

DEPTH OF CHANNEL 25.9 FEET

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

A special committee appointed by President Hodson of the Portland Commercial club has prepared a report showing the draft of some of the large vessels that cleared from this port during the year 1907. The report was made necessary, and its circulation important, by reason of misstatements recently uttered by Senator Perkins of California, who before the United States senate made assertions that might have led people to believe that the channel from Portland to sea was not capable of carrying deep-draft ocean vessels.

It is said to be a grievous thing that a committee of volunteer citizens at work most of the time on one task, or another to correct and remedy all of the facts that follow the efforts of some senators who think they are serving the community by detracting from the merits of another.

Table with columns: Month and Vessel, Draft, and Vessels Clearing From Portland, 1907. Lists various months and vessel names with their respective draft measurements.

Table with columns: Month and Vessel, Draft, and Average draft. Lists months and vessel names with draft measurements and an average draft of 25.9 feet.

These vessels ranged in length from 320 feet to 466 feet, the average being slightly over 400 feet. This list includes only vessels bound foreign, and does not include such mammoth coasters as the Santa Maria, Santa Rita and others of their class, which come and go regularly, drawing from 24 to 25 feet.

SHIPPER SAYS ROADS DO NOT WATER STOCK

(Special Dispatch to the Journal.) Salem, Or., April 9.—W. E. Russell of Sheridan in a letter to the railroad commission complains that during 64 hours 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 Portland to Sheridan not a drop of water was furnished them.

GEORGE GAY DENIES THEFT OF HORSE

(Special Dispatch to the Journal.) Wells, Wash., April 9.—George Gay was arrested at Pendleton Tuesday, having in his possession the horse stolen from Police Officer James G. Baker last week. He denies the theft, saying he bought the horse from a hawker on the same time he was located in Jasper mountain, above Waitabur, some 90 miles from here. They were taken from the hawker and nothing to indicate how they came there.

ALL TRAINS ARRIVE EXACTLY ON TIME

All trains on time today. Northern Pacific No. 1, due at 8 o'clock, arrived on time. Southern Pacific No. 16, due at 7:53, arrived on time. Southern Pacific No. 14, due at 11:50, arrived on time. O. R. & N. No. 2, due at 8 o'clock, arrived on time. O. R. & N. No. 5, due at 9:45, arrived on time. Astoria & Columbia No. 21, due at 12:15, arrived on time.

WALL STREET PAPER 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 Erie railroad was trembling in the balance yesterday afternoon, the road's bankers having refused to cash 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 \$5,000,000 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 Erie held on that date: "The directors of the Erie met today at which time, if plans now in contemplation are approved, the financial difficulties of Erie will be taken care of. While it is conceded that the situation is a very delicate one, the prospects are not considered favorable for success."

A comprehensive plan is being worked out which, if approved by the directors, will provide for the Erie road's earnings to be used to pay the interest on the bonds. The plan also will make the property "amuse" to meet continued depression in business. Any feasible plan would be most forward would undoubtedly receive the support of all the directors.

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

As to the men directly identified with the property, the opinion generally prevails that the contest against receivership is being led by the credit of American securities.

The result at stake therefore justifies a dramatic means of expression. While it is not likely to say what the directors will do, it can be stated that any plan which the directors may approve will be comprehensive and speedy.

MOUNT HOOD ROAD WILL PASS SOUTH OF MOUNT TABOR

Engineers of the Mount Hood Electric 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 Edison Works of San Francisco for the steel pipe work for the Bull Run water power plant. This construction will 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 to the water wheels in the powerhouse. This building will be 490 feet long and 80 feet wide, and is designed to contain a turbine engine developing 75,000 horsepower of electricity.

TOOK FEDERAL TIMBER LANDS

(United Press Leased Wire.) Washington, April 9.—Testimony damaging to the defense in the Hyde-Benson land fraud case today by Walter I. Slack, formerly a bookkeeper in the employ of Menzies, Hyde and Benson in their real estate office in San Francisco. Slack testified that while he was thus employed blank applications for school lands were signed in Hyde's office and afterward filed out by the boys in the office. He said that the firm of Hyde & Benson was interested in 4,000 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.

FEARS BUBBLE IN BOBBLER'S PATH

Hans Koetten, driver of the German car Protos in 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.

PUTS VICTIM'S BODY ON RAILROAD TRACK

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

PACKY HAS NARROW ESCAPE

(United Press Leased Wire.) San Francisco, April 9.—Packy McFarland, the Chicago boxer, who is billed to fight Jimmy Britt at Colma on Saturday afternoon, was rescued today from the spilling given him late Wednesday by a bucking automobile. He escaped without a scratch, but was slightly jarred by a mauling removed all the ill effects caused by the accident. The odds on the fight remain even, but the odds on the fight remain even, but the odds on the fight remain even.

EFFICIENCY BILL STERILIZING DOLLIVER FAILS TO SUBSTITUTE LA FOLLETTE EMPLOYERS' LIABILITY BILL.

(United Press Leased Wire.) Washington, April 9.—Efforts made on the part of a few senators led by Senator Dolliver to substitute the La Follette employers' liability bill for the Sterling measure, which was passed by the house April 6, failed in the senate. The motion, which was made by Dolliver, was laid on the table by a vote of 26 to 21.

The only vote recorded against the Sterling bill in the house was cast by Representative Littlefield of Maine. This measure, which is much more sweeping than the senate bill, establishes the doctrine that the railroad companies engaged in interstate commerce are liable for personal injuries received by employees in their service.

It abolishes the strict common law rule of liability, which bars a recovery for an injury or death of an employee caused by the negligence of a fellow in service. A provision, however, is made for the amount of recovery to be the same degree that the negligence of the injured one contributed to the injury.

OIL FLOWS FROM COOS BAY WELL

Petroleum Rises From 350-Foot Shaft Forty Miles From Bandon.

Crude petroleum in what promises to be good quantities has been found in 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 prospect.

Mr. Crittenden is managing the business near Bandon and representing a group of investors 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 350 feet. The flow of the oil comes to the surface of the ground and proves to be of good quality.

DECISIONS TO BE MADE IN MANY CASES

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 decision in two cases tried before him on the merits. Judge Gantenbein will have to decide on the merits of the case of E. S. J. McCallister against the American Hospital association and others. The cases are as follows:

Otto Meyer against Mary Meyer, donor of money against W. C. Moore, decision on merits. De R. Murphy against C. D. Danaher, demurrer to amended complaint. Minnie M. Clayton against William Clayton, decision on merits. Beada L. Helfrich against John G. Helfrich, motion for suit money.

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 been for a long time past advocating municipal ownership and operation of the city of Portland; therefore be it 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 corporation, 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 thereof."

RICH WAITRESS WILL NOT QUIT HER WORK

(United Press Leased Wire.) Los Angeles, April 9.—Riches has not made Mrs. Leda E. Meek, a young widow, leave her position. Although she has received \$15,000 of a fortune of \$100,000 left her by the death of her father in England, she has refused to leave her position as a waitress in a family hotel in Los Angeles and she declares she has no intention of quitting. Riches has offered her \$10,000 in cash and two houses and Mrs. Meek has refused to accept them. She has said that she would close the hotel and that her 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.

LIQUOR FIGHT IN ILLINOIS LEGISLATURE

Chicago, April 8.—That the result of the local option vote of Tuesday was 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 would be carried into the legislature by the prohibitionists 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.

BOULEVARD TO ENROLL CITY OWNERS PLAN MAGNIFICENT DRIVEWAY SYSTEM.

The initial action was taken at a meeting of Portland Heights property owners held in the rooms of the Commercial club last night, which will ultimately result in giving to Portland a magnificent boulevard system. As outlined at last night's meeting, the plan provides for a 60-foot driveway along Vista avenue beginning at the south end of the foot street bridge and ending at the intersection of Carter and Gesenlath streets.

Nearly 50 Heights property holders and residents were present at the meeting and a number of them made addresses enthusiastically approving the plan. H. Richmond, engineer of the Portland Railway, Light & Power company, assured those present that the street railway system would cooperate with the property-holders in carrying out the proposed improvement. Among the other speakers were C. Ainsworth, George C. Flinders, Isadore Lang and E. L. Thompson, all of whom promised every assistance in completing the project.

It was also proposed that a large area of land on the north side of Vista avenue, between the street bridge and the bridge and Terrace drive, be purchased and set aside for park purposes. Before adjournment was held the Portland Heights Improvement association was reorganized and the following officers elected: President, Isadore Lang; secretary, C. Ainsworth; treasurer, E. L. Thompson; J. Lang, J. C. Ainsworth, H. C. Campbell, E. L. Thompson and H. Hart were named as a committee to have full charge of the preliminary proceedings looking to the construction of the driveway.

SALT LAKE ROAD IS PLAYING 'GOOD DOG'

(United Press Leased Wire.) Los Angeles, April 9.—The first witness called at today's session of the state railroad commission, which is investigating alleged discrimination by the railroads in the matter of freight rates, was Fred K. Wann, freight traffic manager of the Salt Lake railroad. As the case against the service of the railroad after the traffic had become a "good dog" and granted no more exclusive rates, he was unable to tell the commission anything of importance.

JUDGE BEAL DIES AFTER LONG ILLNESS

Judge Cornelius Beal, one of the best known of Oregon's early pioneer residents, died at his home in this city, 523 East Oak street, after an illness extending over a year. Mr. Beal was born August 14, 1828, in Ohio. He was one of the most aggressive of the pioneers who crossed the plains to Oregon. He was a member of the legislature in 1852, and was one of the most prominent men of the time. He was a member of the legislature in 1852, and was one of the most prominent men of the time.

SEARCH FOR PARENTS OF ALBERT MORGAN

Albert Morgan, a son of Albert and Minnie Morgan, of Portland, is seriously ill at Rawhide, Nevada, and Postmaster Minto received a letter this morning requesting him to make an effort to locate the parents now living in this city. The letter from Rawhide was written by the Rev. William Spelman, pastor of the Methodist Episcopal church. He says the son does not know the address of his parents in Portland and he should know the address of the boy.

EVIDENCE TAKEN IN VANDERBILT DIVORCE

(United Press Leased Wire.) New York, April 9.—Taking of evidence in the Vanderbilt divorce case was resumed today morning and will continue for the day all of the testimony will have been submitted. The case may be taken to justice O'Gorman early next week.

INDIAN WOMAN SUES RAILROAD

Papers in the case of Minnie Yoshida, a Umatilla Indian woman, against the Northern Pacific railroad for \$15,500 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.

AMERICAN CROOK IS RELEASED AT LONDON

(United Press Leased Wire.) London, April 9.—Edwin, the notorious American crook, who was arrested late last month, on suspicion of being connected with numerous bank robberies in the province, was released from custody today.

RINGER'S NEW NATATORIUM

(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. 386 1/2 EAST MORRISON STREET, HEALY BLDG.