

TOO MANY BOSSES

Commission a Failure in Digging Panama Canal.

PUT ENGINEERS IN CHARGE

Army Officials the Men Who Could Do the Work Successfully—Wallace, Disgusted With Meddling, May Resign.

OREGONIAN NEWS BUREAU, Washington, March 20.—One of the most perplexing problems that ever confronted the Roosevelt administration is that now under consideration, viz: How shall the Panama Canal be built? The selection of a route, the preparation of plans, and the acquisition of the rights of the French Company were all insignificant questions compared with the determination upon the best method of carrying out the work, now that preliminaries have been settled.

The commission idea is not a new one in this country; it has been many times tried and has almost always proved a fiasco. It so proved in the case of the Panama Canal. Government commissions do not seem to be in line with good business policy, largely because there are too many heads, and are almost always made up of men unqualified for the duties to which they are assigned. That is the trouble with the Panama Commission.

Let Army Officers Dig Canal.

From the first, many practical men have maintained that the Panama Canal should be built by army officers. Whenever in the past army officers have undertaken great engineering works of public nature, they have carried out their work promptly, efficiently and economically. There has rarely been any scandal; there has been little complaint. For this reason it has been repeatedly urged upon the President that he should place the construction of the Panama Canal in the hands of some good, reliable army officer, and detail various branches of the army to participate; the engineers to take charge of the actual work of construction; the medical corps to look after sanitation; the quartermasters department to take care of transportation, and the subsistence department to handle all matters of subsistence of troops and employes at work on the canal.

No Head, Too Much Red Tape.

Under the commission there has been no practical man at the head; Admiral Walker has been nominally chairman of the commission, but each of the other five commissioners have exercised so much authority as Admiral Walker, and they have continually complicated the affairs of the commission, but not noticeably had results. The commissioner's methods have not been practical; there has been a superabundance of red tape; the medical corps has not been efficient; the part of some commissioners in the specific duties assigned to some other commissioner; and much of the difficulty complained of has been due to the fact that the various commissioners have unwisely meddled with Chief Engineer Wallace. Much of the recent turmoil grew out of the fact that Mr. Wallace, by far the most practical and intelligent man connected with the construction of the canal, complained to the President of the frequent interference with his work by the various commissioners. Mr. Wallace plainly informed the President that he would resign and quit the work as he should be given absolute say as to engineering problems. He would then exercise interference by impractical men who had no knowledge of engineering matters. The President realized the justice of Mr. Wallace's complaint, and the shake-up followed.

MILLIONS FOR THE CHEROKEES

Court of Claims Awards Them \$4,500,000 From United States.

WASHINGTON, March 20.—The cases of the Cherokee Indians and of individual Cherokees against the United States were decided by the court of claims today. They involve a large amount of money and are of an unusual and extraordinary character. The United States bought the Cherokee outlet, agreeing to pay for it \$3,000,000, being about \$1 per acre, and also agreeing to reopen a long-standing controversy between themselves and the Cherokees. In 1851 a treaty was made under which the Cherokees were to move or be removed from Georgia, Alabama and Tennessee to the Indian Territory. The Cherokees contended before the court that under the provisions of the treaty they were not to be made to pay the cost of removing from homes which they did not wish to leave to a country to which they did not wish to go. The Government held to the contrary.

Defect Could Not Be Seen.

STON, March 20.—"A crack in the lap-iron of the boiler was responsible for the accident," said an expert engineer of the Hartford Steam Inspection & Insurance Company tonight. "It was practically impossible to detect the crack," said he, "as it was on the inside part of the lap running beside the rivets." The boiler, being insured and inspected by the Hartford Steam Boiler Insurance Company, was exempt from inspection by the district police under the laws.

Fighting Hawaiian Forest Fires.

HONOLULU, March 20.—Five hundred or more men, mostly plantation laborers, were today fighting the forest fires at Waialua. The fire is now believed to be under control. About 200 acres were burned, being mostly land recently acquired by the United States for a military reservation. A trail 30 feet wide was worked around it. The forest is being patrolled tonight. The fire in Oahu and Kona are also believed to be under control. Rain helped to extinguish the fires in the Oahu district.

Delaware Getting Up to Date.

DOVER, Del., March 20.—Governor Lea tonight signed the bill abolishing the pillory as an instrument for the punishment of convicts.

BURT TO DIG CANAL

Chosen by President as Head of Commission.

OFFERED \$100,000 SALARY

Ex-President of the Union Pacific Railroad May Be Supreme in Construction of the Big Isthmian Waterway.

OMAHA, Neb., March 20.—(Special.)—If he wants the job at a salary of \$100,000 a year, Horace G. Burt, ex-president of the Union Pacific, now traveling in Europe, may be placed in charge of the construction work of the Panama Canal. It is stated that Mr. Burt has been approached several times on the subject at the instigation of President Roosevelt. The position offered him, according to a statement given out today by the president of one of the Omaha banks, who is a close friend of Mr. Burt, and in constant communication with him, would place him over Mr. Wallace, the chief engineer.

Whether Mr. Burt would be willing to sacrifice ten years of his life at Panama, for the sake of the money, is a question none of his friends here is able to state. The last letter from Mr. Burt received in Omaha was dated at home on February 25. It is believed he is now in Vienna.

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GOLDEN OAK BIRDSEYE MAPLE AND MAHOGANY

Here's a style of Dresser that will appeal to the woman who wants comfort in dressing. The low base and wide top permit one to sit while making one's toilet and the long mirror gives a full-length view of the figure. We can show you a number of dainty styles that are reasonable in price. Toilet Chairs to match.

DRESSER AND TOILET TABLE COMBINED

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THE ST. CHARLES

THE PORTLAND

THE PERKINS