

The Daily Capital Journal

SALEM, OREGON, MONDAY, OCTOBER 9, 1911.

CANAL RIGHT OF WAY WOULD COST TWO MILLION

THE CORPORATION CLUTCH ON RIVER TRANSPORTATION MUST BE BROKEN

HOW FREE LOCKS AND CANAL AT FALLS OF WILLAMETTE ARE HELD UP AND DELAYED

Six Hundred Thousand Dollars Now Available But the Effort to Have the Locks Located on the East Side Will Hang the Matter Up Indefinitely—Damage to Property Would Amount to Three or Four Times the Cost of Constructing the Canal and Will Result in Endless Litigation.

The people of Western Oregon should awaken to the imminent danger of losing the last chance to secure free locks and canal at Oregon City.

The battle for the right to navigate boats up and down the Willamette river without paying tolls to a corporation at the falls has been on for three years.

The legislature has twice passed the bill appropriating \$300,000 for the state's share of this enterprise, and that money is available until 1915.

The appropriation by congress of \$300,000 for the purchase of the locks and canal is in the river and harbors bill, and is also immediately available.

Yet the enterprise drags along year after year and there is even organized opposition and concerted action to make free locks and canal impossible.

The present conditions, as nearly as can be learned, without an exhaustive investigation, are as follows:

Major McIndoe, of the U. S. engineers, had one E. Burton Thompson, U. S. engineer, make four surveys and report on the proposed improvement.

Two surveys were made on the west side and two on the east side, for locks and canals, 33 to 45 feet wide, and one survey uses the old locks and canal.

No sooner were the appropriations in congress and by the state secured than certain interests at Oregon City that had fought the state taking any action, began to agitate for a canal on the east side of the river.

Through their influence a report favorable to a canal and locks on the east side has been secured—a report which, if acted upon, will involve the whole proposition in litigation and enormous expense.

The right of way for the proposed new locks and canal on the east side is estimated to cost from one to two million dollars, and large industries will be destroyed.

The first plan starts at Fourth street, runs 1200 feet at an easterly angle to the crest of the falls, then a wall 11 feet high of concrete, 1600 feet to the southeast and 400 feet to the southwest.

The first plan cuts directly through the Oregon City woolen mills, the Crown Pulp and Paper mill, the Hawley Pulp and Paper mill—in all destroying physical properties amounting to large sums.

There was naturally a big roar by the property owners injured, and the engineer changed his plans twice and made a third and final location, which misses the buildings in the main.

The east plan, as it now is proposed to build after, will flood the upper streets along the river and flood industrial properties, and damage the water power as follows:

The Hawley water power.	\$250,000
Oregon City Woolen mills.	200,000
Crown Paper company.	300,000
P. R. L. & P. Co.	300,000
Property destroyed in buildings.	154,000

Total damage estimated to water powers. \$1,154,000

On top of this the construction of the canal on the east side on this plan will destroy the high water

power that has been developed at the falls.

It is evident that to attempt to construct a canal and locks on the east side means a fight in the courts between the government and the big interests in the state, that will be dragged out for years, employment of half the big lawyers in the state, and expense for litigation that would almost build the canal.

Originally the P. R. L. & P. Co. asked \$600,000 for the old locks and canal, and is willing to take any fair appraisement by the U. S. engineers.

The engineer's estimates for reconstruction and enlargement work on the west side are as follows:

For 33 to 40-foot canal.	\$300,000
For 45-foot canal.	\$580,000

The price of rebuilding the old locks and canal must be added to the purchase or condemnation price.

There is not much excuse for destroying valuable industries on the east side, and building a second system of locks and canal to waste another large portion of the water power at the falls.

The west side canal can be built, and there will be no interruption of river traffic.

If the east side canal undertaking is pushed, there will be years of litigation in the federal courts, and the appropriations now made will be lost to the people.

The Capital Journal does not claim that the above figures and statements are absolutely correct, but they are taken from a reliable source of information.

The Capital Journal proposes to verify its facts, probe the matter to the bottom, disclose the interests fighting this enterprise, and expose the individuals and powerful influences that are delaying and involving this improvement, for the purpose of accomplishing its defeat.

The construction of free locks and canal at Oregon City means the relief of the shippers and producers of Western Oregon, to the tune of \$200,000 a year, now collected in additional tolls and freight charges.

On top of all this it means the development of this valley and its industries as alone will be possible with the benefits accruing from water competition in transportation of freight and passengers.

It is the battle for industrial freedom.

RIGHT OF WAY CAUSES PUT OFF UNTIL OCT. 30

By consent of counsel, all the Oregon Electric right of way cases have been postponed on the docket in Judge Kelley's court until October 30. It is believed in the meantime, all will reach an amicable settlement and possibly none of them will ever come to trial. Both sides are getting into a more friendly attitude.

It Dies Hard.

New York, Oct. 9.—The American Tobacco company announced today that its plan of dissolution will not be filed in the federal court here today as scheduled.

Will Defend Girl.

New Orleans, Oct. 9.—An anonymous lawyer offering his services gratis for the defense, is adding an air of mystery today to the case of Anna Crawford, charged with murdering her sister, Elsie, which the grand jury is considering.

A lawyer at Birmingham, Ala., who refuses to reveal his name, appeared at the city prison today and offered to defend the girl free. His services will be accepted, and he will be assisted by two attorneys appointed by the court.

Besides the murder of her sister, the Crawford girl is suspected of having caused the death of three other members of her family.

CANAL TO BE OPENED IN 1913

PRESIDENT TELLS BELLINGHAM PEOPLE THAT THIS MORNING AND ALSO THAT THE CANADIANS MADE A MISTAKE IN DEFEATING RECIPROCIDITY.

[UNITED PRESS LEASED WIRE.] Bellingham, Wash., Oct. 9.—Declaring that Canada made a mistake in defeating reciprocity, President Taft here today made his most vigorous comment on the reciprocity issue.

"I think we know a little more on this side," he said, "than the Canadians do on theirs, because we are an older country, and after some years of experience, it is possible that they will come to take the right view, but whether they do so or not, if they don't grow as rapidly as we do, and as rapidly as they might have grown, they cannot say it is our fault. I think you will agree with me that in defeating reciprocity they made a mistake."

The president declared he would let the people of Bellingham into "an official secret" and said that the Panama canal would be completed by July, 1913. This prediction was cheered by the 5,000 people who listened to him.

PORTLAND IS BEATEN BY VERNON

[UNITED PRESS LEASED WIRE.] Los Angeles, Oct. 9.—Roy Hitt was too much for the Portland Beavers this morning and the champions lost their third game to Vernon, 4 to 2. Tommy Sheehan was the first Portlander to arrive at first, getting there on a single in the fourth inning. Brashear scored for Vernon in the second on a clean drive by McDonnell. Portland gleaned two in Hitt's only had lining, the fifth, but in a sixth inning rally the Villagers put three over the plate and sowed up the game. Hard hitting was responsible for all the runs. The Vernons were never in danger except in the fifth. The score: Portland 2; Vernon 4. Batteries: Seaton and Laing; Hitt and Brown.

Taft in Bellingham.

Bellingham, Wash., Oct. 9.—Bellingham turned out a big crowd to greet the president, and despite a chill breeze that carried a sprinkle of rain, the streets were crowded as the president rode along at the head of the procession. He had breakfast with the Commercial Club, and addressed 5000 in the open air before he left at noon for Mt. Vernon and Everett.

Japanese Washington welcomed the president to the west. Just before he made his speech a young woman and two little girls, dressed in the complete picturesque costume of the flowery kingdom presented him with a huge bouquet of flowers. The young woman, Sono Takigaway, made a little speech, welcoming the president to the west.

Engines in Bad Shape.

Sacramento, Cal., Oct. 9.—According to the strikers here the Southern Pacific is having a hard time with its locomotives. The strike committee, which claims to have a means of keeping tabs on what's going on in the shops, asserts that it has information to the effect that three locomotives have gone dead at Roseville, one at Truckee, two at Tracy and a motorcar here.

They claim that the force at the shops is afraid to allow the locomotives to cool down, for fear they can't get up steam again, owing to the leaky condition of the boilers.

The local strikers will help the women at the polls tomorrow.

STEAMER IN PATH OF CYCLONE

Steamship City of Panama Encounters Terrific Storm off Port Costa, Lower California, at Midnight Wednesday.

SIDES SMASHED BY WAVES

Her Stern and Starboard Side Beaten by the Mountainous Seas—Water Invades "Glory Hole" and Washes Belongings of Cooks and Pantrymen Out of the Ship—Storm Lasted 16 Hours.

[UNITED PRESS LEASED WIRE.] San Francisco, Oct. 9.—With her stern and starboard side beaten in by one of the most terrific hurricanes ever experienced of this coast, which was encountered off Port Costa, Lower California at midnight last Wednesday, the City of Panama slipped into the Pacific Mall dock here today.

Captain Allan stated that the vessel ran into a hurricane, which lasted for an hour and a half, and that several of the crew were injured, but no lives were lost.

Other officers of the vessel stated that the wind blew from 50 to 80 miles an hour at the height of the storm. All of the 25 steerage and seven first class passengers were brought to the upper saloon while the gigantic waves were washing over the vessel and they were huddled there at the time the woodwork on the after deck was crushed in like an egg shell by the water.

The stewards and pantrymen were in their berths in the "glory hole" and were awakened by the inrush of the waves, which threw them struggling upon the floor and washed all of their belongings out and over the sides. Two of the men were left without a thread of clothing and the remainder lost everything except the garments they had on. An assistant cook came ashore today in a pair of trousers made up of coats aprons. Several of the pantrymen were underclothing made out of ship blankets. The quarters they occupied were thoroughly demolished.

Hoop Skirts Again.

San Francisco, Oct. 9.—Mrs. Eleanor Martin, San Francisco leader of fashion, approves of the hoop skirt, just introduced at Paris, and local society is agog over the expected innovation here. The new skirt has a hoop at, or about, the altitude of the knees, and no steel construction whatever.

BERGDOLT IS FIRST IN AUTO RACE

MADE 200 MILES IN THREE HOURS, EIGHTEEN MINUTES AND FORTY SECONDS—BEATING MILE A MINUTE.

[UNITED PRESS LEASED WIRE.] Philadelphia, Oct. 9.—The 200 mile automobile race of the Quaker Motor club which started here at noon today, was won by Bergdolt driving a Benz car, in three hours, 18 minutes and 41 seconds. Wishart, in a Mercedes was second, making the distance in three hours, 20 minutes and 11 seconds. Mulford in a Lozier was third.

Basil, driving a Cole, withdrew from the race in the tenth lap on account tire trouble.

TRAINS ON THE S. P. ARE HOURS LATE

[UNITED PRESS LEASED WIRE.] San Francisco, Oct. 9.—Southern Pacific trains were reported three and four hours late today, owing to the engines going "dead" at various points along the line. Employees at the stations say that the staid of the engines is a sure sign that the company has few, if any, skilled men in the shops.

Conductors are taking lists of commuters. It is thought that lists are for the purpose of cutting down the schedule all that is possible.

Abolished Slavery.

[UNITED PRESS LEASED WIRE.] Tripoli, Oct. 9.—Provisional Italian Governor Admiral Borea d'Orino today issued a proclamation abolishing slavery in Tripoli. The town is quiet, and its inhabitants are apparently little interested in the change of government.

The Royalists Scrappy.

Vigo, Spain, Oct. 9.—Portuguese royalists entrenched in the wild country north of Vizeu are awaiting the arrival of Captain Concealras with reinforcements. He is reported to have eight field pieces and four Maxim's. Priests are helping the royalists, and some are acting personally as guerrillas.

SELECTION OF JURY PANEL BEGINS NO ONE WANTS TO SERVE ON JURY

ALL BUT NINE OF VENIRE OF 150 ASK TO BE EXCUSED BATTLE BEGINS WEDNESDAY

Every Big City in the Country Will Have Special Correspondents at the Trial, and All Available Space is Already Located by Press Representatives—The Fight Will Begin Wednesday on Selecting the Jury—Defense Will Fight Any Members of Merchants and Manufacturers' Association Acting—It is Backing the Prosecution.

[UNITED PRESS LEASED WIRE.] Court House, Los Angeles, Cal., Oct. 9.—It will be an almost impossible task to get a jury in Los Angeles county to try the McNamara brothers. This was demonstrated today to the satisfaction of President Judge Walter N. Bordwell and attorneys for both prosecution and defense.

The initial venire of 150 men responded in court for examination as to their qualifications. From the outset the demand to be excused was imperative and pressing, and at the close of the morning session it had been shown that unless the court decides to compel prospective jurors to disqualify themselves by showing real cause the entire county venire of 1600 names will have to be drawn from the box, and even it may not be sufficient to enable the selection of 12 men satisfactory to both sides.

When Judge Bordwell ordered the luncheon recess he had passed on 33 of the first venire of 125. Three names remained on the list for examination by the attorneys when the trial begins next Wednesday. The other 30 have been permanently excused. Of the three supposedly qualified, one is W. A. Spaulding, a stockholder in the Los Angeles Times and certain to be objectionable to the defense. Another is a German rancher, who admitted that he did not understand the English language.

Among the veniremen excused was J. A. Foshay, national president of the Fraternal Brotherhood.

It became certain that within the first 15 minutes on Wednesday the first great struggle between the counsel will be inaugurated. In the

venire which was qualified today are numerous members of the Merchants' and Manufacturers' Association, which is backing the prosecution. When the first of these are reached, which will be early Wednesday, Attorney Darrow will demand that he be excused "for cause." This motion will be strenuously objected to by District Attorney Fredericks, and on Judge Bordwell's ruling will depend whether the work of getting a jury shall be materially shortened.

Attorneys for the prosecution insisted today that the court cannot hold that members of the Merchants' and Manufacturers' Association is a legal disqualification, despite the contention of the defense that permitting a member of the employing association on the jury would mean placing the fate of the accused men in the hands of their accusers.

After Judge Bordwell had the roll of veniremen called, he said: "All of you gentlemen who believe that you are not qualified for jury duty please stand up."

With the exception of nine, the total venire present arose and a general titter followed. The question of individual excuses was then taken up by the court, and the first three promptly excused.

Negro Boy Must Hang.

[UNITED PRESS LEASED WIRE.] Little Rock, Ark., Oct. 9.—For murdering his little playmate last June, Earl Gilchrist, a negro boy, must hang. The state supreme court today affirmed the death sentence pronounced by the superior court. This case caused a furor several months ago throughout the Northern and Eastern states, and thousands of petitions were sent to Governor Donaghy, praying for the boy's sentence to be commuted.

NEGRO BOY MUST HANG

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