

MUCH DEPENDS ON TAFT'S MESSAGE

Task Made Difficult by Disaffection.

TARIFF SCHEDULES MAY WAIT

President's Course in That Regard Not Determined.

EXTRA SESSION UNLIKELY

Neither Party Anxious to Assume Responsibility Ahead of Time.

WASHINGTON, Nov. 27.—When Congress meets, a week from tomorrow, it will have three months in which to perform whatever may be the demands of a Republican Administration. After that the fate of the Taft legislative programme will depend on the will of a Democratic House and a Republican Senate.

The success or failure of the coming short session of Congress will rest with the character of the executive message to be sent to the legislative bodies.

Many of the Republicans who were defeated in the recent elections are not expected to carry with the best of grace the blows a harshly administered, and this gives the President a difficult task.

Tariff Likely to Wait.

Realizing that he will be criticised if he fails to demand of Congress further revision of the tariff—especially of the wool and woolen schedule—and fully cognizant that the prospects would be all against the success of such a programme if submitted, the President, it is said, has not made up his mind definitely what his course will be. The chances are that he will not insist upon action within the approaching session, but that he will offer to the Democratic House and the Republican Senate a year hence a programme for tariff revision which will be supported with facts and figures gathered by the tariff board.

Appropriations Come First.

Within the short session 14 regular appropriation bills, carrying an aggregate of a billion dollars or more, must be passed. Otherwise there would be necessity for an extra session next Spring. The result of such a session would be to bring the Democrats face to face with the necessity of doing something nine months in advance of the time they would ordinarily be called upon to assume responsibility. For many reasons, neither Democrats nor Republicans want to precipitate this situation.

Democrats Are Embarrassed.

But the Democratic leaders are much embarrassed by the President's position in favor of beginning the revision of the tariff by schedules. They go even further than Mr. Taft in their denunciation of the wool schedule, and while preferring themselves to designate the way of its amendment, they admit that they will find it difficult to resist an effort at reduction whenever and by whomsoever it might be undertaken. Such also is the case with reference to other schedules. They could scarcely do less than co-operate in reductions at any time.

Among the measures to be pressed are those providing for the fortification of the Panama Canal and this, it is conceded, will provoke controversy; the amendment of the postal laws so as to provide for a parcels post along rural delivery routes and for increased postage on the advertising portions of magazines; the granting of ship subsidies; the pensioning of supernumerary employees of the civil service; the creation of a public land court and the establishment of forest reserves in the White Mountains, in the North and the Appalachians in the South.

New Battleships Probable.

Opposition to the naval programme for the annual addition of two battleships to the Navy may be expected, but it probably will not be effective in the approaching session.

The forest reserve bill occupies a favorable position and probably will become a law. It has passed the House and a day for a vote on it by the Senate has been fixed.

The ship subsidy bill is the unfinished business in the Senate, but some of the Democrats may even now that any present effort to pass it would result in an extra session. They are ready to talk it to death.

Income Is Three Billion

Corporation in United States Are Wealthy Concerns.

WASHINGTON, Nov. 27.—The net income of the 32,690 corporations of the United States which are subject to tax under the corporation tax law was \$2,125,470,000 for the year which ended on June 30. According to returns made to the Internal Revenue Bureau, the capital of the corporations was \$52,371,625,572 and their bonded and other indebtedness was \$11,122,362,924.

YEAR IS BIG FOR LIQUOR AND OLEO

Tobacco Also Furnishes Record Revenue.

"Moonshining" Is Especially on Increase in Prohibition States, Government Report Says.

WASHINGTON, Nov. 27.—The United States has just passed through a banner year for drinks, smokes and oleomargarine. Here is the Nation's record for the 12 months ended on June 30, as it shows in the figures of the internal revenue bureau:

Of distilled spirits, 163,000,000 gallons, 20,000,000 gallons more than the year before.

Of fermented liquors, 53,455,111 barrels, an increase of 3,000,000.

Of cigars, 7,600,000,000, or 140,000,000 more than 1909.

Of cigarettes, 6,550,000,000, an increase of 1,000,000,000.

Of plug, fine cut, cube cut, granulated or sliced smoking or chewing tobacco or snuff, 492,000,000 pounds 4,000,000 more than the year before.

Of oleomargarine, 141,562,282 pounds, 20,000,000 pounds increase.

Illicit distilling and manufacturing of moonshine whiskey is on the increase, "especially," the bureau says, "where there are state-wide prohibition laws."

The internal revenue receipts on all these things—and certain other things, such as playing cards and mixed flour—amounted to more than \$28,500,000. While the manufacture of oleomargarine has increased, the tax receipts were disappointing. That is said to be because a large proportion of the oleomargarine is so made as to take a lower tax than formerly.

WOMAN ATTEMPTS SUICIDE

South Bend, Wash., Resident Prevented From Jumping Into River.

Standing on the railing of the Morrison-street bridge, Miss Ransow, 25 years old, a former school teacher of South Bend, Wash., was prevented from leaping into the Willamette River at 12:30 o'clock this morning by David Eklund, an employee of the Goodyear Shoe Company.

In an apparently demented condition, the woman was removed to the police station in an ambulance and later to the woman's department of the County Jail, where medical attendance was procured.

Miss Ransow, it was learned by the police, has been staying at the home of Miss Kate Parker, at Ivanhoe, a suburb of Portland. A short time ago she met with an accident which affected her mind. Mr. Eklund's attention was first drawn to the woman when he saw her running toward the bridge at East Third and Morrison streets. He followed and was just in time to seize her and prevent her suicidal attempt.

BUFFALO HUNT ABANDONED

Montana Attorney-General Objects and Canadians Change Plans.

OTTAWA, Nov. 27.—(Special)—While it is admitted that a Canadian expedition to hunt the remainder of a herd of buffalo, purchased by the Canadian government, in Montana, had been planned, the official version of the story differs from that which was sent out from United States sources recently.

Dispatches from the United States stated that the Attorney-General of Montana had stepped in and that trouble would be encountered if any shooting, as contemplated, were attempted. There will not be any shooting now, of course, at least not by an organized party of Canadian sportsmen.

The Attorney-General of Montana gave an opinion that the wild buffalo are subject to the protection of the state, and the plan, therefore, of shooting any of the animals by an organized hunting expedition from Canada was abandoned.

RAILWAY HEADED TO COAST

Engineer Kyle Surveying Line West From Jacksonville.

MEDFORD, Or., Nov. 27.—(Special)—It became known today that George A. Kyle, until recently with the Hill railroad, is surveying a railroad line from Jacksonville, Or., over the mountains west into the Applegate Valley. Although Kyle is seemingly in the employ of W. S. Barnum, president of the Rogue River Valley Railroad, the belief has arisen that Hill is feeling for an outlet to the coast for the Oregon Trunk, his new line through Eastern Oregon.

Mr. Kyle was formerly assistant engineer of the Chicago, Milwaukee & St. Paul Railroad, and was connected with the Oregon Trunk during the past year. Chief Engineer Gerig, of Hill's Pacific & Eastern Railroad, disclaims any knowledge of Mr. Kyle's connection with the Hill system. Mr. Barnum of the Rogue River Valley Railroad says that Kyle is simply in his own employ.

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HAWTHORNE LIFT PUT IN POSITION

Willamette Spanned by New Bridge

10 DAYS' WORK YET REMAIN

Mayor Simon and Drake C. O'Reilly First to Cross.

CROWD VIEWS OPERATIONS

In Less Than Two Hours 840-Ton Lift Is Moved to Its Place by Steamers--Traffic Over River Soon to Be Possible.

While thousands of persons, grouped on the Morrison-street bridge, on boats and rafts and along the banks of the Willamette River, watched the progress of the work with eager interest, the huge lift span of the Hawthorne bridge was yesterday afternoon drawn into position and its ends hooked to the immense cables connecting with the counterweights which are to be used in elevating it to permit the passage of steamers.

The whole operation occupied very little in excess of two hours. About 2 o'clock the river steamers Shaver and Sarah Dixon started pulling on the screws moored underneath the 840-ton lift. Slowly the great bulk, 353 feet in length, swung out into the stream from the place where it was constructed on the north side of the east end of the bridge. Once clear of obstructions the lift was handled by great hawsers which were operated by engine and man power, while the Shaver and the Sarah Dixon stood by to steady it, the ropes which bound them to the lift being tightened and loosened as demanded.

Plans Carefully Laid.

Everything had been carefully planned in advance by Thomas Darrow, superintendent of construction for the United Engineering & Construction Company, which had the contract for the superstructure of the bridge. The plans worked out without a hitch. All that now remains to be done is to remove the screws from underneath the lift and the falsework from beneath the enormous concrete counterweights and the bridge will then be ready for traffic, with the exception that there yet remains some flooring, paving and incidental work to be done. Tuesday or Wednesday of next week should see the bridge open to the public, says Drake C. O'Reilly, of the company which handled the superstructure work.

Mayor Simon has the honor of being the first city official to cross the new bridge from the west to the east bank of the Willamette River. Mr. O'Reilly was the first private citizen to cross the span. Neither Mr. O'Reilly or Mr. Simon waited till the span was hooked up to the counterweights. They crossed almost simultaneously about 2:45, taking chances with their safety in order to claim the honor of having been first across. They grasped the first opportunity to scramble (Concluded on Page 10.)

INDEX OF TODAY'S NEWS

The Weather.

YESTERDAY'S—Maximum temperature, 43 degrees; minimum, 26 degrees. TODAY'S—Occasional rain; southerly winds.

Foreign.

Fifteen Mexican rebels killed in fierce battle with government troops. Page 1. Irish factions fight on streets of Cork. Page 2.

National.

Results of short Congress session depend on Taft's message. Page 1. Governor Clark says Finchism is curse of Alaska. Page 2. Year's consumption of drinks, smokes and oleomargarine is large. Page 1.

Domestic.

Michael Cudahy, founder of big packing firm, dies. Page 3. Count demands too much American money, so he loses both letters and cash. Page 3. Proposed rate increase favors Chicago over New York for Western trade. Page 1.

Governor-Elect Johnson, of California, opposes inaugural ball. Page 1. Count de Beaufort sees fame ahead on vaudeville stage. Page 4.

Sport.

Champion Weigast's demands ridiculous, says Owen Moran's manager. Page 11. Question of state football championship may be decided between Willamette and Multnomah. Page 11. McLaughlin Club team wins amateur football honors from Wabash. Page 11.

Pacific Northwest.

Salem to welcome Oregon Development League delegates today. Page 5. Oregon hop crop estimated by dealers at 52,000 bales. Page 5.

Portland and Vicinity.

Hawthorne bridge lift span placed in position. Page 1. Portland will not demand recount, though injustice is felt. Page 8. Judiciary amendment routes fire of local attorneys. Page 8.

Apples about to open here Wednesday.

Child dead; other children and mother ill; poisoning indicated. Page 8. Count and Countess Viro von Helstein Rathlous lodged in City Jail on larceny charge. Page 10.

East Side clubs want public service commission exclusively for Portland.

Storm grips Northwest and rivers rise. Port of Coos Bay will expend large sum in harbor improvements. Page 4. Oregon Agricultural College will extend work with experiment stations. Page 5.

5000 BABIES ARE STARVING

Startling Conditions in Chicago Due to Labor War.

CHICAGO, Nov. 27.—The citizens' strike committee, which has investigated conditions in the families of striking garment workers, reported today that 5000 babies are starving as a result of the labor war. The report was made at a meeting at Hull House and a special babies' milk fund was started at once by members of the committee.

Estimates at the meeting showed it would take at least \$100 a day to provide milk for babies in actual want, and the suffering appeared so great that \$100 was contributed by members of the committee. The fund is to be kept distinct from other strikers' funds.

The garment strike is no nearer settlement than it was a week ago, according to reports of the unions, and both sides have settled down for a long struggle.

DEER RUNS FAR TO DIE

Animal Chased by Coyote Breaks Neck in Backyard.

WALLA WALLA, Wash., Nov. 27.—(Special)—Driven from the mountains by a coyote, a 3-year-old buck deer, exhausted from its long run and frightened by unaccustomed surroundings even after its pursuer had given up the chase, staggered blindly through the yard of the home of S. P. Wright here today, and running into a wire fence, fell dead with a broken neck. The Wright family today feasted on venison.

Rebels Forced to Retreat.

Within half an hour, General Navarro reached the scene with his infantry and opened fire. Again the rebels retreated, only to seek a new position, from which they were again dislodged.

At last they fortified themselves behind a stone wall, where they made a determined stand. The firing was heavy and here most of the loss of life occurred.

Maderoists Fly to Hills.

After several hours of heavy fighting the rebels broke for the mountains. They were pursued by the infantry for three miles. The cavalry did not join in the pursuit because of the rough country. Behind the stone wall the bodies of 15 rebels and ten dead horses were found.

The Federals abandoned the pursuit in order to make camp and then care (Concluded on Page 8.)

15 REBELS SLAIN IN FIERCE BATTLE

400 Maderoists Routed by Mexican Troops.

ENGAGEMENT LASTS 6 HOURS

Federal Forces' Rear Guard Ambushed by Insurgents.

NO REGULARS ARE KILLED

Revolutionists Make Determined Stand Behind Stone Wall at Fresno, but Are Forced to Flee From Position.

CHIHUAHUA, Mexico, Nov. 27.—In an engagement near this city today which lasted from 9 o'clock in the morning until 3 o'clock in the afternoon, 600 Federal troops routed a force of 400 Maderoists, driving them repeatedly from a strong position and compelling them to take to the mountains.

The revolutionists lost 15 killed and many wounded. There were no fatalities on the Federal side but several, including three officers, were wounded.

General Navarro was in command of the Federal troops. He left Chihuahua at 5 o'clock this morning, at the head of four companies of the second battalion and two squads of cavalry from the 13th regiment.

Rear Guard Ambushed.

Near Fresno, 12 miles out, one of the squads of cavalry fell behind, to guard the road. They were ambushed by the rebels, who opened fire from hills on both sides of the highway.

Captain Florentino Gavica with 50 troopers drove the enemy from their positions. He waited for a portion of the Federals, who had gone forward, to reinforce him before pursuing the insurgents. In the meantime, the latter took a position on another hill, a short distance away and prepared to resist an attack.

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JOHNSON VETOES INAUGURAL BALL

SACRAMENTO, HOWEVER, WANTS CONVENTIONAL AFFAIR.

California Governor's Avoidance of Pomp May Veil Desire to Pacify Factions.

SACRAMENTO, Cal., Nov. 27.—(Special)—Notwithstanding the fact that Governor-elect Johnson has addressed letters to Mayor Beard and to the members of the inaugural ball committee expressing his wish that there be no inaugural ball or other social function on the occasion of his induction to office, the ball in all probability will be held according to schedule.

The Governor-elect's letters express appreciation of the good intentions of the people of Sacramento, but declare that he would prefer to take his seat without ostentation. Some of the committee members are inclined to respect his wishes, but others are for carrying out the programme as arranged.

Mayor Beard tonight declared that he was in favor of going ahead with the ball. He had not yet, however, received from the mail the letter from Johnson. Mayor Beard said that the inaugural ball was not given for Hiram Johnson or any other individual.

"It is a state affair, given for every state official and member of the Legislature," he said, "and I do not believe any one man should dictate whether it should be held or not."

The letter is looked upon by some as an effort to pacify all sides in connection with the inaugural ball controversy and to put an end to the feeling that has been occasioned by the elimination from the committee appointed by Mayor Beard of several prominent Republican politicians and others who took an active interest in the election of Johnson.

HOMES GIVE WAY TO WATER

New Mexico Reservoir Project Ousts 2000 Persons.

EL PASO, Texas, Nov. 27.—Preparations are being made by the Government to remove nearly 2000 people from their homes in order to make room for the great Elephant Butte reservoir near El Paso, N. M.

Six Mexican villages, ranging in population from 50 to 700, will be inundated when the water is turned on. Among the towns to be obliterated is Perajo, once an important station and distributing point on the old Santa Fe trail, with a population then of 3000.

Some of the towns are among the most ancient in America, their origin dating back several centuries. From Perajo the trail entered upon the famous Jornada del Muerto (Journey of death), where scores died with thirst in the old freight days.

The Government is now engaged in buying up the farms and villages, and by the time water is available, the great basin of 40,000 acres will have been deserted. The ranchers will be allowed to till their land until driven out by the water. A Government agent, who returned here yesterday after spending three weeks in that region, stated that he met but one American during the time and that the most primitive conditions prevailed everywhere.

HEIRESSES TO WORK LAND

Rich Illinois Girls Take Up Montana Homesteads.

AURORA, Ill., Nov. 27.—(Special)—Miss Winnie Benschbach, whose father, William Benschbach, of Princeton, is one of the wealthiest men in central Illinois, and Miss Kathryn Smith, daughter of W. F. Smith, also a wealthy resident of Princeton, have taken up land claims in Montana and next April will leave their homes and go to the wilderness, 16 miles from Roundup, Mont., to work their homesteads.

Each girl will fall heirless to a fortune of close to \$250,000. They have each filed on 160 acres and will live in log cabins for 14 months. Their claims apply and the two cabins will be but 30 feet apart. Both girls say they understand farming and will superintend the work on their claims.

HOSTILE NATIVES KILLED

Murderers of Seattle Planter on Mindanao Pay Penalty.

MANILA, Nov. 27.—Detachments of troops and constabulary are operating against the hostile Manobos in Davao, Mindanao Island. One column has killed several of the tribesmen, these including two who were implicated in the murder of Earl Gerr, a planter from Seattle.

Another column has killed three implicated in the murder of Gerr and other planters, and has recovered Gerr's body.

A third detachment had two soldiers wounded, while a fourth lost one soldier killed in ambush. The rounding up of the tribesmen continues.

MIDDY'S LUNG PUNCTURED

Despite Injuries Navy Man Played Great Game Against Army.

ANNAPOLIS, Md., Nov. 27.—After the return from Philadelphia of the victorious Navy football squad tonight, it was learned that Ingram C. Sowell, the midshipman quarterback, played almost the entire game with the West Point cadets yesterday while suffering from a broken rib and probably a punctured lung.

He probably will recover without any more serious complications.

CHICAGO GAINS BY ADVANCE IN RATES

Proposed Schedule Is Against New York

RAILROADS OUTLINE MOVE

Coast Pays \$1 More From Atlantic, 50c From Lakes.

PLAN IS TENTATIVE YET

First Request Will Be for Maintenance of Existing Schedules. Widespread Increase Is Proposed as Alternative.

CHICAGO, Nov. 27.—(Special)—Existing through freight rate to the Pacific Coast from Chicago is \$3 a hundred pounds.

From New York it is \$3 a hundred pounds. The proposed through freight rate to the Pacific Coast from Chicago will be \$3.50 a hundred pounds.

From New York it will be \$4 a hundred pounds. Chicago will be moved across the freight rate map of the United States 50 cents a hundred pounds nearer to the Pacific Coast, giving to the great central market the geographical advantage it believes it merits over New York and the Atlantic seaboard, always heretofore denied, in competition for Western trade. This will be realized if transcontinental railroads succeed in a new plan raising their through rates to the Pacific Coast.

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Increase Is Alternative.

The transcontinental lines are now in conference to advance their through rates from Chicago, New York and other Eastern points to the Pacific Slope. They hope to apply to this end the amended long and short-haul clause of the new interstate commerce law effective on February 17.

The railroads seek these increases as an alternative. They do not want to be forced by the Government to reduce their rates to intermediate points in the West, which in some cases are higher than the existing through rate to the Coast.

Their alarm in this direction is justified by the action of the Interstate Commerce Commission in the Spokane rate case, where the original rate from Eastern points equaled the through rate to Seattle plus the local rate from Seattle back to Spokane. The Interstate Commerce Commission reduced the through rate to Spokane, first, to an equality with that to Seattle and later to 10 cents less than that to Seattle.

Existing Rate First Choice. The railroads will ask the Interstate Commerce Commission, first, to maintain the existing rates. Failing in that, they will throw their whole energy into an effort for an increase of existing through rates to the Pacific Coast 25 or even 33-1/3 per cent.

The traffic officers of the transcontinental railroads are already on the job. The officers of the Coast terminal lines seeking the new adjustment have been holding sessions almost daily for 10 days in the office of the Transcontinental Freight Bureau in the Railway Exchange building. They will continue the conference this week.

A tentative schedule of rates now under consideration advances the first-class rate from New York to San Francisco, Seattle and other Coast cities from \$3 to \$4 a hundred pounds, with corresponding increases on the lower five numbered and five lettered classes. The rates to intermediate points are to be graded between these figures. On this basis the first-class rate from Chicago to the Coast would be approximately \$2.50 instead of \$3 as at present.

Many Railroads Affected. The principal railroad systems involved in the plan for a readjustment of the Western rates are the Harriman lines, including the Union and Southern Pacific systems; the Hill lines, the Great Northern and Northern Pacific; the Gould lines, including the Western Pacific and the Denver & Rio Grande, the Santa Fe and the St. Paul, although nearly every railroad in the United States, more or less directly, will be affected.

The present system of transcontinental rates, under which the rates to intermediate points are much higher than those to the Coast terminal points, where water competition is encountered, will be illegal after February 17, according to the fourth section of the amended law, unless approved by the Commission.

The law specified that no rates need be changed by reason of its amendment of this section for six months from the date of the law, August 17.

The roads will ask to have the existing adjustment permitted by the Commission under the discretion of the law, but if that body withholds its authorization they would be required either to reduce their intermediate rates to the level of the competitive rates, or to advance the rates for the shorter hauls.

1920 PORTLAND CENSUS

1910 PORTLAND CENSUS 207,214

1900 PORTLAND CENSUS 90,426

GAIN 130 PERCENT

NEXT!