

URGENT NEED TO SAVE RESOURCES

President Approves Report of Conservation Commission. Urges Congress to Act.

DUTY TO OUR CHILDREN

Waste of Water, Soil and Minerals Must Cease in Order That Our Heritage May Go Down to Future Generations.

WASHINGTON, Jan. 22.—The President's message on the conservation of natural resources was read before both houses of Congress today. The reading of the document was at the close of proceedings in each house, and there was but a smattering attendance of Senators and Representatives.

Call to Action.

The President, in transmitting the report of the National Conservation Commission, speaks of that body as "in a peculiar sense representative of the whole Nation and all its parts." He continues in part:

The facts set forth in this report constitute an imperative call to action. The situation they disclose demands that we, as a nation, should give our attention to the great material foundations of National existence, progress and prosperity.

This first inventory of natural resources prepared by the National Conservation Commission is undoubtedly the beginning of a series which will be indispensable for dealing intelligently with the resources of the Nation. It is an irrefutable proof that the conservation of our resources is the fundamental question before the Nation, and that our first and greatest task is to set our hands to work and begin to live within our means.

The first of all considerations is the present welfare of our people. In this respect our situation is far from satisfactory. The people should and will rightly demand that the great fundamental questions shall be given attention by their representatives. I do not advise haste or ill-considered action. The facts are known, where the public interest is clear, that neither indifference and inertia, nor delay, nor waste interests, shall be allowed to stand in the way of the public good.

The great basic facts are already well known. We know that our population is now adding about one-fifth to its numbers in 10 years, and that the middle of the present century perhaps one hundred and fifty million Americans, and by its end very many millions more. We know that the steady growth in population and the still more rapid consumption of our people will hereafter make greater and more insistent demands upon the natural resources of the land, the water, the air and the soil.

We know now that our rivers can and should be made to serve our people actively in transportation, and that the vast expenditures for our waterways have not resulted in maintaining, much less in improving, the navigation. Therefore, let us take immediate steps to ascertain the reasons why we have not adopted a comprehensive plan for inland-waterway navigation that will result in giving the people the best service at the least cost.

We know now that our mineral resources are exhausted and gone forever, and that the needless waste of them costs us hundreds of human lives and nearly \$300,000,000 a year. We know that the necessities of the present and the future require that we should conserve both our mineral resources and the lives of the men who take them from the earth.

In Line With General Policies.

The President goes on to show that the policy of the conservation is typical of his general policies of securing equal opportunity for all, limiting the freedom of the individual "only by the present and future rights, interests and needs of the other individuals who make up the community." He then passes in rapid review the various important measures of his Administration and the policies it has advocated as in harmony with this general principle.

He quotes the Commission's statement that:

The first requisite for waterway improvement is the control of the waters in such manner as to reduce floods and regulate the regime of the navigable rivers. The second requisite is development of terminals and connections in such manner as to regulate commerce.

Improve Waterways.

Accordingly, I urge that the broad plan for the development of our waterways recommended by the Inland Waterways Commission, be put in effect without delay. Meritorious projects in known conformity with the general outlines of any comprehensive plan should proceed at once. The cost of the whole work should be met by direct appropriation, if possible, but if necessary by the issue of bonds to the Government.

Protect and Develop Forests.

I urge that provision be made for both protection and more rapid development of the National forests. Otherwise, either the increasing use of the forests by the people must be checked or their protection against fire must be dangerously weakened. I especially commend the facts presented by the commission as to the relation between forests and stream flow in its bearing upon the importance of the forest lands in National ownership.

Economic Use of Land.

Taking up the subject of lands, he says:

From the land, as is now done in more densely settled countries. To do this, we need better farm practices and better strains of wheat, corn and other crop plants, with a reduction in losses from soil erosion and from insects, animals and other enemies of agriculture. The United States Department of Agriculture is doing excellent work in these directions and it should be liberally supported.

The remaining public lands should be classified and the arable lands disposed of to homesteaders. In their interest the timber and stone act and the commutation clause of a homestead act should be repealed, and the desert-land law should be modified in accordance with the recommendations of the Public Lands Commission.

The use of the public grazing lands should be regulated in such ways as to improve and conserve their value.

Rights to the surface of the public land should be separated from rights to forests upon it and to minerals beneath it, and these should be subject to separate disposal.

The coal, oil, gas and phosphate rights still remaining with the Government should be withdrawn from entry and leased under conditions favorable for economic development.

Waste of Minerals.

The accompanying reports show that the consumption of nearly all of our mineral products is increasing more rapidly than our population. Our mineral waste is about one-sixth of our product, or nearly \$1,000,000 for each working day in the year. The loss of structural materials through fire is about another million a day. The larger part of these losses of life and property can be avoided.

Our mineral resources are limited in quantity and cannot be increased or reproduced. With the rapidly increasing consumption the supply will be exhausted while yet the Nation is in its infancy, unless better methods are devised or substitutes are found. Further investigation is urgently needed in order to improve methods of mining and to develop new sources of supply.

It is of the utmost importance that a Bureau of Mines be established in accordance with the recommendations of the Commission. It should be empowered to investigate the duration of our mineral supplies. Both the need and the public demand for more urgent action are becoming more and more imperative. It should co-operate with the states in supplying data to secure the best results.

The establishment of this bureau will mean merely the transfer from other bureaus of work which it is agreed should be transferred and slightly enlarged and reorganized for these purposes.

He quotes and indorses the Commission's recommendation that a committee be appointed to prepare a plan for the united action of all organizations concerned with conservation. He asks Congress to create a National commission empowered to co-operate with state commissions and asks for an appropriation of at least \$50,000 to pay the expenses of the commission.

Duty to Future Generations.

The report of the commission begins with the following declaration of the basic principle of conservation:

The duty of man to man, on which the integrity of nations must rest, is to the next, and the obligation of the nation to each actual citizen is no more than the obligation to the next generation. In turn, man must bear the nation's duties and responsibilities.

Reviewing the progress from pioneer waste of resources to present conditions the report continues:

Although the natural resources which are increased, though its productivity and availability for the use of man may be greatly increased, the resources are not infinite and they may be destroyed by the uncontrolled and unregulated consumption of the minerals which are limited in quantity and which man may do anything which man may do. They are exhaustible resources.

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The waste which most urgently requires checking is the most reprehensible waste, that of destruction, as in forest fires, in the relative small sums needed for the protection, use and improvement of all forests still owned by the Government, and to exact laws to check the wasteful destruction of the forests in private hands.

There are differences of opinion as to the public questions; but the American people stand nearly as a unit for waterway development and for forest protection.

We know now that our mineral resources are exhausted and gone forever, and that the needless waste of them costs us hundreds of human lives and nearly \$300,000,000 a year.

Waste reduced and resources saved are the first but not the last object of conservation. The material resources have an additional value when their preservation adds to the beauty and habitability of the land. Our duty is a pleasant land in which to dwell. To increase its beauty and augment its fitness can not be faultily out of measure. It and strengthen the bonds of our attachment.

Double-sole shoes keep your feet dry. Special sale prices at Rosenthal's.

Rosenthal's great shoe sale is on.

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FLOOD REACHES MAXIMUM STAGE

Willamette and Other Oregon and Washington Rivers Are Receding.

TRAINS ARE AGAIN RUNNING

Schedules Are Still Demoralized. Telegraph and Telephone Lines Crippled—No More Damage Is Expected From Streams.

WATER BEGINS TO SUBSIDE.

The Willamette river at Portland reached its maximum stage of 197 feet yesterday, and then began gradually to subside. Forecaster Beals says the water will now recede steadily. The river is clearing of logs and debris, and encouraging reports are coming in from numerous points in the Pacific Northwest. Train service is being resumed, though some trouble is experienced from slides at certain points. Telegraph and telephone companies advise that their lines are being cleared and that further trouble is not anticipated. All trains are expected to be running on a schedule time before many days elapse. Wireless telegraphy has been of value in receiving messages from points where ordinary telegraphic communication had been severed. Flood at all points heard from with rare exceptions has reached its maximum, and is falling with no prospect of any subsequent rise.

After romping about like so many raging liquid hydraulic currents for the past few days, there is comparative peace on the troubled waters. Telegrams and communications from many points determine that the worst is over, and that from now on there will be a cessation of damage by floods, and a resumption of general business by water and rail. Individual instances come in of recent damage, but the back of the flood is broken.

The Willamette River at Portland is falling. The official gauge of the Weather Bureau showed a drop of .1 of a foot between noon and 4 o'clock yesterday afternoon. Gauges established by private people on the docks showed still greater fall. The rise in the Columbia has considerably lessened the current in the Willamette and drift has ceased to come down. The only danger now is from log booms which may drift from moorings. This danger is decreasing.

Ice and drift continue to delay shipping between Portland and Astoria. Wooden ice breakers can navigate during daylight hours but after dark the risk is considered too great. About the mouth of the Willamette there is still a large amount of drifting ice and it is with difficulty that a boat can reach Vancouver. It will be several days before the river is clear enough for steamers to reach the Cascades.

Jam Broken in Columbia.

Advice from The Dalles says the jam at Big Eddy has broken and the Government works at Collins and Seaford Bros. cannery are in no danger of further damage. The river has gone down over four feet there in the last 24 hours, leaving ice piled 30 and 40 feet high on the levee. The Open River dock has been righted, and barring accident, will be safely harbored tomorrow. The wrecking crew was sent west this morning on account of trouble down the road. The O. R. & N. ran a double-header through there yesterday morning, combining trains Nos. 3 and 2. Train No. 8 was annulled and No. 7 was turned back at that point and sent east as No. 6.

Late last night the information was given out that the line to Lewiston via Riparia was open for traffic and that reports were received concerning the Walla Walla line, which made it possible to send out a sleeper last night for that place, with assurance that the train would go through without difficulty.

Fendleton is still cut off from transportation to the north except by way of Tmatilla. Walla Walla is reached in this manner and passengers destined to points in Washington further north are transferred to the North Bank at Wallula. It will probably be two days before the Fendleton-Walla Walla branch is open, while the Northern Pacific branch is so badly out of commission it is impossible to say when it will be open.

S. P. & S. train, eastbound, left Vancouver on time yesterday. Passengers were transferred at Butler, where there was a wash over five feet deep on the track and a train backed up there. Superintendent Russell, Trainmaster Kincaid and Roadmaster Whitfield, with a

crew of 100 men, have been at work at Woodward Creek. Superintendent Russell said he expected to have his track clear last night.

At Albany, the Willamette rose slowly but steadily all day yesterday and stood at 27.7 feet last night. Though the waterfront has been flooded four days, no damage has been caused. The thermometer dropped to 33 above last night, and a heavy snowfall is reported in the foothills.

Danger from flood at Hood River is over, a few inches yesterday, and the Columbia reached the high mark there last night, when it was up over 14 feet. A strong current and floating ice broke the Underwood fleet of ferry-boats from their moorings and swept them away.

The Willamette at Salem had risen but a few inches yesterday. Cold was at a standstill at 22 feet. Observer Baldwin, at that place, expects the river to fall before morning. Snow and sleet fell at intervals in the afternoon. The temperature at 7 P. M. was 24 above.

Reports of traffic conditions on the Southern Pacific from Ashland are more encouraging. Last night it was reported that four belated passenger trains were moving northward over the Shasta division. They are expected to reach Ashland early this morning. Transfer of mail and passengers was accomplished at the washed-out bridge at Wyo, between Orlan and Sebeama, and the obstruction is removed.

Situation on North Bank.

General Freight and Passenger Agent Adams, of the Spokane, Portland & Seattle Railroad, was yesterday afternoon in receipt of a telegram from the Shasta division. It was from Butler and Cascades, on that line, saying: "Stream is running about 100 square feet less water now than last night, but is still a torrent. We will get over in this (Friday) morning. We can now delay." No. 2 is the train that leaves Portland at 5:40 P. M. and was set out yesterday. Their line to Pasco at 9:30 A. M. Today will decide whether obstructions in the vicinity of Cascades have been removed, though the general officers express the hope of further delay in getting their trains running on schedule time within a few days.

Service on the Astoria & Columbia River Railroad was resumed yesterday and the morning train from Seaside arrived on time.

Near Aberdeen, Wash., the Chehalis river is out of the banks in the upper valley and in many places there are from six to eight feet of water over the fields. It has been necessary to remove all stock to the hills and, although no crops are, no damage is being done to property.

The North and South Palouse rivers, near Coos Bay, are rising rapidly and the heavy rains of Wednesday and Thursday night did no damage. The chinook wind on the 18-inch snow with the rivers full on, caused an overflow of the South Fork of the Palouse River in Colfax, which did about \$25,000 damage.

The O. R. & N. is open from Spokane to Coos Bay, and the Canyon bridge in western Whitman County, near Snake River, will be replaced by Saturday night. That line to Portland will be open by Sunday.

Wires Down at Coos Bay.

With the exception of fallen wires caused by recent wind storms, the rapid rate and the heavy rains of Wednesday and Thursday night did no damage. The chinook wind on the 18-inch snow with the rivers full on, caused an overflow of the South Fork of the Palouse River in Colfax, which did about \$25,000 damage.

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The only baking powder made from Royal Grape Cream of Tartar—made from grapes—

Royal Baking Powder conveys to food the most healthful of fruit properties and renders it superior in flavor and wholesomeness.

SLAYER SELF-SLAIN

Monroe Huber, Who Murdered Wm. Heltzell, Is Suicide.

RESPITE IS BUT BRIEF

Fires Bullet Into Heart When Sheriff's Posse Drives Him to Bay. Mystery Surrounding Motive Not Cleared Away.

HILLSBORO, Or., Jan. 22.—(Special.)—Monroe Huber, aged 30 years, who shot and killed William Heltzell, near Banks yesterday, committed suicide this morning by shooting.

After he had committed murder yesterday Huber went to the home of William Thornburgh, for whom he frequently worked, and remained all night. He had been drinking. He hid his Winchester under the gate, where it was found by the Sheriff. When Sheriff Hancock telephoned the Thornburgh home, during the night, in the hope of getting a trace of the fugitive, there was no answer. This confirmed him in the idea that Huber was there, and that Thornburgh was fearful of his unscrupulous guest. The officer and his constable then went to the Thornburgh home, arriving there before daylight.

Just at daybreak, and before a person could be distinguished, Huber came out of the house. Sheriff Hancock, thinking it was Thornburgh, called him by name, and he quickly rounded the corner, went into the house and left through a back door. Thornburgh then opened the door to the officers and he told them that Huber had arrived about 8 o'clock the evening before, and had told him that he had killed Heltzell and that he feared to telephone the arrival. A posse soon arrived to assist Hancock, and they soon

It was reported from Tacoma last night that cool weather all along the main line of the Northern Pacific west of the Rocky Mountains had caused the water to recede rapidly and trains that had been held up at Spokane are beginning to arrive in Tacoma. The passenger train came during the day and more were due last night. All breaks between Pasco and Spokane have been repaired and the only break on the main line is one on the Rocky Mountain division near Missoula. The track near Olympia has been cleared and trains are moving on-time all along the line between Tacoma and Portland.

At Seattle, the water in the lower part of the Duwamish Valley is covering the lowlands, but a few miles up the river the rise is not even threatened. The Great Northern is still in trouble, and that road yesterday sent a train as far as Snohomish over the Northern Pacific tracks. From that point it was routed over the Great Northern tracks. The tracks east of Trinidad have been washed out by the rise of Wilson Creek.

A fall in temperature and frosty nights has checked the thaw in the Inland Empire. Streams are again within banks and railroads, with the exception of the O. R. & N., are running near to schedule, says a Spokane report. Snow of Colfax a bridge is out and the Harriman line waits for its reconstruction. The ground is bare of snow in nearly all the prairie region and the lowlands and not a great deal is left in the mountains. Snow began to fall in Spokane at 9 o'clock last night.

At Eugene Thursday's rain was followed by a light snow early yesterday morning. The snow soon melted. The river has been falling rapidly and last night stood at 11 feet 3 inches.

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A Substitute for Matrimony

is really what a girl hopes to get out of business. Does she get it? If not, why doesn't she marry? One store reports three marriages a year out of three thousand girls. Is it because most men can't afford to marry a business woman? Is it because she makes so much and her men friends make so little? What is the matter with the young man of to-day? These questions and many others are answered by a business woman in the February WOMAN'S HOME COMPANION—

The Great Valentine Number

The rest of the magazine is filled to the covers with good stories, eight of them, charming pictures, strong helpful articles, and forty pages of practical departments for women—all and more in the February

WOMAN'S HOME COMPANION

At All News-stands



MAYOR J. E. HIGGINS (FOREGROUND) AND PARTY OF FRIENDS AT MIDSTREAM