

ALL OF ONE MIND FOR LOCK CANAL

Roosevelt Says Engineers' Report Shows Critics Are "Knockers."

WHOLE WORK COMMENDED

Change to Sealevel Canal Unanimously Opposed—Gatun Dam Is Sale—Cost Will Be \$360,000,000—No Fear of Quakes.

WASHINGTON, Feb. 17.—Any attack made hereafter on the lock type of the Panama Canal, according to the opinion expressed by President Roosevelt in a message transmitted to Congress today, the report made by the engineers who recently visited the canal zone with President-elect Taft, "is in reality merely an attack upon the policy of building any canal at all." The report, in Mr. Roosevelt's opinion, shows in clearest fashion that the Congress was wise in the position it took, and that it would be inexplicable folly to change from the proposed lock canal to a sea-level canal. He says:

"I commend to you the most careful consideration of the report. They show that the only criticism that can be made of the work of the engineers is that they have sometimes been an almost excess of caution in providing against possible trouble. As to the Gatun dam itself, they show that not only is the dam safe, but that on the whole the plan already adopted would be an unnecessarily high and strong, and accordingly they recommend that it be reduced by 20 feet, which change in the plans I have accordingly directed.

The President says that the engineers who made the report "are all of the men in their profession, within or without the United States, the men who are on the whole best qualified to judge of these very questions which they examined."

All Approve Gatun Dam. The engineers report that, as the Gatun dam was the central point of discussion, they gave it, under instruction from Mr. Taft, "first consideration in the light of all new evidence," and they add that "the type of dam now under consideration is one which meets with our unanimous approval."

They say that they are "satisfied that there will be no dangerous or objectionable seepage through the materials under the base of the dam; nor is there any reason to believe that it will be pushed aside by the weight of the proposed dam, so as to cause dangerous settlement. We are also satisfied that the materials available and which it is proposed to use are suitable and can readily be placed to form a tight, stable and permanent dam."

Dams and locks, lock gates and all other engineering structures involved in the lock-canal project are "feasible and safe," according to the engineers, "and they can be depended upon to perform with certainty their respective functions."

Oppose Change to Sealevel. They report that "they do not find any occasion for changing the type of canal that has been adopted. A change to a sea-level plan at the present time would add greatly to the cost and time of construction, without commensurate advantage, either in capacity of the canal or safety of navigation, and hence would be a public misfortune."

"We do find," they say, "in the detailed designs that have been adopted or that are under consideration, some matters where other arrangements are now considered, and the study of these proposed conditions are of a tentative nature and do not in any case affect the main question herein discussed, they are not taken up in this report."

They declare that "the most practical question in the construction of the Gatun dam is the possible slipping and sliding of the body of the dam, and in the body of the dam."

In regard to this question they have reached the conclusion that "the design upon which the work is now being prosecuted abundantly fulfills the required degree of stability, and goes far beyond the limits of what would be regarded as sufficient and safe in any less important structure."

Slides of No Consequence. In regard to the slips which have occurred at several times they assert that they are "of no serious consequence either in the practical execution of the work or in the ultimate stability of the structure."

Having considered the proper height for the crest of the Gatun dam, they conclude that "it could be safely reduced 20 feet from that originally proposed, namely, to an elevation of 115 feet above sea level, or 20 feet above the normal level of the water against the dam."

This change, they say, "will facilitate the work of construction, and will save somewhat the cost of the proposed work. As to the change in the lower locks on the Pacific end of the canal from La Roca, on the shore of Panama Bay, to Miraflores, about four miles inland, they report that the settlements which have occurred as a result of the change "cause no reason to doubt the stability of the proposed dam. This change having been made because 'objection might be made from a military point of view to placing locks on the shores of the bay, exposed to guns of hostile ships,' the board of engineers estimate that it will increase the cost by about \$10,000,000, but that it will greatly lessen the cost of fortification."

Good Reason for Widening.

Another change, that of increasing the minimum width of the bottom of the canal for about 4.7 miles in the Culebra cut, they estimate will increase the cost of the work by about \$15,000,000, but they say it will not delay the completion of the canal, that it will permit ships to pass one another in this portion of the canal and otherwise facilitate navigation. "If slides occur after the completion of the canal," they say, "the wider canal is not as likely to be blocked as a narrower one." They approve the change in the proposed location of the breakwater at the Atlantic end of the canal.

Cost Will Be \$360,000,000.

Their estimate of the complete cost of the canal is \$360,000,000. They say it is incorrect to state that the original estimate of the cost was \$160,000,000, as this does not include "sanitation and zone government." They estimate the expense of sanitation and zone government at \$25,000,000, while payments to the Republic of Panama and to the New Panama Canal Company amounted to \$50,000,000, which would make the difference between the present estimate and the previous estimate with cost of sanitation and zone government and payments added only \$100,000,000. "Of this amount," they say,

"nearly one-half can be accounted for by the changes in the canal and appurtenant works already referred to and the remainder is to be attributed mainly to the higher unit cost of the different items of the work."

Commend Canal Management.

Commendation is expressed at the present condition of the work and the engineers voice the belief that "in no great construction work has so much been done for employees in the way of furnishing necessities, comforts and luxuries of life at the cost of the work as has been done in this work. This is one reason of the high cost of the canal."

In their opinion, "the work is well organized and is being conducted energetically and well."

"We see no reason," they add, "why the canal should not be completed as estimated by the chief engineer, by January 1, 1915; in fact, it seems that a somewhat earlier completion is probable if all goes well."

Objections to Sealevel.

Considering the cost and time of construction of a sea-level canal as compared with the lock type, they hold that "most of the factors which have

GOING NORTH IN SEARCH OF EXPLORER COOK.



Dillon Wallace. Copyright, 1909, by George Grantham Bain.

NEW YORK, Feb. 17.—(Special.)—Dillon Wallace is actively preparing for the trip he is planning in search of Dr. E. A. Cook. He expects to start in July, and will go to Etah, which was Cook's headquarters. There he expects to find some work of Cook; but if he does not intend to start with an Eskimo party along the route planned by Cook northwest across the peninsula, and when he reaches the ice-covered sea he will go north, skirting the coast and making inquiries among the Eskimo, if he meets any, and looking for signs of the explorers. He will keep along the coast, turning east and coming south along the strait. His travels in Labrador, about which he has written so entertainingly, have fitted Mr. Wallace for this work.

operated to increase the cost of the lock canal would operate with similar effect to increase the cost of the sea-level canal, and at the present time there are additional factors of even greater importance to be considered as affecting the time of completion and cost of a sea-level canal."

One of these they find is the Gamboa dam, work on which is to be started as soon as possible. They declare that it could not be completed until after the time required for the completion of the lock canal."

Further than this they say a change of type would result in abandoning work which represents a large expenditure.

They state that by the change the River Chagres and the rivers on the isthmus tributary thereto, "instead of being allies, would be enemies of the canal and floods in them would greatly interfere with the work."

Dams Safe From Earthquakes.

Replying to the criticism "that the canal region is liable to earthquake shocks and that a sea-level canal would be less subject to injury by earthquake than a lock canal," they assert that "dams and locks are structures of great stability and little subject to damage by earthquake shocks," but even if they could regard earthquakes as a source of serious damage to any type of canal on the isthmus, "their effect upon the dams, locks and regulating works proposed for the sea-level canal would be much the same as upon similar structures of the lock canal."

As to the question of water supply they say: "It is so much greater than any need that can be reasonably expected, that the best method of securing more water when the time of need arrives does not require to be considered now." They say that they can find no reason to believe that the loss of water by seepage through the ridges surrounding the Gatun dam, "while in our judgment," they add, "the bed of the lake will be practically impervious to water."

The engineers who compose the board are Frederick Steers, James G. Schuyler, Arthur P. Davis, Isham Randolph, Henry P. Allen, John R. Freeman and Allen Hazen.

Another Organization Forming.

PENDLETON, Or., Feb. 17.—(Special.)—Though the farmers of Umatilla County already have a strong organization in the Inland Growers' Association, a second organization is to be formed Saturday. It is to be a county branch of the Farmers Educational and Co-operative Union of America which is strong in Eastern Washington. An organizer has been at work in this state since the first of the year and local branches have been formed among the farmers in the neighborhoods of Helix, Adams, Athena, Weston and Milton and Saturday it is proposed to form a local branch here.

Malady Kills Horses.

PENDLETON, Or., Feb. 17.—(Special.)—Some mysterious malady is killing horses in the Juniper country, according to a report brought to Pendleton yesterday by William Mills, a rancher, who has been at the scene. He says the symptoms of the disease are well defined and that death always follows within a few hours. The stricken animal will suddenly appear sick and then lie down with its hind legs stretched out backward. These stiffen and remain in that position for four or five hours, at the expiration of which time he is dead.

Quarantine Is Raised.

SALEM, Or., Feb. 17.—(Special.)—Quarantine on the Oregon State Insane Asylum, which has been in force for some time on account of several cases of diphtheria, was raised today.

HOUSE RESTRICTS LIQUOR TRAFFIC

No More Interstate Shipments Unless Consignee Is Named.

FORBID C. O. D. BUSINESS

Cannon Joins Prohibition Forces Which Win by Three to One.

Penalty Retained in Spite of Long Filibuster.

WASHINGTON, Feb. 17.—An attempt to abolish capital punishment under Federal laws today blocked the conclusion of consideration of the penal code bill in the House, sitting in committee of the whole. The most important amendment incorporated in the bill was one to regulate interstate shipment of intoxicating liquors. Humphreys offered an amendment agreed upon by the House leaders to regulate the interstate shipment of intoxicating liquors.

No More C. O. D. Liquor.

The amendment, which is the Knox bill that passed the Senate, forbids the transportation of liquor in interstate commerce unless it is consigned to bona fide consignees and unless the package is labeled plainly with the name of the consignee and the exact character of the contents is shown. The amendment prohibits shipment of liquor C. O. D.

Bartholdt, of Missouri, sought to amend the amendment so as to include "cider, so-called temperance drinks and all beverages containing more than three percent of alcohol."

The Bartholdt amendment was voted down, 82 to 81. Five Humphreys amendments were then adopted, 129 to 40. Speaker Cannon voted with the prohibition forces.

Filibuster on Capital Penalty.

McCall, of Massachusetts, led the fight against capital punishment, and when he was voted down, made a point of no quorum. Just before this, by 27 to 25, the committee had declined to substitute execution for hanging as a death penalty.

A motion to take a recess was opposed by the enemies of the bill and a filibuster ensued. The doors were finally closed and the Sergeant-at-Arms sent after absent members.

Nearly two hours later, at 7:50 P. M., when Madden, of Illinois, answered the roll call, a quorum was secured and the House was declared in recess until tomorrow at 11 o'clock.

M'VEAGH RESIGNING JOBS

Chicago Man Said to Be Getting Ready for Taft's Cabinet.

CHICAGO, Feb. 17.—Further color to the report that the portfolio of Secretary of the Treasury in Mr. Taft's Cabinet had been informally tendered to Franklin McVeagh, of Chicago, was given today by an assertion in business circles that Mr. McVeagh had decided to withdraw from the leadership in his wholesale grocery business and his directorship in the Commercial National Bank. Mr. McVeagh did not deny the report, but he declined to comment on it.

Retirement from the banking and importing business would be necessary to make him eligible for the post, which, as a Postmaster-General-to-be, conferred with a number of business men during the day.

SEATTLE DENIED THIS PLUM

New Washington Judgeship Likely to Go to Tacoma Man.

OREGONIAN NEWS BUREAU, Washington, Feb. 17.—If the Senate passes the bill passed yesterday by the House, authorizing the appointment of the Federal Judge in the Western District of Washington, the appointment will probably be given to some Tacoma or Southwestern Washington man. The fact that Judge Hanford has been killed and the fact that the chances of others from that city, including Senator Piles' law partner, who was an active candidate. The appointment will probably not be made until W. H. Taft becomes President.

SEEKS LEAVEWAY FOR TRUSTS

Washburn of Massachusetts Would Amend Anti-Trust Law.

WASHINGTON, Feb. 17.—A bill introduced by Representative Washburn, of Massachusetts, yesterday, proposed to amend the act of 1890, to protect trade and commerce against unlawful restraints and monopolies, and would change the act so that it will not "prohibit any act or contract in restraint of trade or commerce among the several states; provided that such restraint be necessary to the carrying out of the duty of determining whether a 'trust' or monopoly was restraining trade only to a reasonable extent or otherwise."

Hawley Aids Tillamook.

OREGONIAN NEWS BUREAU, Washington, Feb. 17.—At the request of Representative Hawley, the river and harbor committee has passed a resolution asking the Board of Army Engineers to go over data now in their possession and report to Congress a feasible project for improving the Tillamook River from its mouth to Tillamook City. Before making its report, the Board is instructed to confer with the commercial bodies of Tillamook.

Fulton Gives Salmon Feast.

OREGONIAN NEWS BUREAU, Washington, Feb. 17.—Senator Fulton gave his annual salmon feast to the members of the Senate today. Practically the entire Senate disposed of two chinook salmon served in the Senate restaurant.

Adopt Hawley Amendment.

OREGONIAN NEWS BUREAU, Washington, Feb. 17.—Representative Hawley secured the adoption of the following amendment to the Indian appropriation bill: "That within one year any religious or educational society who does work among the Indians on any lands of the Siletz reservation, Oregon, shall have the right to purchase 10 acres of land on said reservation, or a less quantity at \$2.50 an acre, and the same shall be conveyed to such religious or missionary society by patent."

Commercial Club Gives Banquet.

ELGIN, Or., Feb. 17.—(Special.)—With Blumenstein's Opera House completely filled with Elgin enthusiasts, the Elgin Commercial Club gave its first annual banquet last night. Vocal selections and

Lipman, Wolfe & Company invites the inspection of new and exclusive Spring merchandise now being opened daily in all departments.

Many patterns are exclusive with us in Portland. Some are imported and cannot be duplicated, even by ourselves. A great variety of

New Suits New Dresses New Millinery New Hosiery

New Dress Goods New Silks New Wash Goods

New Embroideries New Corsets New Gingham, Etc.

TODAY—Demonstration of La Vida and W. B. Corsets by Mrs. E. D. Dean, of New York. Clean-up bargains in Suits, Waists, Coats, Skirts, Pictures, Leather Goods, Jewelry, Laces, Underwear, Etc.

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some by a male quartet were rendered. Music was given by an orchestra, and ten-minute talks were made on resources prospects and future, boosting, knock-knocks, growing of strawberries, growing of apples and other fruit, and public schools. Later supper was served at Eagles' Hall. The Elgin Commercial Club was receiving the support of the entire community.

amendment proposed to the General Appropriation bill, the President is directed to reserve not to exceed 50,000 acres of unallotted lands within the Flathead Indian Reservation, Montana, at the junction of the Pend d'Oreille and Jocko rivers, as a National Bison range. Forty thousand dollars is appropriated to be paid to the Indian tribes and to fence the range.

Mexico City.—A sensation was created among the Mexican Catholics last Saturday when the Mexican flag, which had been hoisted over the cathedral in honor of Archbishop Posa Mora del Rio was hauled down

by Federal soldiers by orders of President Diaz himself, although Mrs. Diaz is a Catholic, the reason being that the laws of Mexico separating church and state forbid such governmental recognition of the church.

Denver.—Two men held up a saloon in Elgin Tuesday at midnight, sacked and tied the proprietor, Joseph Hite, robbed him of \$125 and made good their escape. Hite managed to loosen his bonds after the men escaped, and telephoned the police. Shortly afterward a police automobile with half a dozen officers armed with Winchester was held up by officers, who took them

for the robbers, and a serious shooting affray was narrowly averted.

New York.—Mrs. Caroline Le Hart is believed to be dying at the Seneca Hospital after she was found unconscious in a hallway of her home in Brooklyn Tuesday night, from a deep gash in her throat. An examination of the interior of the home indicated that there had been a struggle. Samuel Haggman, the woman's grandfather, who made his home with her, is being sought by the police. Mrs. Lehart was able to escape that Haggman stabbed her when she refused to give him money.

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Blizzard Delays Trip to Town and Rough Miners Aid in Christening Tiny Stranger.

FAIRBANKS, Feb. 17.—(Special.)—Barely securing shelter in time while a blizzard swept in icy fury and while the mercury was hovering near the 40-below mark, a baby boy was born to Mrs. Amos W. Broughton, at a roadside 5 miles from here on the Circle trail. Mr. and Mrs. Broughton started from their home at Saw Spit for Fairbanks, where they hoped to receive medical attention for Mrs. Broughton.

The weather was threatening when they began the journey and the dreaded Eagle Summit was passed as snow began falling in a blinding fury. But for the assistance of the mail-carrier they could not have reached the roadside. Finally, half frozen and suffering intensely, Mrs. Broughton reached the roadside and, concerning ways that were new to him, the mother directed her husband. Gathered about the bedside were men fresh from the Wintry trail, and the stars of the early Arctic morning looked down upon the christening of William Wallace Broughton.

Mrs. Broughton was sent to Alaska as a teacher to the Indians two years ago. Her name was Miss Carr, and she had been a trained nurse, and on this occasion she became her own patient.

CONDENSED NEWS BY WIRE

Chicago.—Representatives of cement plants worth \$150,000, many of whom will be exhibitors at the second annual show, which opens tomorrow, are registered here for the fair.

Valencia, Spain.—Five persons were killed and 15 injured, 25 seriously, by the collapse of a floor in a hall where lots were being drawn for conscription Wednesday.

New York.—Charles Frohman, the theatrical manager, left New York for London on the Canadian liner Lusitania. He will be gone six months to look after his theatrical interests.

Marshalltown, Ia.—C. M. Heiden, of Ringstead, Ia., was killed and five other men were seriously injured Tuesday night when a handcar on the Northwestern railroad, on which they were riding was struck by a locomotive.

Washington.—Secretary Newberry has written a letter to Charles Dutz, a seaman on the S. S. California, commending him for his heroism for jumping into the sea while the vessel was full of persons and saving the rescue of two officers who had fallen overboard.

Butte, Mont.—In observance of the law against pool-playing in Montana, the rooms in Anaconda were not opening in Butte, while the Sheriff has issued no statement, the rooms will close Thursday. The first time in its history betting on horse racing has been driven from the state.

Cleveland, O.—A charge of assault and battery, declares that an operation on teeth in Cleveland Tuesday night when a parol, but the parole officer has reported against such action.

San Bernardino, Cal.—Manuel Moreno, a Porto Rican, is in jail awaiting trial for alleged theft of diamonds. He is attempting suicide by rubbing sugar into his eyes.

El Paso, Tex.—The construction forces of the Southern Pacific Railroad and Phelps, Dodge & Co. clashed at El Paso, Ariz., Tuesday afternoon on the lines being built into Cortland, Ariz. Both companies are rushing construction of their lines into the new gold camp, and both claimed the same right of way on a hillside. The forces of the opposing companies spent all afternoon destroying the work done by their rivals.

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