late master Minto received a letter this morning requesting that an effort be made to locate the parents now living in this city. The letter from Rawhide was written by the Rev. William J. Bule, pastor of the Methodist Episcopal church. He says the son does not know the address of his parents in Portland and that they should know of the condition of the boy.

The Morgans baye lived in Portland about six months, coming here from Spokane, according to Rev. Mr. Rule's letter. Postmaster Minto today wrete a general delivery letter to Albert Morgan with the hopes that he would eventually be located and informed of the son's sickness.

BUT PLEADED GUILTY

The trial of Richard Lynch, alleged to be the accomplice of J. F. Hawkes in a series of bold horse thefts, is being held before a jury in Judge Gantenling held before a jury in Juage Gantenbein's department of the circuif court today. Hawkes pleaded guilty, and is now serving time in the penitentiary. Hawkes implicated Lynch in many of the episodes, nearly a score of which were charged to the former.

Hawkes created surprise on the witness stand this morning by denying under cross-examination that he has been guilty of horse-stealing. He said he pleaded guilty in the Lee case to accommodate the state and avoid the necessity of a trial. While maintaining that he was innocent of wrong-doing in the case on trial, he testified that he was with Lynch when the latter took from a pasture the horse he is charged with stealing.

Mrs. Lynch went on the stand in her husband's defense and testified that she was present when her husband bought the horse in question from two men, whom she described. He bought two horses, the harness and a wagon, she said, paying \$275 for the outfit to work in their wood camp at Hogan. She said she had not since seen the men who sold the horse, but both men said they were going to eastern Oregon. bein's department of the circuit court

RICH WAITRESS WILL NOT QUIT HER WORK

(United Press Lessed Wire.) Los Angeles, April 9 .- Riches have not made Mrs. Louis E. Meek, a young widow, scorn work. Although she has received \$15,000 of a fortune of \$100,000
left her by the death of her father in
England, she still holds her position as
waitress in a family hotel in Los Angeles and she declares she has no intention of quitting just because she has a
fortune big enough to support her the remainder of her life. The legacy consists
of \$15,000 in cash and two houses and
lots so close to the heart of London
that their value may be much more than
is estimated here. She was married
when she was 17 years old and became
a widow a year later. made Mrs. Louis E. Meek, a young wid-

LIQUOR FIGHT IN TLLINOIS LEGISLATURE

Chicago, April 9.—That the result of the local option vote of Tuesday has drawn the lines for a furious struggle between the prohibition and the liquor forces for the control of the state legislature was the declaration made today by Alonzo E. Wilson, chairman of the state, prohibition committee.

He declared that the "dry victories at the polls were but the beginning of the troubles of the saloon interests and that the fight was bound to be carried into the legislature by the prohibition ists fighting for a state prohibition law, their opponents striving for the repeal of the Sunday closing statute, and a modification of the present local option law.

(20x60-ft. white enameled tank), Bull Run water, constantly changing, uniform temperature of 76 degrees

OPENS SATURDAY, APRIL 11

SWIM, 25c—LESSONS, 50c

Hours for men, women and children.

Free swimming ticket to every visitor Saturday—may be used at any time.

3861/2 EAST MORRISON STREET, HEALY BLDG.

BOULEVARD TO GARS TO STOP ON NEAR SIDE ONLY

New Rule Regarding Street-Portland Heights Property cars at Crossings Effec-Owners Plan Magnificent tive May 1. Driveway System.

The initial action was taken at a

secting of Portland Heights property

owners held in the rooms of the Com-

nercial club last night, which will ulti-

nately result in giving to Portland #

magnificent bonlevard system. As out-

SALT LAKE ROAD IS

PLAYING "GOOD DOG"

Los Angeles, April 9.-The first wit-

ness called at today's session of the

state railroad commission, which is in-

vestigating alleged discrimination by

the railroads in the matter of freight

practice has been discontinued.

SEARCH FOR PARENTS

OF ALBERT MORGAN

Indian Woman Sues Railroad.

Friday, May 1, is the date set when all cars of the Portland Rallway, Light & Power company will begin stopping on the near side of the streets.

In the meantime the new ruling is to

In the meantime the new ruling is to be advertised extensively, so that when the order finally goes into effect the traveling public will be well informed on the subject.

Several weeks ago an order was issued having the cars stop on the near side wherever there were street railway crossings. The change seemed to meet with the approval of the people, and owing to the various advantages B. S. Josselyn, president of the company, has decided to make the final change.

The system has been tried in many other cities, and is still in effect. In Los Angeles the street railway company, claims that the number of accidents since the near-side stops began have diminished 50 per cent.

The principal advantage in having the cars stop on the near side of the street is the fact that it affords the motorman an opportunity to get a view of the

The principal advantage in the street cars stop on the near side of the street is the fact that it affords the motor-man an opportunity to get a view of the cross street in both directions, and he then runs his car accordingly. In addition he is enabled to watch the pedestrians to better advantage and sound his gong before starting the car.

Before making the change Mr. Josselyn took the question under advisement. The matter was thoroughly considered, and this morning it was decided that the near-stop order should go into effect May I.

Mr. Josselyn received many communications from persons who travel a great deal, and they agreed with him that the near-side stop would be for the best. Thinking that it was the wish of the public and for the convenience of the people and an advantage to the company as well, the officials made the final decision today.

At the open meeting of the Consumrs' league last night at Trinity parish louse, Dr. C. C. Chapman spoke on the esponsibility of the consumer for existing conditions in factories and garment manufactories. He said of the Oregon 10-hour law for women that it marks a distinct epoch in labor conmarks a distinct epoch in labor conditions for women. He intimated that when woman wants to vote she is considered too ethereal for such heavy duties, but in the factories she is obliged to perform the same labor as man and at much lower wages.

Dr. Chabman spoke of the civic work which is being done by the Consumers' league in eastern cities, especially in regard to bill boards. He also spoke of the responsibility of the citizen in regard to compelling storekeepers to desist from blocking the sidewalks with boxes and goods. If any of us, he said, were to go into a stere and appropriate a belt of ribbon we would be within the clutches of the law, but a merchant may appropriate the space beneath the sidewalks which belongs to the city and be safe from disturbance.

The netition which is to be presented to the Retail Manufacturers association asking them to close the stores in the retail district; Saturday afternoons through July and August received many signatures. Mrs. Millie Trumbull gave an illustrated talk on child labor, showing sides representing factory conditions in the south, scenes in the Pennsylvania coal mines and glass works. Local conditions were also presented, showing the advantage of Oregon's child labor law. ditions for women. He intimated that

Albert Morgan, a son of Albert and Minnie Morgan, of Portland, is serious BIG TIMBER DEAL IS MADE AT VANCOUVER

(United Press Leased Wire.) Bellingham, Wash., April 9 .-- A timer land deal involving 250,000,000 feet of timber within 24 miles of Vancouver, British Columbia, was closed teday by VANDERBILT DIVORCE

See Comprises 12,000 acres, and has been held for 30 years by one family. Seven hundred thousand dollars is the price was resumed this morning and it is each was resumed this morning and it is each was resumed that when adjournment is taken for the day all of the testimony will have been submitted. The case may be submitted to Justice O'Gorman early next week.

With the hopes that he would eventing engineers on the continent, and has offices in London, New York, Chicago and Los Angeles. Fitch represents Callfornia capital, and it is chiefly California capital, and it is chiefly California money that is being handed over for the timber.

The names of the principals were withheld by Wagener. It is learned, however, that the tract of land on which has timber has been purchased comprises 12,000 acres, and has been held for 30 years by one family. Seven hundred thousand dollars is the price to be paid for this tract, and in June a \$400,000 mill will be erected and operations commenced. The cypress cut from the tract will be shipped direct to California to be used as piles for docks.

AMERICAN CROOM TO D. Van Wagener and J. G. Fitch. The

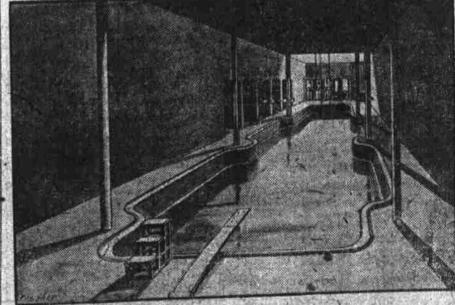
RELEASED AT LONDON

Papers in the case of Minnie Joshua, a Umatilla Indian woman, against the Northern Pacific railroad for \$15,250 damages, transferred from the circuit court of Umatilla county, were filed with the clerk of the United States district court at Portland today. The accident occurred October 19 last year, on the Walla Walla branch.

RELEASED AT LONDON

(United Press Leased Wire.)

London, April 9.—Eddie Guerin, the notorious American crook, who was arrested late last month, on suspicion of being connected with numerous bank robberles in the provinces, was released from custody today.



RINGLER'S NEW NATATORIUM (20x60-ft. white enameled tank), Bull Run water, constantly change

railway are at work on a new route for the road from Gresham to Portland. It is probable that the road will be built on direct line from Gresham to the city limits and pass south of Mount Tabor, thence coming in through the city in the same general direction that the present O. R. & N. company main line runs. Contracts were let today to the Risdon Iron Works of San Francisco for the steel pipe work for the Bull Run water power plant. This construction will ultimately amount to several hunwill ultimately amount to several hundred thousand dollars. The first work will be the construction of two of the half a dozen enormous penstocks that are to convey the water from the reservoir down to the water wheels in the powerhouse. This building will be 490 feet long and 80 feet wide, and is designed to contain the machinery for developing 75,000 horsepower of electricity. The new route of the Mount Hood electric road will bring the road close to Kelly Butte, which is a welcome proposition for counity and city authorities, as it would furnish a valuable TIMBER LANDS

of Sheridan in a letter to the railroad I. Slack, formerly a bookkeeper in the Utah, and Koetten himself is on his way thus employed blank applications for

thus employed blank applications for school lands were signed in Hyde's office and afterward filled out by the boys in the office. He said that the firm of Hyde & Benson was interested in 50,000 acres of land, most of which was in the name of W. C. Clark. He said that some of the Oregon tract was under F. A. Hyde's name.

The indictment against the defendants charges that during the period from October, 1961, to February, 1905, at Washington, in the District of Columbia, they unlawfully conspired to defraud the United States out of large tracts of public lands laid open to settlers in lieu of lands within the limits of forest reservations. It is further of the defendants, was sent to Oregon in 1898, and within 60 days secured tiles to more than 40,000 acres of school lands within the Cascade range forest reservation in that state.

The Thomas car, representing America, for them have a look in.

PUTS VICTIM'S BODY ON RAILROAD TRACK

(United Press Leased Wire.)
Spokane, Wash., April 9.—Frank Moreau, a laborer, was murdered and robbed near Cheney today. His body was put on the railroad track to hide the crime, but a section foreman the crime, but a section foreman dragged it off just before the train reached the spot. Posses are after the

Packey Has Narrow Escape.

(United Press Leased Wire.)

San Francisco, April 3.—Packey McFariand, the Chicago hoxer, who is
billed to fight Jimmy Britt at Golma
on Saturday afternoon, is none the
worse today for the spilling given him
late Wednesday by a bucking automobile. He escaped without a scratch, but
was slightly jarrod up. A massage removed all the III effects caused by the
accident. The odds on the fight remain
at 10 to 3, with McFariand on the long
and.

(United Press Leased Wire.)

San Francisco, April 9.—That the Japanese intend to profit in more ways
than one through the visit of the Atlantic fleet became known today when it
was reported that a Tokio time had manufactured thousands of American
lags and shipped them here in anticipation of a great demand for patriotic
embiems when the armada arrives here.

The information came in a letter from
an American in Tokio. The writer
states that the quantity is so great that
it fook up all the cargo space on the
vessel.

BUBBLER'S PATH

Koetten reached Portland over the O.

of his car. He expects to be starting back for Ogden with the repairs by tomorrow.

Although he has had worse luck with his car than any of the other contestants, Koetten is a long ways from being discouraged over the outlook.

"Wait until the Thomas car hits giberia, where they have no railroad tracts to run on." said Mr. Koetten.

"That is where the European cars will make up for lost time. The Thomas car won't be able to secure duplicate parts and will have to cable back to America for them. Then we'll be able to make some time and I think the Protos will make Paris before the rest of them have a look in."

The Thomas car, representing America in the big race, is now en route for Vaidez, Alaska. Of the French and Italian cars also entered in the race one will reach Seattle fomorrow and the other is nearly due in San Francisco. Koctten said that he could save time by going to Seattle for the duplicate pleces needed for his car rather than take the chance of ordering them by telegraph.

JAPS MANUFACTURE FLAGS FOR AMERICA