

TAFT ADMONISHES UNION AND TRUST

Both Labor and Capital, President Says, Will Be Held Strictly to Law.

VIOLENCE IS DEPLORED

Audience Composed Largely of Employees Applauds—Forced Arbitration Is Unlikely to Prove Acceptable.

MILWAUKEE, Oct. 27.—Declaring his intention to enforce the law both as to labor and as to trust, President Taft, before leaving Milwaukee for Chicago today, at a luncheon in his honor spoke to several thousand employees and employers of local factories on the relations of capital and labor.

"We have our problems—of course we have," said the President. "They are going to be a part of the life of American industry, but I think there is one solution of them, and that is that we shall enforce the law against everyone, high or low. Whether it be a trust or a labor union, the law shall be enforced. Then, if the law works unequally, the law can be changed, but as long as the law is on the statute books, let's enforce it against everyone and trust it to no one's discretion."

Unions Declared Necessary. "I have always advocated the existence of labor unions. Without them the individual would be at the mercy and wholly unable to meet with those authorities in his relations with his employers, the greater capital and power of the employer would be so great that it is essential to have an organization among them and to have what we call 'trades unions.'"

Trade unions, I doubt not, have brought higher wages and better conditions because they have stood up in those times when the interests of the employer and the employee were opposed and they have fought out the fight; but we must not fail to recognize that such organizations have prompted at times violations of the law, violence, secondary boycott and other means of seeking to compel their employers illegally to respond to their demands.

All Must Adhere to Law. "Under those conditions there has been nothing to do but enforce the law, and the first lesson I would impart to both employers and employees is the absolute necessity, if we are going to have permanent industrial peace, of the closest adherence to the law."

As to arbitration for industrial peace, that is a question of agreement, I am quite sure the working men and I am quite sure the employers, will not consent to a forced arbitration—at least that has been my experience; but there is a force that can bring about a decision as to what is the right of the issue. That has been tried in a number of states, and I wonder that it has not spread to the public mind.

Whenever there is a controversy between employer and employees, in some states, they have an investigating body that has the power to summon witnesses and go through the whole controversy and report the facts and then form their judgment upon the facts and submit it to the public as to what they think ought to be done. A strike may continue some times after that, but the force of public opinion that is awakened by an impartial decision of that sort will generally control and bring about a right result."

CURRENT PLANT RUSHED

Hydro-Electric Near Hood River to Supply Valley Soon.

HOOD RIVER, Or., Oct. 27.—(Special.)—Within a very short time our plant will be finished at Tucker Bridge and will have our power penetrating every part of the Hood River Valley," said N. C. Evans, president of the Hydro-Electric Company, which is installing a power plant on the Hood River, about six miles from this city.

The first carload of poles for valley lines arrive today and the poles will be put to work at once to place them. Not only will the new system supply power to the Hood River Valley, but lines will be stretched to neighboring towns.

Mr. Evans visited The Dalles today and submitted to the City Council there a proposal to furnish the power for a municipal plant. He will be ready to furnish residents of that city with electricity by February 1, he declared.

AEROGUN RIVALRY KEEN

Army Plans to Invent Land Cannon to Destroy Navy's Plane Batter.

WASHINGTON, Oct. 27.—Recent publications hinting at the development of a remarkable aeroplane gun has brought out the fact that a strong rivalry exists between the Army and the Navy in the construction of aeroplanes and in designing and constructing guns calculated to solve problems introduced in land and sea warfare by the adoption of the aeroplane on land and the hydro-aeroplane on the sea as machines of offense.

It appears that the two bureaus are proceeding on precisely opposite lines. The Army is trying to develop a gun that can be trained with lightning-like rapidity on the swiftly moving aeroplane with the purpose of bringing it to earth, and the Navy is striving to equip its hydro-aeroplane with guns which will shower destructive missiles on fortifications or bodies of troops below.

DARROW AND JUDGE CLASH

(Continued From First Page.)

of society. When he first heard of the Times explosion, he said he attributed it to the instrumentality of labor unions. Attorney Davis attempted to learn whether the taleman's opinions as to the guilt of the defendant would cause him to distrust the defendant if he were placed on the stand. Questions along this line met with objection from the state that the defense was seeking to elicit in advance an opinion as to what weight would be given by a juror to forthcoming testimony. The court sustained the state on this point in every instance. The defense finally challenged Frampton for cause and the state resisted.

At last Frampton admitted that he could not give the defendant a fair

TRIAL AND THE COURT TOOK THE MATTER UNDER ADVISEMENT.

Taleman Has Sold Dynamite. The examination of Taleman Lee, who was begun after the incident of Darrow's refusal to proceed with the trial, disclosed that Lee for eight years had sold dynamite, and though he had made an examination of the Times wreckage, he never had discussed the uses of dynamite with a view to finding out whether it had caused the Times disaster.

"Do you feel now that you know a good deal of the action of dynamite?" asked Darrow. "A little about it."

"Ever have any experience with an explosion of gas?" "No."

From reading the newspapers at first, declared Lee, he thought dynamite had caused the disaster, but later he came to doubt it.

"I have an opinion that it was not dynamite, but I don't know what it was," said Lee.

Lee was passed by for cause by the defense. Horton retracted for the state Lee's account of his half dozen visits to the Times building after the explosion.

"You were seeking light on the cause to confirm your own opinion that it was not dynamite?" "Yes," admitted Lee.

Court adjourned with Lee still under examination.

BISHOP PREFERS ALASKA

TRANSFER TO SOUTH DAKOTA MAY BE DECLINED.

Rev. Peter Rowe Already Has Refused Appointment to Nevada. Missionaries Chosen.

NEW YORK, Oct. 27.—Rev. Peter Rowe, missionary bishop of Alaska, elected today bishop of the Episcopal missionary district of South Dakota. Other missionary bishops chosen by the Episcopal House of Bishops were Rev. D. Trumbull Huntington, bishop at Wu Hu, China, and Rev. Henry St. George Tucker, president of St. Paul's College, Japan.

Bishop Rowe has been bishop of Alaska for many years, and it is believed by some that he will not accept the bishopric of South Dakota. When he was elected bishop of Nevada four years ago he declined to accept, saying at that time: "I will never leave Alaska."

Bishop Tucker is a son of the bishop-conductor of Virginia.

The newly-elected bishop of Wu Hu is well known in China's missionary fields.

PRESIDENCY BEYOND WEST

Governor, Born in Canada, Not Eligible Ever to Fill Taft's Place.

SALEM, Or., Oct. 27.—(Special.)—Press dispatches asserting that Senator Gore, of Oklahoma, has been touted Governor West as a suitable running mate for Woodrow Wilson, of New Jersey, should that gentleman become Democratic candidate for the Presidency of the United States, have evidently failed to take into consideration that the Governor would not be eligible for the office should he become a candidate under those conditions.

The Governor is not a native-born American citizen, taking out his naturalization papers in this city along the early part of the present century. The Governor was born in Canada, and as a result it would be difficult for him to become President of the United States if he happened to be a running mate of Woodrow Wilson and if Wilson, if elected, was unable to fill out his term.

HAWLEY INSPECTS JETTY

Ship Captains and Engineers Point Needs at Coos Bay.

MARSHFIELD, Or., Oct. 27.—(Special.)—With a party of business men Representative Hawley this afternoon was taken in the tug Columbia to the lower bay and out over the bar to inspect the jetty and Government work which has been done. Government Engineer Lewis, of the United States dredger Oregon; Captain Macgregor, of the Breakwater; Captain Olson, of the Nann Smith; and Captain Bendergard, of the tug, explained the needs of the harbor.

Mr. Hawley was shown the damaged condition of the jetty and he expressed himself as confident that the harbor needed the repair and extension of the jetty, as well as the bar dredge, which has been provided. The jetty work must be recommended to Congress by the Army engineers.

MILLS WILL CLOSE DOWN

(Continued From First Page.)

the proposed merger of the Coast mills by saying that the money spent in paying for the services of a promoter or the money that must necessarily be paid to interest Eastern capital would be money wasted and that there was just as good brains and just as much ability properly to handle the situation here in the Northwest as anywhere.

Mr. Bronson urged the association to assist in the proposed advertising campaign, which he assured the members was absolutely necessary in the face of progress being made by other competitive building materials.

Consolidation Is Opposed. A recommendation made by the trustees to see if a consolidation of the Associated Bureau of Grades and Pacific Coast Inspection Bureau would be possible was defeated.

Announcement was made at today's meeting that hereafter the Pacific Coast Inspection Bureau will only inspect export lumber on the grades and rules established by the new G price list adopted by the association last summer, but not generally used.

The meeting was one of the largest held in Seattle in many months. A large number of Portland and other Oregon manufacturers were present, as well as several from British Columbia, Puget Sound and Grays Harbor mills were well represented.

HAWLEY UNABLE TO SEE MANEUVERS.

SALEM, Or., Oct. 27.—(Special.)—Representative Hawley has received an invitation from the Secretary of the Navy requesting the presence of the Representative and Mrs. Hawley aboard the flagship of the commander-in-chief of the Pacific fleet at San Pedro, Cal., on November 1, when the 34 vessels in the Pacific fleet will be inspected for the purpose of showing their preparedness. As Mr. Hawley has engagements in Coos and Douglas counties for the next two weeks, where he is to inspect conditions regarding the need for further Government aid to navigation on the Umpqua, Coquille and Coos Bay waterways, he will not be able to accept the invitation.

GOVERNMENT MINE HAS TAFT SANCTION

Fisher's Suggestion as to Alaskan Policy Made With Official Approval.

OUTRIGHT SALE OPPOSED

Secretary Expresses Admiration for "Permanent Residents" of Territory and Admits Need of Better Local Laws.

CHICAGO, Oct. 26.—Quoting the United States Supreme Court to support his contention that in undertaking railroad construction the Government is in effect "simply resuming one of its own proper functions," and not invading the legitimate domain of private enterprise, Secretary of the Interior Fisher, in an address before the American Mining Congress today suggested Government ownership and operation of mines and transportation facilities in Alaska, on a limited scale.

He declared, however, that direct Government operation, including the mining and sending of coal, involved such deep and far-reaching changes, both of policy and of administration, that there was no likelihood at the present time of its adoption to the exclusion of private operation, and while much can be said for the Government entering experimentally into these fields, it did not believe in the policy of having the Government alone own and mine Alaskan coal.

Outright Sale Thought Unwise. The Secretary expressed opposition to the policy of outright sale of coal rights, saying he believed that the leasing system avoids controversies of both extremes of public and private ownership. He suggested Government ownership and operation of a limited number of properties as an example to private owners and to regulate the latter by competition and the leasing of other fields under fair Government regulation.

Secretary Fisher, in opening his address, said he spoke officially, with the consent of the President, and that while he had had no opportunity to submit what he had prepared, the general Alaskan policy outlined in the address had been approved by the President, met his approval and would receive his support.

He said no one was more earnest than President Taft to see that prompt and wise development inaugurated in Alaska.

Telling of his recent trip to Alaska, Mr. Fisher said that the general opinion of all the harbor and town-site residents which had attracted any considerable public attention, assailed by Geologist Brooks and Director Holmes, of the Bureau of Mines, had examined the mines.

"Permanent Alaskans" Praised. He expressed his high opinion of the people who have become permanent residents in this city along the coast, a substantial percentage of vigorous, law-abiding, law-respecting men and women of the highest type of American citizenship.

"These people," the Secretary said, "are entitled to a territorial government, better adapted to their peculiar location, conditions and needs."

Explaining in detail his plan for the much-discussed controversy over Controller Bay, he said that to develop the site secured by R. S. Ryan and his associates for a pier and several passenger piers or roadways for a distance of two or three miles over shallow flats to a channel. He thought the operations of Ryan and his associates should not be interfered with, because all the rest of the shore along Controller Bay remains free from entry, thus disposing of the contention that a railroad monopoly had been created by Ryan's frontage and, whatever may be the merits or demerits of the harbor, it has not passed out of control of the Government. Moreover, he said, if the Ryan road be built and the Government desires to own it and a reasonable price would not be accepted, the Government could build its own road.

Government Mine Proposed. "My visit to Alaska," said the Secretary, "has led me to take a far greater interest in the Matanuska coal field, which is better in coal, better in physical conditions and freer from competition of private claims than is true at Berling Bay, the Controller Bay field. Matanuska coal should be brought to Seward for the use of our naval coal station and a mine for that purpose can be well opened by the Government on the Matanuska, where it can be made to serve as an example for private mines, to furnish information and to serve as a check upon the profits of the lessee."

The Secretary of the Navy authorized me to state he believes there should be reserved sufficient high-grade Alaska coal for the use of the Navy, to be mined hereafter for this express purpose under the Bureau of Mines."

Explaining in detail his plan for leasing Alaskan coal properties, the Secretary said that the prime requisites of a leasing system are that only sufficient lands be leased to meet the existing market and encourage development; that the quantity leased to any one lessee should be limited to the amount that can be profitably mined; and that the lessee shall pay his royalty as he mines his coal, a minimum being fixed to prevent holding without production.

Locks to Be Viewed. Canal Commission at Oregon City Likely to Pick West Side Site.

SALEM, Or., Oct. 27.—(Special.)—Members of the Canal Commission, including Governor West, Secretary Olson and State Treasurer Kay, will

visit Oregon City tomorrow to investigate the locks at that point and proposed plans of right of way for the new locks. Members of the Commission will arrive at Oregon City at 10 o'clock in the morning. They will meet Major McIndoe, of the Government service, or a representative and representatives of the various concerns interested in the free locks.

The state has made an appropriation of \$300,000 for the locks, to be appropriated \$100,000 annually for three years. The Canal Commission, which was created in 1876, wants to obtain first-hand data as to the condition of affairs at Oregon City and particularly as to the location of the locks, as to whether they shall be placed on the east side or the west side of the river.

The opinion has been given by the office of the Attorney-General that the state has an equity of \$200,000 in the present locks. It was provided that the state could take over the locks at the expiration of 20 years for their value and that the \$200,000 would be returned to the common school funds. The point has been raised that the act of 1870 provides that the state has the right and privilege of taking over the locks at the expiration of 20 years, but that it is doubtful whether this right continues past that time.

According to the interpretation of the opinion of the Supreme Court by the Attorney-General, however, the state is entitled to such an amount and the board will undoubtedly work on this basis. In that event an effort will be made by the board to keep the locks on the west side of the river, as it is considered that the state's equity would be practically valueless if the locks were shifted to the other side of the falls.

DYNAMITE ON TRACKS

IGNORANCE BELIEVED TO HAVE SAVED TRAINS.

Had Fuses Been Attached to Explosive, Many Lives Would Probably Have Been Lost.

SANTA BARBARA, Cal., Oct. 27.—That ignorance of the proper use of dynamite alone saved the lives of many persons prevented the blowing up of a passenger train at Elwood, 10 miles north of here, last night, is the belief of Sheriff Stewart and railroad officials in Santa Barbara, tonight.

Special Police Officer Macey, of the Southern Pacific Company, while investigating a report that some one had fired a shot at the engineer of a locomotive it was passing Goleta last night, today ran across 15 sticks of dynamite tucked in between the switches and frogs of the tracks near Elwood.

The explosive had been placed in two places, a short distance apart, 40 sticks in one pile and 25 in the other.

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This attempt at dynamiting trains is not believed to have been perpetrated by the same man that placed the dynamite under the El Capitan bridge, over which President Taft's train passed the morning of October 17, 1911, on its way to Los Angeles. That dynamite was fully equipped with the necessary fuses and caps, and showed it had been placed for an expert. Nothing in the way of a clue was found.

COLLEGE Y. M. C. A. MEETS

Representatives of Oregon Institutions at Albany.

ALBANY, Or., Oct. 27.—(Special.)—A conference of the Young Men's Christian Association of the colleges of Oregon opened here this afternoon and will be in session all day tomorrow. Fifty-five delegates are here representing the Christian associations of the University of Oregon, Oregon Agricultural College, Pacific University, Willamette University, McMinnville College, Pacific College, Albany College, Phoenix College and the Eugene Bible University.

The conference opened this afternoon with devotional exercises led by Dr. F. H. Gessbracht, pastor of the First Presbyterian Church of Albany. Professor Charles G. Patterson, of the San Francisco Theological Seminary, of San Francisco, Cal., spoke on "The Place and Influence of the Church in History," and Professor Todd, of Willamette University, talked on "The Comprehensive Programme of the Modern Church."

Two addresses by prominent Seattle ministers marked tonight's session. Dr. Edwin Lincoln Smith spoke on "The Church's Call for Leadership," and Dr. H. C. Mason on "The Social Responsibility of the Church."

The sessions are being held in the First Presbyterian Church, Gale Seman.

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of Los Angeles, International secretary for the Pacific Coast, is presiding.

PUPILS TELL OF EFFIGY

Walla Walla School Board Probes Anti-Principal Affair.

WALLA WALLA, Oct. 27.—(Special.)—The examination of all the students suspected of having anything to do with the burning of the effigy of Professor F. C. Heck, principal of the high school, was practically completed at the meeting of the School Board this afternoon. The board is again in session at the high school building for the purpose of deciding the punishment that shall be meted to the guilty students. Every pupil in the school thought to know anything about the burning of Professor Heck's effigy was called before the board yesterday and asked point-blank if he had a part in the proceedings.

From the 50 or 70 students who were present at the burning of the effigy the board has discovered the identity of the five or six lads who were the ringleaders. It also learned the names of eight or 10 more students who were not among the instigators of the scheme, but fell in with the plans and helped to execute them.

SALEM, Or., Oct. 27.—(Special.)—The Railroad Commission has given notice of a hearing to be held in Portland November 11 at 1:30 P. M., to investigate the reason why the Port-

land Railway, Light & Power Company and the Southern Pacific do not establish a derailing device at East First street and Hawthorne avenue.

The Commission recommended that suitable derailing devices should be es-

tablished at that point, the derailer to be operated from the tower which controls the gates, and that suitable visual signals should be installed at proper distance to protect the cars from overrunning the derailing point.

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at

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Advertisement for Ghirardelli's Cocoa, featuring an illustration of the Arch of Triumph in Paris, France, and text describing the product's quality and availability.