ONLY REMEDY IN

John Fox, Director of Rivers and Harbors Congress, Explains Car Shortage.

TALKS TO BUSINESS MEN

Address Is Feature of a Rousing Meeting Under Auspices of Chamber of Commerce-Gives Startling Statistics.

A rousing meeting that developed a strong sentiment for the improvement of rivers and harbors throughout the United States, was that held last night in the Commercial Club griliroom under the aus-pices of the Chamber of Commerce. John Fox, director of the National Rivers and Harbors Congress, was the speaker of the evening and his talk on what has been accomplished in saving large sums of money for the people of the United States by the proper development of in-land waterways aroused enthusiasm. A. H. Devers, the Chamber of Com-

merce's representative in the Rivers and Harbors Congress, presided and intro-duced Mr. Fox. His address was heard with attention and many valuable facts were learned by the large number of prominent Portland business men who at-

tended.

Engineer: are not usually orators, said Mr. Fox, and we deal rather with figures of fact than with figures of speech. The development of rivers and harbors is a subject in which there is the keenest interest today. I am happy tonight in being, not in the camp of the Philliatines, but in the midst of friends of this very limportant subject. In many places it is hard to get an audience when speaking on this subject. Here I find the greatest interest and support.

The greatest factor in regulating railroad rates is the natural competition afforded by the waterways. The freight congestion now being experienced all over the country, and perhaps a manufacturing congestion may be

perhaps a manufacturing congestion may be avoided by deepening our waterways.

There are tremendous burdens of freight to be carried and the rivers and harbors of the country are turned to because the railroads of the country are unable to handle the traffic offered. The grain crop of the United States for 1907 amounts to about 4,800,000,000 bushels, an increase of 35 per cent during the past six years. Coal to be carried amounts to 350,000,000 tons for the year, an increase of 45 per cent during the past six years. Lumber of the country to be handled amounts to 34,000,000 feet, an increase of 50 per cent in 000,000 feet, an increase of 50 per cent in six years. Ores of various kinds requiring iransportation within the present year amount to 48,000,000 tons, an increase of 70 per cent within six years and cotton has increased 20 per cent within the past six

Explains Car Shortage.

The railroads have added together trackage, motive power, cars and terminals 7.4 per cent, but the traffic to be carried by railroads has increased about 44.6 per the railroads has increased about 44.6 per cent. This explains why cotton bales have been rotting in the south for three months and why grain has been rotting in the west for the past year. These are some of the reasons why this is the psychological manner to aid the movement to provide adequate harbors and additions to the present transaction facilities.

Foreign countries and our own experience Forfign countries and our own experience teaches us the wisdom and economy of cheap transportation by water. Germany ships her low class freights by water at one-fourth of what it costs by rail. Germany has spent \$1,400,000,000 for the improvement of her rivers and harbors, until the Rhine, though most noted for its scen-

highway in the world.

France has expended \$155,000,000 on her harbors, and Italy has invested \$57,000,000 in the same way, and the United States has spent \$523,330,000 in river and harbor im-

Perhaps the results are not shown in any more striking way than in the Great Lakes improvements. The harbors of the Great Lakes have been dredged to a uniform depth of 21 feet. In this work \$08.500,000 has been expended. Traffic passing through the St. Mary locks in 1895 amounted to 44.270,000 tons, a commerce six times as great as that of the port of New York, or nine times as great as that passing through the Super-Canal. through the Suez Canal.

Now the vessels of the Great Lakes are practically 10,000-ton vessels. The improve-ment of these great waterways reduced the

from 7.66 mills per top mile to 4.33 m. This effected a saving of \$175,000 to American people in 1006 because of the vestment in improvements of these wa

Value of Waterways.

A striking instance of the value to the people of this country of improvements of inland waterways is given in the work done on the Monongahela River, between Pittaburg and Morgantown, a distance of 57 miles. The ratiroads charged 44 cents per ton on coal. Now, after six locks and dams have been constructed in this river, a continuous chain of barges, laden with coal, is passing over this stretch of the river and coal is carried for the charge of 4 cents per ton.

passing over this street of the charge of 4 cents per ton.

Tipples pour their coal into these 1090-ton barges and towboats take three big barges for a tow. The tonnage last year handled by means of the development of this river aggregated 3,000,000 tons, which was carried into the Ohio River and 40 cents was saved on every ton. The cost of these improvements was \$6,700,000.

The tonnage of the United States hast year was 187,000,000 tons. There are 45,000 miles of navigable rivers in the United States which may be developed to a depth of 30 feet. If only 1 mill per tonmile were saved on this traffic by the proper development of our waterways, conting \$500,000,000, the people of this country would save \$187,000,000 in a year. This should teach the people all over the country the need of the substantial and permanent improvement of all waterways.

Boston, by the improvement of her harbor, sends grain to Liverpool at a cost of 2.5 cents per bunkel, where the charge was formerly 11.5 cents. As the price of grain in Kansas is governed by the price in Liverpool, the Western farmers benefit largely by this great work.

At the beginning of the new century, it is the duty of the citizens of the country to take up this great work of the improvement



of our waterways, so long neglected. Our work is to aid in the work of converting people to this great development. You of this Coast will profit largely and directly by the canalization of the Mississippi from St. Paul to St. Louis, so that commodities of this country may be carried from the Great Lakes to Portland by the Panama Canal, thus reducing your rates and maxing your products more valuable in the markets of the world.

Herman Wittenberg was introduced and spoke in caustic terms of the Harriman regime in the Pacific Northwest. He said: regime in the Pacific Northwest. He said:

The rates of the railroads are prohibitive for carrying our commodities. Harriman said he traveled through Eastern Oregon for 65 miles and saw only two chipmunks. He has surrounded us with a harrier of fron and takes our money from us and laughs in our faces. Then he asks us what we are going to do about it. With the Williamette and Columbia Rivers developed as they should be, he would sing a far different song. I have heard Traffic Director Stubba, of the Harriman system, say in a dozen different meetings that the surest way to bring down railroad rates is to furnish plenty of water. When we shall arrive at the destiny God Almighty intended us to reach.

J. N. Teal spoke briefly on the same

J. N. Teal spoke briefly on the same He said in part:

There is no other thing that touches us so nearly as the development of our waterways. We must end this system of everlastingly going down on our knees to someone 3000 miles away and asking for concessions. The way to do it is to deepen our rivers and our harbors.

Colonel E. Hofer, of Salem, also spoke Secretary E. C. Giltner will accompany Mr. Fox down the Columbia today to Astoria by steamer that he may see the river and form an idea of the possibilities for development of latent commer-

cial possibilities here.

Mr. Fox was the guest of Secretary Giltner of the Chamber of Commerce at lunch, at the Commercial Club, yester-day, Governor Chamberlain, C. W. Hodson and A. H. Devers were also present. Later Mr. Fox was taken by Mr. Giltner on a trip around the city. He was deeply impressed with the view from Portland Heights. The visit to the Forestry Building was also much enjoyed by him.

Mr. Fox was the guest of air, and Mrs.

Roosevelt Wants Land-Fraud Cases Hastened.

WILL ARRANGE FOR ACTION

President Summons Prosecutor to Meet Him on Western Trip-Heney Likely to Make a Plea for Bristol's Retention.

OREGONIAN NEWS BUREAU, Washington, Sept. 26 .- President Roosevelt is going to take hold of the Oregon land fraud cases and arrange some definite policy for their trial. He has sent word to Francis J. Heney to meet him at some convenient point while on his Western trip, and together they will go over the situation in detail and decide just what shall be done. Until the President con fers with Mr. Heney, nothing is likely to be done, but soon thereafter the wheels of justice will be expected to get in mo-tion and the prosecution will be vigorous Put End to Delay.

The President's attention has been called to the present unsatisfactory con-dition of the land fraud docket and he is aware of the desire of both the Departments of Justice and the Interior to have the long pending cases disposed of. Both departments are displeased at being placed in the attitude of delaying action when they have persistently urged that the cases be brought to trial without de-lay. But the wishes of departments have so far been largely disregarded and up to the present moment, so far as is officially known, no date is fixed for resuming trials and no one knows when the cases will be cleared up. It is to put an end to this uncertainty and to arrange a definite programme that the President has ent for Mr. Heney.

Say Good Word for Bristol.

At that conference it is probable that the President will discuss with Mr. Heney the case of District Attorney Bristol, Mr. Heney has never been willing that Mr. Bristol should be displaced at the con-clusion of the land trials and has steadfastly fought to have him retained in of fice, going to the extent of undertaking to secure his confirmation by the Senate. As this will be Mr. Heney's only chance of seeing the President before Congress convenes, it is quite probable that he will take advantage of his opportunity to put in a last word in Mr. Bristol's behalf.

WILL NOT OBJECT TO MR. WU

Government Cannot Consistently

Protest Against Chinese Boycott. OREGONIAN NEWS BUREAU, Washington, Sept. 26.—(Special.)—On the very sensible ground that the United States cannot afford to make itself a laughing-stock for the whole world, the Administration will not object to the reappoint ment of Wu Ting Fang as Chinese Minis-ter to the United States. Whether or not Wu was instrumental

whether or hot wil was instrumental in instigating the boycott of American goods in China, this Government, in view of its Chinese exclusion policy, cannot consistently object to the Chinese policy of boycotting American goods, particu-larly when Americans have free access to China. Wu will not be welcomed by Washington society, but his appointment is not considered an affront to this Gov-

DAILY CITY STATISTICS

Marriage Licenses.

Martinge Licenses.

LEE-MURPHY—Worth S. Les. 30, Mountain Home, Idaho: Celi G. Murphy, 24, city.
LARSON-OLSON—Hilmer F. Larson, 27,
Tacoma: Anna Olson, 34, city.
BUTT-DOUGLASS—Lawrence C. Butt, 28,
city; Kate M. Douglass, 23, city.
KALMBOCH-WALLACE—William Kalmboch, 29, city; Pearl T. Wallace, 24, city.
OLSEN-ILLIDGE—John H. Olsen, 32,
city; Grace D. Illidge, 25, city.

Deaths. STUBBLEFIELD—At St. Vincent's Hos-dtal, September 26. Mrs. Sadie E. Stubble-leid, a native of Wisconsin, aged 24 years, months and 10 days. CONROY—At foot of Lincoln street, Sep-ember 24. M. J. Conroy, aged about 47 lears.

Michael Supple, a native of Ireland, aged about 63 years.

LA FOLLETTE—At 432 Center street, September 25, Charles La Folicite, a native of Indiana, aged 78 years and 4 days.

DUNCAN—At Baby Home, September 23, Jessie M. Duncan, an infant.

ERVIN—At Baby Home, September 19, Mildred Ervin, an infant.

SMITH—At 749 Kerby street, September 17, Annie Smith, an infant.

Building Formits.

Building Permits.

CORBETT ESTATE—Repair store, Fifth and Oak streets; \$50.

M. A. KING—One and one-half-story frame dwelling. East Taylor street, between East Forty-third and East Forty-second

East Forty-third and East Forty-second streets; \$1600.

DR KESTER-Repair dwelling, Poplar street, between Hazel and Hawthorne; \$2000.

MRS R V. MARSHALL—One and one-half-story frame dwelling, Hawthorne avenue, between East Thirty-fourth and East Thirty-fifth streets; \$2500.

MIKE BUDENIUK—One-story frame dwelling, Bush street, between Potter and Holman; \$250.

MRS. M J. SMITH—One-story trame dwelling, East Thirtienth street, between Lee and Bidwell; \$1800.

F. J. WYATT—Repair dwelling, 496 Miller avenue; \$100.

C. M TONQUAY—One and one-half-story frame dwelling, Grove and Allen streets;

C. M. TONQUAY—One and one-half-story frame dwelling, Grove and Allen streets; \$400

Articles of Incorporation.

YATES SEWING CABINET COMPANY—
Incorporators, Odaville Yates, Frank R.
Lacy and Belle McDonald Lacy; capital,
\$15,000.

OREGON LUMBER AGENCY—Incorporators, G. ii, Brown, Le Roy Brown and Edmund O. Sheldon; capital, \$25,000.

EDITH MINING COMPANY—Incorporators, Charles S. Townsend, Harry H. Atlee
and H. K. Sargent; capital, \$100,000.

TROOPS MAY BE CALLED ON

Greely Informed of Alaska Trouble and Reports to Washington.

VANCOUVER, Wash., Sept. 26,-(Special.)—General Greely, Commander Department of the Columbia, has received the following telegrams from Captain Black, signal officer at Keystone, Alaska, relative to the recent battle between crews of rival railroad com panies:

I am informed that Home Railway employe tried to pass up Copper River Rallway grade.

Home people were unarmed. Copper River fired, wounding six mon, five seriously. Deputy United States Marshal on scene with deputies. Civil authorities think they will be able to handle the situation. (Signed) CAPTAIN BLACK.

As the military authorities can do nothing in the matter without the de-mand of the Governor of Alaska, Captain Black has been instructed to keep in touch with Major Van Vleet, com-mander of Fort Liscum.

General Greely reported the matter to the War Department today.

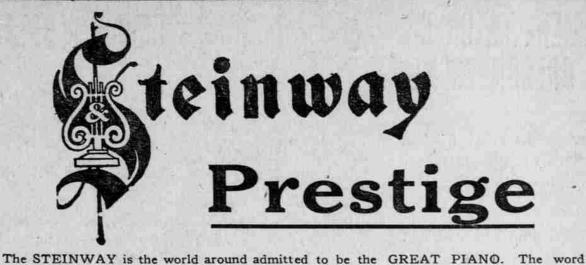
DEAD OF THE NORTHWEST

J. M. McCullough, Who Settled at Oregon City in 1847.

ECHO, Or., Sept. 26.-(Special.)-J. M. McCullough, a ploneer of Oregon and an old resident of this place, dled at his home in this city, Wednesday, September 25, after a long illness. Mr. McCullough was born in Tennessee, January 8, 1832, and came to Oregon City in 1847. He lived there until the Indian War of '55 and '56, when he enlisted as a volunteer. June 27, 1859, Mr. McCullough was married to Miss Lucinda Johnson, and in 1963 they came to Eastern Oregon where they since lived. Mr. and Mrs. McCullough reared a large family, 11 children having been born to them. The widow and seven children survive. The children are: Benjamin, James, Mrs. Kate Gilliford and Mrs. Emma Hammer of this place, Mrs. Anne Highle of Laberian and Mrs. 1820. Mrs. Emma Hammer of this place, Mrs. Anna Hinkle, of Lakeview, and Mrs. Izza Chappell and Mrs. E. Owens, of Okanagon. Deceased was a member of the Christian Church. Funeral services were held Thursday in the Methodist Episcopal Church, with interment in the I. O. O. F. Cemetery.

Dwight H. Thomas. FOREST GROVE, Sept. 25. - (Special.)—The remains of Dwight H. Thomas, for many years a resident of this city, were brought here this even-ing and will be buried tomorrow in Union Cemetery beside his mother. under the auspices of Diamond Assem-ANGEL.—At Fifteenth and Skidmore bly No. 27, United Artisans, or which streets, September 24, to the wife of Edwin he was a member and in which he carried \$2000 insurance. His death restricted \$2000 insurance in the starting starting starting starting. suited from blood poisoning starting from an injury in the knee received. about two months ago. He was taken to the Carlton Hospital, where he died. He was a graduate of Pacific University, class of 1893, and leaves a widow, who was formerly Miss Nancy Morrison, also a graduate of the University in the same class as her hus

Charles S. Fogg.



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"THERE IS BUT ONE STEINWAY"

It is the epitome of all that is best in pianos. THE STEINWAY PIANO has INDIVIDUALITY, its TONE is described only as the STEINWAY TONE. You do not forget it, for it is different, it holds your attention, it lingers with you. THE STEINWAY TONE inspires the musician and shares his pleasures

Ernestine Schumann-Heink expressed this beautifully when she said:

"How often do I find solnce and renewed courage in the HEAVENLY HARMONIES of my STEINWAY PIANO."

"Diamond"-"Steinway"

Among the precious stones the diamond is the most sought and highly prized. Among pianos the Steinway is supreme, unapproachable. It is the peer of them all.

You are invited to VISIT OUR STEINWAY PARLORS to see and hear these beautiful pianos. If you live at a distance we will be pleased to send

you a beautiful booklet entitled "Portraits of Musical Celebrities," also catalogue.

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Portland Seattle Tacoma Spokane Everett Bellingham San Francisco

four sons. He had been an invalid for everal years with asthm He was prominent in Masonic circles and was past potentate of Afife Temple, Nobles of the Mystic Shrine. JURY ACQUITS

Man Once Convicted of Murder Goes Free on Second Trial.

The jury went out at 8 o clock last night and acquitted Thompson because there was nothing to disprove the allegation of self-defense. Smith, a member of the TACOMA, Wash., Sept. 25.—Charles S. Free on Second Trial.

Fogs. a prominent lawyer and capitalist of Tacoma, formerly of lowa, died this morning, aged 56 years. He was a native of Maine and leaves a widow and nat

murder of Aleck Goricke, cook in his tion of Thompson at the former trial. construction camp. Goricke was stabbed | The defense scored strongly, too, in to death by Thompson December 29, 1904. breaking up the testimony of Snyder, and Thompson's first trial resulted in a another member of the construction gang. and Thompson's first trial results of second-degree murder, which was appealed. He remained in jail until this trial. Snyder's story differed so matter that the trial that the transcript of his previous trial that the trial t utterly confused.

Burnt Wood Panel Sale

Friday and Saturday, September 27, 28

Every Panel, Oval and Circle in our entire stock of Wood to Burn at cut prices for these two days. Buy during this sale and save money on your Holiday gifts. Here is a partial list of panels, etc., that will be on sale. Hundreds of patterns to select frommany beautiful studies. Made of the finest three-ply veneer basswood and three-fourths inch solid white wood, beveled edges

Panels

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Remember, anyone wishing to take up this fascinating art, we teach you how to do this work-FREE OF CHARGE. We have the largest assortment of novelties in this line on the Coast. This is the reason you find more bargains here than elsewhere.

We have the Goods. SPECIAL TO BEGINNERS: On sale today-Practice pieces, pretty patterns in 21/2x31/2inch ovals, 3-inch circles and little 3-inch heart-shape pieces; sell regularly 2 for 5c, today, each 1c.

Just 2 More Rubber Sale

Fountain Syringe, 2-quart, 3 hard-rubber tubes; regu-Fountain Syringe, 3-quart, 3 hard-rubber tubes; regular \$1.85; special......\$1.57 Fountain Syringe, 2-quart, 3 hard-rubber tubes; regular \$1.75; special......\$1.47 Fountain Syringe, combination Hot-Water Bottle; 3-quart, 3 hard-rubber tubes; regular \$2.25; sp'l. \$1.73 Combination Syringe and Hot-Water Bottle, 2-quart; Water Bottle, flannel-covered, 3-quart; regular \$2.25; Water Bottle, cloth-inserted, 3-qt.; reg. \$2.25; sp'l. \$1.73

Born at Wood-Umbrellas ard & Clarke's Raised Everywhere



Now is the time to save money. Ladies' 26 and 28-inch Umbrellas,

assorted natural wood and German silver handles; sp'l....98¢ Union Taffeta, close-rolled, natural wood handles, good taffeta case;

Men's Union Taffeta, close-rolled, assorted natural-wood handles, 26 and 28-inch; special......98¢ American Taffeta, silk tape edge,

paragon frames, stylish handles;

Allen's One Day Cold and Grip



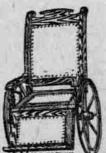
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