

PORTLAND TO RESENT FLINGS AT LOCAL HARBOR

"Take Off Your Coat and Go After Libelers," Says Banker to Ad Club; Outlook for Oriental Commerce Praised

In an indictment of Portland for failure to advertise her harbor, reach out for commerce or to refute what he called the "libelous slurs of Puget sound that we lack a harbor," E. G. Crawford, vice president of the Lumbermen's National Bank, amazed Ad club members with his retelling of this city's marketing commerce possibilities in an address before the Ad club at luncheon in the Multnomah hotel this afternoon.

More Energy Needed. Pointing out the fact that Portland has a dock commission to build water terminals, and a port commission to dredge and maintain the channel, Mr. Crawford proposed a commission with power to secure an expert that will get business with the equipment provided by other commissions.

"All our equipment in public docks and deepened channels will not be worth anything to us unless we make even more energetic effort to get business," declared the banker.

"That such a body, expertly represented, by the aid of the slogan invented, can make Portland harbor famed throughout the world, and secure consideration in routing of freight that now none is given because not invited," was added by Mr. Crawford.

Then he started his hearers by asserting that commodities were shipped from the orient for Portland consumption amounting to \$4,000,000 for 1912, most of which came through Puget sound.

"This," he said, "is enough business to warrant a monthly sailing of a vessel such as the Hamburg-American promises, because we could send back in lumber, wheat and other commodities to insure cargoes both ways."

Waterways Greatest Asset. "Perhaps you do not realize it, but a vessel of this sort loading in Portland once a month is worth \$100,000 a year to the city in the money spent in various local charges."

"In addition I find that the Portland-Seattle line during 1912 and 1913 brought in each cargo enough to load 110 cars for eastern shipment."

"Portland's greatest asset is her waterways system and opportunity for ocean commerce. The fact that Portland is a seaport on the world's greatest fresh water harbor, 160 miles from the sea, is the other reason for her existence. Lesser things have diverted our gaze from these facts. We have lost sight of our biggest opportunity. Every Portland citizen should state and reiterate that we have now a channel used lately by three ships each carrying 30 feet, that Portland furnished safe entrance to the battleship Oregon, drawing 27 feet. We must not forget that from Portland to the sea is our harbor."

Must Retain Flings. "Above all, let us stop these flings by outsiders at our harbor. Let us take off our coats and go after the libelers of our port. Let's paste it in our hats that other ports better advertised haven't our channel or harbor."

"I read that the Canadian government is planning to dredge the Columbia channel above the line to ship wheat to the sea this way. That would mean hundreds of millions of dollars in business to us."

"The thing that hurts Portland is letting the flings against us go unanswered. We can answer them. That we haven't heretofore, and that we have been stirred by other ports, is due to negligence, not to lack of harbor. We have lost immensely by this negligence. To get it back and go forward will mean harder work, necessitate closer organization. But no doing will increase our port, build our city, spread our prestige and bring profits from our biggest asset—waterways transportation—where we now permit loss."

GRABS PLANK AS GOES OVERBOARD; DRIFTS 5 1-2 HRS.

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Retainable Out of Berths. "At 20 minutes after 5 the Rosecrans struck. The other 25 men rose quickly then. "The blow and the succeeding waves broke the Rosecrans in two, and there were 26 of us on a broken boat with the bottom fast, wind blowing a mile a minute, and every few seconds, Smash! Smash! Smash! when a big wave would strike."

"It was a terrible storm. There have often been waves as high and wind as strong, but it is not often the two of them have a broken-backed boat, with 26 men aboard, to play with. So these waves came in and hit, then jumped clear over us."

When they crossed the decks, men had to be careful; in fact, from 5:20 until 9 o'clock, few ventured on the decks. There wasn't anything to do but just wait.

Lifelines Torn Away. "Yes, we did try to launch the lifeboats, but it wasn't any use. The wind blew the water whirled them away before anyone could get in. If anybody and got in, it would merely have meant the end a few hours sooner."

"There did not seem much excitement among the men. They were not in a body, you know. The captain was up in the pilot house, doing his best—which was what all of them did, as far as it went. Just before 9 o'clock I was on deck and saw him. I think my leg's broken," he said, but I didn't get any details for just then came another wave and over the side went Quartermaster Peters.

First Man Overboard. "I was the first man off, so I can't tell you how the two escaped, or how either, the 25 others did. I can't say they found the captain's body this morning—did you know?"

"Well, as I went over the side a big plank came along, and I caught on. The plank was a foot and a half wide and 12 feet long, and thick accordingly. I believed then I'd get to shore."

"So I rode along from 9 o'clock till noon with my arms over that plank—pretty cold, too, I tell you, but not injured otherwise, and all the time I felt I was going to be saved. I kept my head above the breakers all the time and the plank was heavy enough to hold me up."

Kept Touch Bottom. "Noon passed and I was a lot nearer shore. I hadn't seen anything of the Rosecrans; anyway, I understand she was all out of sight then except one mast. Land seemed to get closer awfully slow, though, for a plank doesn't wash fast. The wind had gone down and the waves weren't so hard and high; if they had been perhaps I couldn't have held on."

"At 2:30 I felt my feet touch something, and when I did I could see I was at the beach."

Lets Go of Plank. "I let my plank go; I don't know where it went. I began crawling on my hands and knees and crawled upon the sand, just outside the water line. "I could not stand. I was helped here to Mr. Marks."

Mr. Peters is fast recovering. His shoulder is very painful, but is not broken. He didn't know when or how he got it hurt. It was numb during his long ride in.

P. Q. HAS FORWARDED OVER 10,000 PARCELS

Compiling to a request of the postmaster general, Acting Postmaster W. E. Williamson this morning sent a telegram to Washington, D. C., giving some exact figures on the parcels post business of the Portland office for the first week of its existence. The message stated that 10,623 parcels had been sent out in the seven days and 2915 parcels had been received. Handled locally in the city service only, 361 packages were distributed.

Daily figures for each day of the seven ending yesterday show a steady increase. Last Wednesday, New Year's day, only packages were sent. Thursday 292 were sent and Friday 552. Saturday 623 parcels were sent out, and Sunday, ordinarily an off day, 659 left the city. Monday showed a big increase with 912 parcels mailed for distant points and yesterday 925 were sent.

CANAL PROJECT GETS SURPRISE SULLIVAN GULCH PLAN INDORSED IN TELEGRAM SENT AS A JOKE.

The Sullivan gulch inter-river canal project was given a surprise yesterday when the inter-river canal commission of the Oregon Technical club, at its regular luncheon, received a fake telegram, signed "Secretary of the Interior," announcing that the rivers and harbors committee of the federal congress in session at Columbia, had appropriated of \$7,000,000 towards the completion of the project.

The Oregon Technical club was host at its "office," at the Portland hotel, with its members of the Oregon Society of Engineers, Portland Architectural club, American Institute of Architects, American Society of Civil Engineers, American Institute of Electrical Engineers, National Electric Light Association and American Society of Mechanical Engineers. The Sullivan gulch canal project was good matterly made the "goat" of the session.

Project Given "Burial." This project has to do with the proposition of deepening and widening of Sullivan's gulch, from the Willamette to the Columbia, turning the water in, and then using the high highway as a channel of commerce. It is urged that such a canal would materially cut down the traveling time between Portland and Vancouver, Wash., and would do the same for the lumber trade. The idea of the project was first broached in the minds of some whole-hearted North Portland boosters, and some little serious consideration has already been given to the plan.

Two engineers yesterday, chloroformed, dissected and buried the project in a spirit of fun. Plans and specifications, together with outline drawings, maps and blue prints, prepared with much care and detail by engineers were displayed at the luncheon room, and were the subject of technical and non-technical comment and discussion.

Several bids on the project were received, but none was accepted because of the apparent modesty of the bidders in the matter of figures.

Had Plenty of Fun. The "Pacific Canal, Dry Dock, Bridge, Tunnel & Building syndicate" offered to do the job for \$2,000,000 in fifteen days. Inasmuch as the Technical club inter-river canal commission estimates the cost of the project at only \$37,000,000, it was decided that it would be too much like taking peanuts from a monkey to accept the bid, so it was rejected.

The Land Redemption company, by Walter H. Graves, president, offered to do the work for the lump sum of \$35,000,000. The West "Booster" Construction company asked \$35,999,187.37 for the job. The "Columbia River" Contracting company bid \$35,999,999.99, and offered to take stage money in part payment.

The Bon Ton Engineering & "Under-taking" company bid \$23,700,600, and included a certified and fumigated check for \$3,700,000 to guarantee the offer. The McMinnville Engineering corporation, by E. Hippley, expressed a willingness to do the work for a trifle over \$32,002,982, flagpoles to be thrown in.

The engineers had lots of fun, and Walter H. Graves, who was chairman of the entertainment committee, says he has all the papers necessary to show what was done at the session.

ONLY FRIENDS OF THE SHIPPING TRUST, STEEL, OIL, HARVESTER TRUSTS

Witness Tells Committee Germans and British Conspire Against U. S. Competition.

(United Press Leased Wire.) Washington, Jan. 3.—Further testimony ending in the testimony of a "shipping" trust was given today by William Douglas, president of the firm of Astell & Douglass of New York, before the house committee on merchant marine, which is investigating the influence of the great transportation companies upon the policy of the country. He declared that German and British shipping concerns had formed a combination, with ramifications in all parts of the world, which discriminates against the United States.

"A monopoly of the ocean in the worst form of restraint of trade," Douglas asserted. "Men sitting in their offices in London are able to kill any attempt of American business men to introduce their merchandise into the ports of the world. The plans adopted by these foreign conspirators include a scheme of delayed deliveries and excessive rates, thus putting American commerce at a fatal disadvantage."

ONE WHO CAME UP FROM SEA BOTTOM TALKS ON HIS COT

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first line of breakers, we could distinguish the three men hanging to the rigging, but try as we would we couldn't break through that wall of mountain high combers which picked us up and tossed us lightly back. When we had entirely exhausted ourselves, Captain Riner reluctantly gave the command and we returned to our station.

No One Can Eat; Try Again. "It was then about noon. The dinner call sounded, but not a man of us could eat. The thought of those poor devils hanging onto that rigging over their heads with the sea washing over them was too much for us. I swallowed a bit of coffee, and we all wandered up and down the beach waiting for the sea to calm. At last we could stand it no longer. We went in a bunch to the captain and told him we wanted to try again. I could tell from the way Captain Riner gave the order to launch that he was as anxious to go out as we were. This was the trip that proved our undoing.

IRRIGATION MEET OPENS TOMORROW Delegates Already Are Arriving and Large Attendance Is Expected.

The problem of bringing Oregon's 2,000,000 acres of irrigable land under cultivation will be the subject for an important conference tomorrow, Friday and Saturday in Portland. The program of the Oregon Irrigation congress will occupy three days.

Delegates began coming today. Among them were President W. F. Roman of the Ontario Commercial club, also a member of the legislature; Secretary Leon J. Chapman of the Ontario Commercial club; C. O. Fisher and Thomas W. Claggett, both of Ontario; F. A. Weststrand of Medford; M. F. Jackson of Moro; and H. G. Harburt of Hermalton. All members of the state legislature have been invited to attend, as changes in irrigation laws are to be proposed.

Tomorrow the state board of immigration will hold a meeting and receive the report of the state immigration agent, C. C. Chapman. This report is in the form of the Oregon Almanac, which has just been issued from the press.

Tomorrow evening at 8:30 o'clock delegates to the irrigation congress, members of the state legislature, good roads advocates, members of women's organizations and others will be guests of the Association of Western Portland Cement Manufacturers in an "all Oregon good roads dinner," to be held in the Commercial club. About 200 will attend this dinner, which is to devise ways and means for forwarding the better built highways movement in the state.

Tomorrow morning the time will be largely spent in registering delegates at the headquarters and place of all sessions of the congress, the Imperial hotel. The executive, legislative and program committees will meet. At 2 o'clock tomorrow morning President Edgar B. Piper of the Commercial club will deliver an address of welcome, to which William Hanley, president of the congress, will respond. "State Aid in Irrigation Projects," will be discussed by Governor West; "Government, State and County Cooperation in the Development of Oregon's Water Resources," by Joseph N. Teal.

The appointment of a special reception committee was announced this morning, as follows: M. L. Kline, R. T. Cox, W. H. Morrow, George Cornwall, E. Heintz, W. D. Alward, S. C. Pier, W. C. Wilkes, William McMurray, Emery Olmstead, Walter F. Burrell, William Whitfield, Wilfrid P. Jones, F. W. Farrington, F. C. Malpas, E. W. Barnes, Edwin Caswell, W. B. Warren, H. W. Mitchell, W. D. Skinner, R. E. Miller, Samuel Connell, C. S. Fletcher, S. M. Meers, W. A. Robb, John Annand, Mark Woodruff, Tom Richardson, J. E. Davidson, W. W. Cotton, Fred C. Knapp, John E. Bradley, J. H. McDermott, Edgar B. Piper, John M. Scott, E. C. Johnson, W. W. Schmeier, C. S. Jackson, J. P. Rasmussen, O. M. Plummer, F. H. Ranson, Edward Cookingham, H. D. Kilham.

MARSHFIELD MEN TO ASK AID FOR JETTY

(Washington Bureau of the Journal.) Washington, Jan. 3.—Captain MacQueen, of Oregon Brewwater, and William Grimes of Marshfield arrived here today. Dr. J. T. McCormick, L. J. Simpson and C. A. Smith of Marshfield are expected this evening. All are on a committee sent here to work for a jetty appropriation.

ONE PERISHED WHEN SNOWSLIDE CAUGHT 5

(United Press Leased Wire.) Everett, Wash., Jan. 3.—Five men were buried under a sudden avalanche of snow from the Cascade mountains half a mile from Tye, where the big slide of last Friday occurred, and one man perished. The other four were rescued from their snow, trees and gravel by fellow workmen employed to clear the Great Northern tracks in the mountain pass.

DISMISS INDICTMENTS AGAINST SENECA FOUTS

Indictments against Seneca Fouts returned by the grand jury several months ago charging him with assault on his wife and with mayhem committed on a young man whom he found in her company have been dismissed. The indictments were the outcome of a family quarrel. Fouts secured a divorce from his wife in Astoria some time ago after having withdrawn divorce proceedings filed in the local courts. No effort was ever made to prosecute Fouts on either indictment.

EVANS ADVISES COFFEY TO ACCEPT PAPERS

District Attorney Evans submitted an opinion to County Clerk Coffey this morning in which he advised Mr. Coffey to accept all papers to be filed by attorneys in cases commenced prior to January 1, 1913, without requiring payment of deposits again, to advise the county auditor and county treasurer that retiring County Clerk Fields failed to turn over \$15,522.43 of unearned fees, and to remit to the county treasurer but 71 per cent of the fees collected. The latter provision is made necessary because Mr. Fields turned over but 71 per cent of the fees on hand. The remainder of the fees is involved in the failure of the American Bank & Trust company.

Prior to receiving Mr. Evans' opinion Mr. Coffey was forced to accept papers filed and debit the fees already paid by a writ of mandamus issued by Circuit Judge Benson on petition of Wood, Montague & Hunt, attorneys. The writ was issued because of deposition of Mr. Fields had refused to accept papers for filing without the deposit accompanying in each case. The order given by Mr. Coffey was made on advice of his attorneys that Mr. Coffey might not be held responsible for the money he had not re-

CONDITION OF ACCIDENT VICTIM WORSE TODAY

Frank Murray is reported better, while Jack McGowan is reported worse this morning at the St. Vincent's hospital, where they were taken yesterday after their fall at the old Orpheum theatre building. Murray has a complete fracture of the spine, which varies upon a complete break. His serious injuries are internal.

An investigation shows that one end of the scaffold upon which they were working became loose, precipitating the men to the ground 80 feet below. Both men are bricklayers, and were employed by J. D. Fresham, brick contractor doing the work at the entrance of the theatre.

PHOTOGRAPHER JUMPS NINE STORIES TO DEATH

(United Press Leased Wire.) San Francisco, Jan. 3.—Known before the big disaster of 1906, as one of the best commercial photographers in the city, John Patrick Donovan is dead here today after jumping from the ninth story of the Pacific building while his mind was temporarily unbalanced.

By J. D. Fresham, brick contractor doing the work at the entrance of the theatre.

FRANK CHANCE SIGNS 3 YEAR CONTRACT TO LEAD NEW YORK TEAM

(United Press Leased Wire.) Chicago, Jan. 3.—Frank Chance of Glendon, Cal., formerly manager of the Chicago baseball club of the National league, this afternoon signed a three year contract to manage the New York team of the American league. Chance reached an agreement with Frank Farrell, owner of the Highlanders, in the office here of Jim B. Johnson, president of the American league. The salary Chance is to receive was not announced.

THEATRES --- AMUSEMENTS --- ENTERTAINMENTS

HEILIC THEATRE—11TH AND MORRISON. TONIGHT, EVERY NIGHT THIS WEEK. Special Price Mat. Saturday. Matin. Sunday and Monday. Slinger Present the BIG MUSICAL A MODERN EVE SELENDIL CAST AND COMPANY. PRICES—Evenings, \$1.50, \$1.75 and 50c. Popular Wednesday matinee, \$1.75 and 50c. Special Saturday Matinee, \$1.50 to 50c. SEATS NOW SELLING AT 11TH AND MORRISON.

ORPHEUM. THIS WEEK. RALPH HERZ MINNIE DU PREE & CO. MORE STELLAR ACTS—5. Matinee 15c, 25c, 50c. Nights, 15c, 25c, 50c and 75c. Seventh and Taylor Streets. Main 6, A-1020.

ORPHEUM. NEXT WEEK. MRS LANGTRY IN "THE TEST" (Lady De Bath). 6—Other Feature Acts—5. GRO. L. BAKER, Manager. Will reopen next Sunday matinee at their new home, formerly the Orpheum, in Owen Wister's greatest Western play, "THE VIRGINIAN".

THE BAKER PLAYERS. Seat sale opens Thursday at the Bun-slow box office. Another Big Web & Fields Girl Act, "FUN ON THE OCEAN." MATINEE DAILY. 5—OTHER HEADLINE ACTS—5. Home of Refined Vaudeville. Special Prices. Matinees—Any seat, 10c. Evenings—10c, 20c.

PANTAGES. Ned Weburn presents The Surf Bathers, Libonati, Sherburne-Montgomery, Pantages, Killian & Moore, Bailey's Fading Dogs and Orchestra. Popular prices, from 10 a. m. to 10 p. m. Phones, A-2326, Main 4626. Curtain 2:30, 7:15 and 9 o'clock.

LYRIC THEATRE—"THE QUEEN OF THE BOULEVARD" THE ROYAL FILIPINO QUARTET. (Positively the Last Week.) Athletic Contests. Tuesday Nights. Rosebud's Contest. Friday Nights.

BUNCALOW THEATRE. Main 5, A-5860. G. A. Baker, Mgr. TONIGHT, ALL THIS WEEK. Special engagement. Last season's greatest success, "THE ROSARY," by Edwin E. Rose, with Harrison J. Terry as Father Kelly, and the same great cast. Like the poem and song, it will live forever. Evening prices, 25c, 50c, 75c, \$1. Saturday matinee, 25c and 50c. Wednesday bar gain matinee. All seats 25c. Tonight, bargain night, all seats 25c.

GLEOPATRA. 6-REELS-6 6000-FEET-6000. REMAINS AT THE PEOPLES THEATRE-- TODAY, TOMORROW, FRIDAY AND SATURDAY. BECAUSE OF THE THOUSANDS WHO HAVE BEEN ABSOLUTELY TURNED AWAY.

OREGON HOTELS. HOTEL OREGON. PORTLAND OR. "BEST IN THE WEST." An hostelry of indescribable charm, unequalled in point of service, comfort and appointments. Situated in the very heart of things. European plan. WRIGHT & DICKINSON HOTEL COMPANY, Prop.

HOTEL SEATTLE. SEATTLE WASH. "IN THE SHADOW OF THE TOTEM." Located in the center of the financial and business districts. Modern in every detail. European plan. Magnificently furnished. European plan. WRIGHT & DICKINSON HOTEL COMPANY, Prop.

HOTEL BOWERS. Stark Street, at Eleventh PORTLAND, OREGON. Only First Class American and European Plan Hotel in the City. Attractive rates for permanent furnished upon request. Unexcelled service and cuisine. An unequalled table d'hote dinner served nightly 6 till 8, seventy-five cents. WRIGHT & DICKINSON, Managers.

THE MULTNOMAH. ABSOLUTELY FIRE-PROOF. PORTLAND'S GRANDEST HOTEL. 100 rooms \$1.00 per day 100 rooms \$1.50 per day 200 rooms, with bath \$2.00 per day 100 rooms, with bath \$2.50 per day Add \$1.00 per day to above prices when two occupy one room. VERY ATTRACTIVE PRICES FOR PERMANENT GUESTS. H. C. BOWERS, Manager. GAINER THOMPEN, Asst. Mgr.

NEW PERKINS HOTEL. IN THE HEART OF THE CITY. NOTE OUR RATES: Room with Bath Privilege \$1.00 UP Two Persons \$1.50 UP Room with Private Bath \$1.50 UP Two Persons \$2.50 UP L. Q. SWETLAND, MGR. (Permanent Rates on Application.)

THE PORTLAND. Portland's Famous Hotel. Noted for the Excellence of its Cuisine. European plan. G. J. KAUFMANN, Manager.

BE LOYAL to your own interest. Give Preference to Oregon Institutions. Life insurance premiums paid to other companies drain Oregon of ready cash. Makes it harder for all Oregonians. "Keep Oregon Money in Oregon" That's the New Oregon Gospel. TALK IT — ACT IT — LIVE IT. Place your insurance IN Oregon Life. The only Life Insurance Company which does business exclusively in healthful Oregon. Invests all of its funds only in Oregon Securities. Is a prominent factor in the upbuilding of a Greater Oregon. BEST FOR OREGONIANS. Home Office, Corbett Building, Portland, Oregon. A. L. MILLS, President. L. SARVEL, General Manager. CLARENCE S. SARVEL, Assistant Manager.

Special Feature Tomorrow—Friday—Saturday CHARLES READE'S GREAT NOVEL DRAMATIZED "It's Never Too Late to Mend" IN TWO BIG REELS. Prof. Karp's Stringed Quintet Orchestra will interpret this picture. Other Good Pictures and Musical Numbers. Admission 10c. Loge Seats 25c.

Besides the tempting "home cooking" of the Imperial Grill, do you know that the reason for the deliciousness of its bread and pastries is the carefully conducted, sanitary "home bakery" which provides for Imperial patrons? Luncheon fifty cents. Sunday dinner, table d'hote, \$1.

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