

CHANNEL DEPTH GREAT BOOSTER

Development at Columbia's Mouth of Vital Moment to Portland.

The announcement made by Colonel W. W. Rosser of the United States engineers, regarding the enormous improvement of the channel at the mouth of the Columbia river, when taken together with four other existing facts regarding the Portland of today, marks a distinct epoch in this city's history," said Secretary E. C. Giltner of the Portland chamber of commerce.

"We of Portland, should in this connection realize, and make the world recognize, that today Portland has the deeper ship channel; that the north bank road is building great grain docks; that the Port of Portland commission is taking over the bar and that Swift & Co. are actually building the city's first great packing plant; and that the Celilo canal is being built—all these things at the same time."

The far-reaching effect of these enterprises upon the future of Portland and the Columbia river basin is said to be greater than the ordinary mind readily grasps unless the details are worked out by men who are familiar with the city's commercial development and the forces back of it.

The bar channel has been regarded as Portland's greatest problem. The latest investigations and soundings by the United States engineers have revealed an astounding improvement wrought by the scouring of the channel current as a result of building the south jetty out further to sea.

The completion of this jetty is not far in the future. When it is done the north jetty will be immediately begun. It is now an absolutely conceded fact that the jetties will give the Columbia river as deep a channel as may be required by the largest ships that float the seas.

Portland in Second Place.

Secretary Giltner says the thing most notable about the present situation is that five great movements about to occur in the year 1908. He calls attention to the fact that this is an epoch which will become perhaps the most notable of a century in the life of Portland. Such a combination of big events may never again come together within one short year's time for any Pacific coast city, and certainly Portland nor any present city on this coast has ever witnessed so great a group of commercial undertakings.

United States engineers have compiled a table of the depths of water in the principal harbors of the world, and this table gives a surprising showing for Portland. It is proven by these figures that, with the exception of New York, the Columbia river has a deeper high tide channel than any port on the Atlantic seaboard.

The engineers' figures are as follows:

	High.	Low.
New York	34	30
Portland	34	26
Boston	31.5	24
Philadelphia	28.5	24
Charleston	31	26
Baltimore	31	27
New Orleans	31	27
Galveston	28	25
San Diego	29	25
Liverpool	48	25

Folsom Oak Poisoning.
Ballard's Snow Liniment cures it. Mr. O. H. P. Cornelius, Turner, Or., writes—My wife has discovered that Snow Liniment cures "Folsom Oak Poisoning," a very painful trouble. She not only cured a case of it on herself, but on two of her friends who were poisoned by the same Ivy. Price, 25c, 50c and \$1. Sold by Skidmore Drug Co.

VEHICLE TAX IN COURT FOR TEST

Attorneys Argue That New Law Is in Violation of Constitution.

Is the charge imposed on vehicles using the public streets by an ordinance of the city council a tax or a license? This is the conundrum discussed before Judge Gantenbein in the circuit court yesterday afternoon. That the ordinance compels the payment of a tax and is in violation of the constitution, is the claim of Frank F. Freeman, who appeared for J. C. Mann and A. A. Kaderly, grocers, who were arrested for non-payment. Deputy City Attorney Tomlinson and Grant represented the city and argued that a harmless license on vehicles is all that is contemplated.

"This is not a tax on vehicles, but a reasonable charge for the privilege of using the streets," is in brief, the contention of the city. On the other side it is declared that the use of the streets is a right, not a privilege. Further, it is asserted, the tax is unequal, the owner of a vehicle worth \$50 having to pay the same as one who owns a \$1,000 equipage. The tax is payable annually and is the same for the portion of a year as for a whole year. This provision was objected to, it being pointed out that the ordinance was passed in February and many had already paid their first quarter taxes under the old law before the new went into effect. Here, said the attorney, is a case of a man being taxed three times—once by the assessor in the usual way, once under the old city ordinance and again under the new ordinance. Admitting that the ordinance is by its terms retroactive, its defenders said that it might be upheld as to the future and disregarded in its effort to regulate the past. At the conclusion of the argument Judge Gantenbein took the matter under advisement.

PAVEMENT FOR BIG AREA IN IRVINGTON

The Holladay-Irvington Improvement club met last night in regular session. The committee appointed to investigate the hard surface proposition made its report. Maps and plans of the Holladay-Irvington district were placed at the disposal of the club by the committee. Three new members were added to the executive committee. They are W. C. Bristol, Fred Johnston and Mr. Turner. The club will meet again the first Monday after the Fourth of July and at that meeting representatives of the different hard surface pavement companies will explain the advantages of their pavement and give an estimate of cost. The club expects to secure one kind of pavement for the whole district and in such an event the contract would probably be given to one company. With four different companies in competition it is thought that the streets can be improved at an unusually low cost.

NOTORIOUS CAFE SECURES TRANSFER

The Pullman cafe has been closed at last, or at least the council yesterday granted a transfer for the license of the place from 285 Alder street to the Commercial club building where it is said the saloon will be located in the future. The action of the council was taken on a resolution introduced by Councilman Driscoll, which was necessary to get the transfer before the council because the liquor license street committee could not come to an agree-

ment as to its disposal at a meeting held Monday.

The passing of the Pullman marks the end of one of the bitterest fights ever waged to close a saloon in Portland. For years efforts have been made to close the place but they were always unsuccessful.

When the resolution came up yesterday there was no debate upon it and the members settled themselves down to vote. Councilman Coitel explained that the committee had not been able to come to an agreement on what action should be taken in regard to the transfer and then sat down. When the roll was called the following seven members voted for the resolution: Amund, Baker, Belding, Coitel, Driscoll, Dunning and Willis. Those who voted against it were Bennett, Cellars, Connerion, Kellner, Menefee and Rushlight.

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