

ACCUSER OF DELRICH'S SAYS SHE WAS WRONG

Signs Statement Saying Windshield, not Young Millionaire, Cut Her.

(Special Press Leaded Wire.)
New York, Oct. 2.—Miss Lucille Singleton completely retracted this afternoon her charge that Herman Delrich established her. She signed a statement to be handed to District Attorney Whitman, saying she was cut by the broken windshield of the automobile in which she and Delrich ran into the curb. She did not know, she added, why she ever accused the young millionaire. Finally, she denied attempting or wishing to blackmail him.

The police were looking today for the Columbia university student who was with Delrich and Miss Singleton Tuesday night. One version is that this companion left them before Delrich's automobile was cut, but according to another account, he was in the car at the moment of the crash.

If the latter is the case, the wanted man can clear up the question whether Miss Singleton was stabbed or cut by a broken windshield of the automobile.

Word was received today that Edward Singleton, the wounded girl's father, is on his way here from Dallas, Texas.

HAMBURG LINES OFFICIAL URGES DEEPER CHANNEL

(Continued From Page One.)
pose of his present tour of the Pacific coast was to measure the traffic possibilities for development upon the opening of the Panama canal, and to make report on his findings upon his return to New York.

He said that this and other ports would be included in the round-the-world service of the Hamburg-American line after the opening of the canal.

"I have been much impressed with the possibilities for foreign business of this port," said he. "Back of you is a great undeveloped country with extremely great productive possibilities. Leading to this port is the only water-grade route south of the Frazier river.

"We are serving the northern ports because we believe there are greater possibilities here than at San Francisco."

Not the slightest dissatisfaction was expressed by the steamship representative at the development of business since the Hamburg-American line began giving regular service to this port.

"Our ships might have made more money, but we are not at all discouraged," he said. "We are satisfied to sacrifice a degree of present profit in our confidence of the building up of a business here. But the building of commerce will depend essentially upon the cooperation of the citizens of Portland. I am leaving Portland with encouragement because I have found evidences of such cooperation. We are glad to feel that we are helping to build up Portland; the shippers and citizens have convinced me that they will support an effort to build up Portland such as we are making."

Port of Portland Praised.
"I would like especially to give tribute to the work of the Port of Portland commission. In correcting conditions, providing deep water and correcting rates that have been the only magnificent work, and we appreciate it."

Mr. Sichel enthusiastically applauded the work of the port commission several times during the interview given "The Journal" yesterday evening.

"What would you do," he inquired, "if ships were unloading 1000 immigrants a month here. Where would you send them?"

"I can't predict what the immigration to the west coast will be. It's too far ahead, but the best way to start a great immigration is to prosperously and happily locate smaller groups. If they succeed they will let their friends in the home countries know about it. If they fail they will let their friends know about it."

"This state ought to send a commission abroad to study conditions, and to determine the best methods of proceeding in the development of an immigration policy. Literature won't do it. Books won't do it. Only knowledge of conditions will be efficient. You should become acquainted with the immigration methods of Argentina and of the Canadian Pacific. Nothing could be more important in the populating of Oregon."

Portland Will Be Included.
Sichel discussed generally the plan of the Hamburg-American company together with American capital to have ships built by American builders for inter-coastal service under the American flag upon the completion of the Panama canal. Portland will be included in this service when established. He expects to remain in Portland until this evening, then go to Puget Sound, returning via Portland and San Francisco to New York, his headquarters.

"I can't over-emphasize the importance of deep water to this port," he said in conclusion. "We couldn't supply enough small vessels to compete with our own big ships. The economical carriers by water are the great ships, and they are being made larger and larger and demands for deep, safe channels are growing more insistent. Portland does well to take heed."

DOCK COMMISSION WILL GET OPTION ON SWAN ISLAND

(Continued From Page One.)
Swan island to a berthing capacity of 34 ships. It will cost only about \$2,000,000 to completely remove the island. At the same time the material will make possible a scheme of slips and piers on a scale as magnificent as San Francisco or Seattle, that will include extensive warehouse and storage structures, bonded warehouses, lumber storage facilities and adjacent area for lease by the city to private interests for industrial development.

Policy Progressive.
"We will be as progressive as Seattle

in providing for increased commerce," said Chairman F. W. Mulkey.

"I am convinced that the problem of deepening the harbor channel has been solved. It is but a matter of work. Now comes this plan to handle commerce which is so important and so big that the people of Portland's breadth and ability to deal with a big subject will be tested as never before."

Engineer Hagard's estimate of work necessary to remove Swan island as submitted today is as follows:

Engineer's Estimate.
Computation made of the area and volume of Swan island, Portland harbor, give the following results:
Area within low water shore lines is 245.34 acres.
Area within harbor lines is 345.60 acres.
Amount of dredging required to remove island, within harbor lines, is about 37,000,000 cubic yards.
Amount of dredging required to remove island, within harbor lines, to provide a 40 foot low water depth is about 30,000,000 cubic yards.

It is estimated that material can be removed within practicable operating distances of the dredges.

Based on the price of 15 cents per cubic yard, the cost of the removal of Swan island for the 40 foot depth would be about \$2,340,000. For the 40 foot low water depth, about \$2,600,000.

Budget 2s Approved.
At the adjourned meeting of the dock commission this morning the estimate of expense until November 30, 1914, was approved. The figures were not changed and are exactly as given in The Journal yesterday, the total necessary to be raised by taxation being \$119,374.30 through a 1 mill levy.

Because of confusion in procedure, copies of the estimate will be filed with the mayor, the city auditor, and the commissioner of finance, together with other budget estimates of the city next Monday.

Engineer Hagard reported this morning that satisfactory progress is being made on the west side public dock. Piles to the number of 775 have been driven, excavations are being made, effort will be made to advance the work as rapidly as possible. There has been delay on the Stark street motor boat landing and recreation pier, because of rails and cables at other places of the old ferry landing encountered in excavation.

No Quarters For Commission.
It has also been necessary to rebuild the trunk sewer emptying at that point. Plans have been completed for a strengthening of the concrete public dock should it be decided to place a recreation pier there.

Commissioner Moore reported that quarters for the commission could not be had in either the county court house or city hall. It is probable that office space will be provided on one of the docks to be built.

Commissioner Dan Kallisher and Chairman Mulkey reported that it had been found inexpedient to submit an amendment permitting the commission to purchase property outside the city until the supreme court has settled the dock bond tangle after the hearing October 8. The Bridgeport development will be contingent upon the success of the amendment proposed.

Chairman Mulkey reported that he had roughly outlined a procedure for popular sales of dock bonds, the first offering to be to the highest bidder, then if

CHARTER AMENDMENTS PROPOSED TO CORRECT THE COMMISSION FORM

(Continued From Page One.)
within one week of its final passage. It is proposed by amendment to change the time to five days in both instances. At present it takes at least two weeks before final action can be taken on an ordinance, as the legislative sessions are held every Wednesday morning.

It is also proposed to amend section 18, by striking out the words "or judicial business," leaving the provision to read "in the transaction of legislative business the council shall act only by ordinance. On all other matters the council may act by ordinance, resolution or motion."

May Act By Ordinance.
Under the charter at present a lot of red tape must be gone through with before purchases may be made and miscellaneous business transacted. With the amendment the business may be transacted by a motion or resolution

instead of ordinance and can be done immediately after action on the measure.

Under section 117 of the charter if a commissioner reduces or abolishes any office or employment, discharges shall be made in the inverse order of appointment and if such offices or places shall be again created or reinstated the employees so removed shall have preference for reappointment in the order of their discharge.

It is proposed to amend the section to read that the employee removed under those conditions shall have preference for reappointment in the order of their prior appointment. The present system had worked hardship, as the oldest man in the point of service who was removed when his office was abolished was not given preference when reappointments were made, instead the man who was appointed last and then removed was reappointed.

Street Improvements Included.
An amendment is also proposed for the correction of the procedure for bonding property to pay for street improvements. At present the old Barrett bonding act is in conflict with amendments to it voted on by the people.

It is also proposed to amend the charter to allow the city council the power to issue and sell bonds by popular sale, instead of asking for bids as at present. The bonds may be issued in small amounts and sold over the counter at par or at par and a premium to be set

by the council. The city has no power to sell bonds under the charter unless bids are advertised for, and then the bonds must be sold to the highest bidder.

Several other amendments are planned but they could not be gotten into shape before late this afternoon. To go on the ballot for the election in November they must be in the hands of the city auditor by tomorrow.

CAR SLIPS DOWN GRADE; 33 PERSONS INJURED

Scranton, Pa., Oct. 2.—Thirty-three persons, mostly foreigners, were injured here today, when a car on the Scranton railway slid backward down a steep grade, left the rails and crashed into a telegraph pole. Twenty-four of the injured were taken to hospitals. All, it was stated, will recover.

MOUNTAIN LION LEAPS UPON AUTOMOBILISTS

Oakland, Cal., Oct. 2.—The heavy body of a huge mountain lion, leaping through the darkness from the limb of a tree overhanging a mountain road in Trinity county, near Carville, landed in the midst of an automobile party from San Francisco, and nearly frightened the travelers to death before the men in the party shot it.

J. P. Graves and his wife of Oakland, Robert Sample, an automobile salesman of San Francisco and the Phillips family were in the machine when attacked by the wild creature.

Sample, driving the car, shot the machine ahead with a sudden dash as the lion plunged in their midst. This action caused the side of the car to hit the lion, stunning the animal. It was killed before it was able to injure the members of the party.

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WASHINGTON AT 107th.

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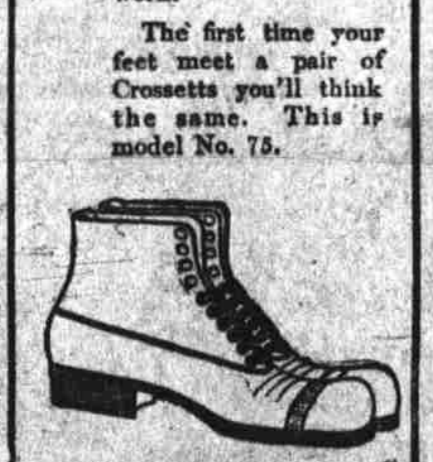
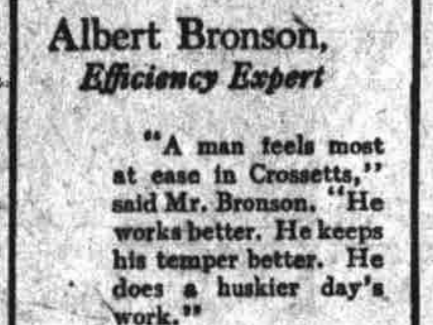
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Albert Bronson, Efficiency Expert

"A man feels most at ease in Crowssett's," said Mr. Bronson. "He works better. He keeps his temper better. He does a huskier day's work."

The first time your feet meet a pair of Crowssett's you'll think the same. This is model No. 75.

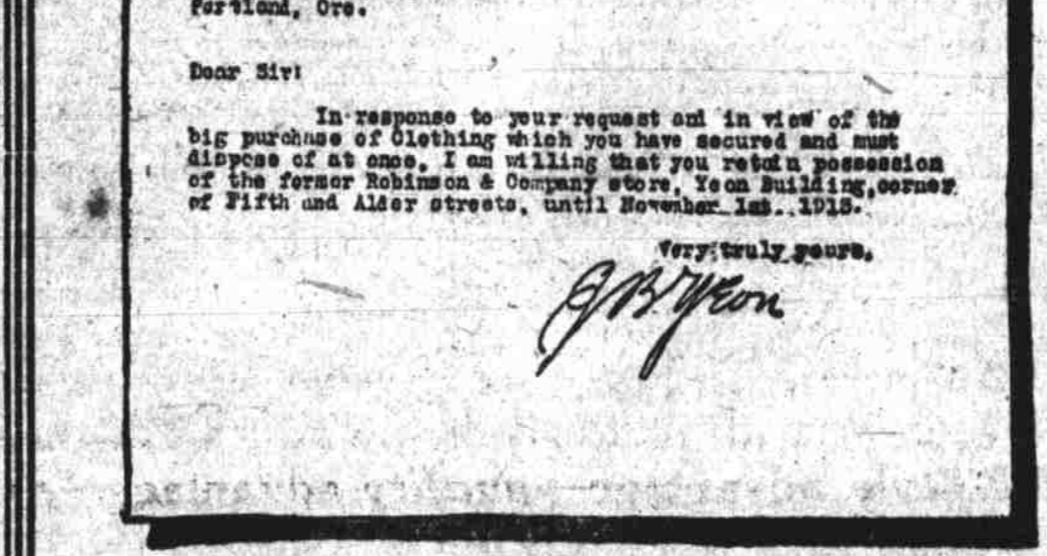


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Over 1000 New Fall Suits and Overcoats--Entire Surplus from S. Golde & Sons, New York, together with Remainder Robinson & Co. Bankrupt Stock



Dear Sir:
In response to your request and in view of the big purchase of clothing which you have secured and must dispose of at once, I am willing that you retain possession of the former Robinson & Company store, Yeon Building, corner of Fifth and Alder streets, until November 1st, 1913.

Very truly yours,
J. S. Yeon

The story is brief. What you want is clothing values, and you will certainly find them in this wonderful sale! The opportunity came to buy this immense surplus lot from one of New York's largest manufacturers, S. Golde & Sons, 44-46-48 West Third street. They wanted spot cash. We had it. Our offer was accepted.

The letter reproduced at left is self-explanatory. The entire purchase will be placed on sale at prices never known before in Portland, right at the beginning of the season. You can't afford to buy a Suit, Overcoat or Raincoat without investigating this opportunity.

Sale Starts at 9:15

Saturday Morning at Robinson & Co.'s Former Store

<p>S. Golde & Sons Suits and Overcoats Worth to \$25 \$9.75</p>	<p>S. Golde & Sons Suits, O'Coats, Raincoats, Worth to \$30 \$15.85</p>	<p>S. Golde & Sons Suits and Overcoats Worth to \$40 \$19.85</p>
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