

RIVER SEEMS TO HAVE NO BOTTOM

Engineers Replacing Hay Creek Railway Bridge Find Bed of Stream Has Dropped Out and Only Quicksand Remains.

Engineers replacing the Hay Creek bridge on the O. R. & N. between Riparia and La Crosse, Idaho, which was washed out early in the week by the flood, have found that the river apparently has no bottom. What formerly was a solid clay river bed has entirely disappeared since the coming of high water and instead there is a bed of quicksand of unknown depth.

Hay Creek, where it is crossed by the O. R. & N. runs through a narrow cut, 55 feet deep with sides that are nearly if not quite perpendicular. The old bridge was about 40 feet above the water at a normal level. Since the flood the construction crew has been attempting to replace the old trestle with new piling, but instead of driving down into a clay and gravel bed as was the case prior to the flood, the crew found an apparently bottomless bed of quicksand. Fifty feet piling is now being driven into the creek to sustain the new bridge that is under construction.

The O. R. & N. is now open along its entire line excepting for a 15-mile wash-out along Wild Horse creek between Pennington and Adams. Work is being done between Walla Walla and Starbuck, including the Dayton branch, and the entire Connell-La Crosse line, which will be out of service for a month at least.

The Hay Creek bridge between Riparia and La Crosse, it is hoped, will be fixed by this morning so that trains will get through without any additional transfers at that point.

The blockade caused by the derailment of train No. 3 on the North Bank yesterday morning was raised last evening and the train that left Portland for Spokane yesterday afternoon will, it is expected, get through to Spokane without the necessity for transfer or delay.

Engineer McLain, of No. 1, who was scalded by the breaking of a steam pipe when the engine left the track, was taken to Portland yesterday afternoon. He was not seriously injured.

Conditions on the Southern Pacific and the main line of the O. R. & N. have not changed since yesterday morning. Trains are getting through slightly behind time.

Two extra accommodation trains were run to Vancouver by the North Bank last evening for Saturday night shoppers. With the resumption of service by the ferry today it is probable the suburban service on the North Bank will be dropped. The ferry was operated yesterday afternoon, although there was some floating ice in the river.

"SHE CAN HAVE DIVORCE, TOO"

(Continued from Page One.)

Ruth declared she wanted six more, but the husband feared such a family would be too large for a struggling artist. This is the only serious disagreement they ever had.

It was in Denver about two years ago that Ruth's health broke down. She became neurotic, would not keep a nervous, fearing being followed by people hired to poison her, and for six weeks would not eat a mouthful of food, unless cooked by her husband.

Seemed to Be Two Ruths.

Mr. and Mrs. Bryan were consulted and wanted to put Ruth into a sanitarium but could do so without the husband's authority, and Leavitt refused. Finally Ruth herself asked him for it and he wrote a letter to William J. Bryan giving permission. He advised the letter to William J. Bryan, "Dear Sir:

Leavitt's friends assert that 18 months ago Mrs. Leavitt's entire nature changed as it seemed to them. Since then there have been virtually two women in her—one, the same Ruth who won her painter husband and loving him passionately, the other a woman coldly careless of him.

From London Mrs. Leavitt wrote once to her husband a strange letter in which she appears nothing but a long account of how a co-passenger on the steamer had stopped smoking cigarettes. Leavitt telegraphed back he was coming to London and asked for news of the children. Her telegraphed reply was:

"Meet me in Dover tonight or you will never see me again."

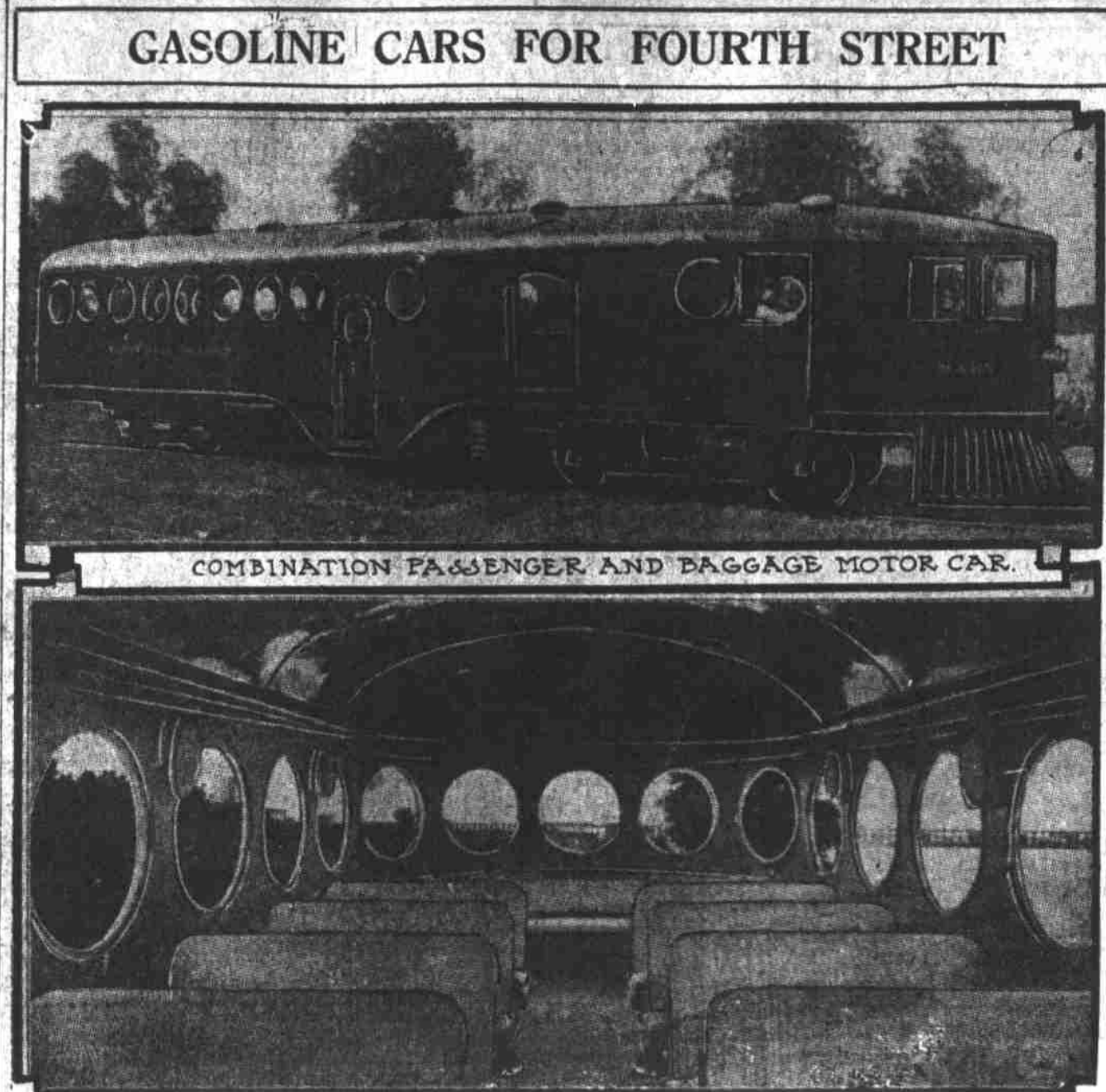
"There was neither train nor boat that night but Leavitt reached London next day and Ruth rushed into his arms."

Had to Help to Elect Father.

When in London Leavitt many times urged her to come to Paris but Ruth refused.

During the presidential campaign she wrote:

"Well, I simply can't come to Paris, much as I would like to do so. I have to carry three or four states for father."



GASOLINE CARS FOR FOURTH STREET

COMBINATION PASSENGER AND BAGGAGE MOTOR CAR.

INTERIOR OF PASSENGER COMPARTMENT.

McKeen cars have had elsewhere has worked strongly in their favor. They are built by the Harriman system in its Omaha shops and are designed to be operated in conjunction with steam service, supplementing the latter through interurban districts. There are nine of these motor services on the Harriman system at present and the Portland system will be the tenth. The cars are traveling about 8000 miles a month under the present routes.

The type that will be used in Portland, according to present plans is a 70 foot car with baggage, express, mail and passenger accommodations. Each car will seat 69 people. The cars are constructed of steel and are of peculiar build and appearance. They look a little like long racing automobiles, with tapering front ends that decrease the wind resistance and the consumption of gasoline and with a "stoneau" in the rear with circular port hole windows which forms the passenger compartment. These windows besides being dust proof and giving a complete panoramic view from the interior, enable the sides of the car to be used as a deep girder, thus greatly increasing the strength of the cars. The entrance is through doors in the side. The cars are somewhat lower and broader than the ordinary passenger coach and there is a special ventilating system that changes the air completely every four minutes. The engine is a 250 horse power gasoline motor and the cost of operation is from 14 to 18 cents per mile.

revenue, provided by the act of 1907, is in fact, more equitable and just than if it were made by uniform rate on assessed values throughout the state. But this is not the question. If the constitution requires the apportionment to be made in a certain way it must be observed, and if such an apportionment is unequal and unjust, because of the actions of local assessors, provision should be made by law for an equalization of valuations, as between the several counties for state purposes, so that every citizen will be required to pay his just portion of the state taxes.

The remainder of the decision deals with a question pertinent only to the Yamhill county case. To that portion of the decision Justice Eakin dissented, but he joined in the obiter dicta of the court regarding the unconstitutionality of the present system.

ONLY ENGINEER OLSON BLAMED

Coroner's Jury Holds Him Responsible for Dotsero Wreck.

(United Press Leased Wire.)

Santa Barbara, Cal., Jan. 23.—Seventy-five feet of earth covers the bodies of William Bradley and three Greeks, who were killed early today when a huge mass of earth on Punta Gorda mountain, 15 miles south of here, slid down on the Southern Pacific railroad tracks, burying a locomotive and passenger car. The train had conveyed workmen to the scene to clear the tracks after a small slide late yesterday. A guard had been posted on the mountainside to give warning. This precaution probably saved the lives of 60 workmen asleep in the house car when the earth and rock came grinding down the mountainside. The guard gave warning when he felt the slide start and all but four occupants of the car escaped by plunging over a cliff into the sea. The four were completely buried under the earth avalanche.

Although all the survivors suffered from their plunge, none received anything worse than bruises.

Virginia Republicans under the leadership of Representative Slomp, chairman of the state executive committee, are preparing to make a desperate effort to carry the Old Dominion next fall. Although they are divided on the liquor question, they expect to profit by the troubles that the local option contests make for the dominant party.

MOUNTAIN SIDE SLID TO TRACK

Men Removing Little Slide Caught by Big One—Warning Saves 60.

(United Press Leased Wire.)

Santa Barbara, Cal., Jan. 23.—Engineer Gustaf Olson of Rio Grande passenger train No. 6 was solely responsible for the head-on collision which occurred between his train and eastbound freight No. 66 a week ago last night at Dotsero, which cost 26 lives and injured two score people. The coroner's jury which investigated the disaster, after 40 minutes deliberation, this evening returned this verdict:

"We find that the wreck was caused by Engineer Olson disobeying orders through negligence or some unknown cause."

Criminal action will not be taken against Olson, is the statement made by the authorities.

The testimony given by witnesses completely clears Conductor McCurdy of the passenger train of all blame, it being shown that he realized instantly when the train flew by Dotsero that Olson was at fault and pulled the emergency brake cord, which also warned the engineer. Olson instantly responded to the warning and answered by blowing a signal with the engine whistle and applied the air brakes. When Olson was warned the train was making 50 miles an hour. When the collision occurred he had reduced the speed to 20 miles an hour and could have come to a complete standstill in less than another minute. Lack of this narrow margin resulted in the terrible disaster.

HORSE MEAT IN THE WINDY TOWN

Health Officer Says It Goes as Beef at the Cheap Eating Joints.

(Hearst News by Longest Leased Wire.)

Chicago, Jan. 23.—"Look out for horse meat sold as beef," is the warning issued today by Dr. Gottfried Koehler, chief food inspector for the city in the health department.

Dr. Koehler believes that in half a dozen slaughtering places around Chicago horses are killed and dressed and the meat shipped into Chicago and to foreign ports. Some of it takes the form of "corned beef" and some "meat roasts," he charges.

In a few days I expect to find some of the proprietors where this meat is sold," said the doctor. "I am confident it is used at some of the free lunch counters and is disposed of by the cheaper class of butchers."

MURDERED MAN LAID TO REST

(Special Dispatch to The Journal.)

Forest Grove, Or., Jan. 23.—William Heitzel, the Banks' copriener who was shot Thursday night by Monroe Huber, who afterwards committed suicide, was buried today in the Wilks cemetery at Banks. The Macabee lodge of Banks, of which the deceased was a member, had charge of the services. The funeral was largely attended. Mr. Heitzel being held in high esteem here.

The body of Huber, the murderer and suicide, was brought to the undertaking establishment of Victor Limber in this city yesterday and will be interred in the Cornelius cemetery tomorrow.

The real reason why Huber shot Heitzel has not been learned, except that when Huber returned to the home of Will Thornburg, the evening of the shooting, he said that he wanted to put a stop to some of the stories being circulated about him.

Journal want ads. 1c a word.

LAST WEEK OF CLEARANCE PRICES

SALE ENDS SATURDAY NIGHT

MOYER THIRD AND OAK FIRST AND YAMHILL

JURY CAN'T AGREE IN LA GRANDE TEST CASE

(Special Dispatch to The Journal.)

La Grande, Or., Jan. 23.—After spending nearly the whole day listening to testimony in the case of the city vs. Charles Anderson, charged with selling liquor in violation of the city ordinance, the jury found it impossible to agree tonight at 10 o'clock.

After the revenue of the city had been cut off as the result of the local option election, the council passed an ordinance making the sale of intoxicating liquor unlawful in the city limits. This is the first case tried by the city.

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Our tuning and repair department has for years been the finest on the coast, as the great increase in business will attest.

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Pri. Ex. 23; phones A2350.

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