

ENTHUSIASM FOR A SHIP SUBSIDY

Meeting of the Friends of a Strong Merchant Marine Is Held.

MANY SPEAK IN FAVOR

Assistant Secretary Newberry Makes Principal Address, Pointing Out the Need and Using Present Cruise of Fleet as Lesson.

CLEVELAND, Dec. 21.—United States Senators, high Government officers, and representatives of many business interests gathered here today in the interest of the ship subsidy.

The convention was, in a degree, the beginning of a campaign of education, but the greatest efforts of the league will be directed against Congress this winter in the interest of the United States mail subsidy for ocean steamships.

Ex-Governor Herrick presided and Truman H. Newberry, Assistant Secretary of the Navy, spoke in favor of subsidy.

Referring to a report of Admiral Dewey in 1895 that on the basis of strength of 25 battleships, the Navy would require from the merchant marine in a serious war, approximately 100 vessels and many tugs, Mr. Newberry pointed out that the vessels, especially of the larger size, do not exist in sufficient numbers in the American merchant marine.

Fleet's Cruise Shows Need of Ships.

The present cruise of the United States battleship fleet, the speaker said, is giving a sharp and unwelcome proof on this point. All of the coal required by the fleet, except a small portion conveyed by regular Navy colliers, had to be entrusted to foreign "tramp" steamers, because there were not enough American steamships available, even though President Roosevelt offered to pay American ships a rate 50 per cent higher than that given to foreign vessels.

"Never," said Mr. Newberry, "has the need of American merchant marine been so real. The deficiency in its relation to the Navy cannot long continue without inviting calamity. Just as in the ancient period of our Government, the relation between the Navy and the merchant marine should be one of interest, reliance and co-operation."

People Do Not Understand Question

William S. Green, of Massachusetts, chairman of the merchant marine committee in the House of Representatives, said:

"There is a great sentiment against ship subsidy in the Central Western states, simply because the people of that district do not understand the question. This must be a lack of education. This will never obtain until the merchant marine until the people drive Congress to action."

"Some of our Representatives in Congress are afraid to grant that this will help some of our rich men and trusts. Whatever the result, we must have the ships. We are asked why private trading companies, merchant marine. The answer is that it is unprofitable and that is why we need Government assistance."

"The building of a great merchant marine would mean almost unlimited labor, yet the labor organizations are opposed to the proposition. I do not understand it. Possibly I am too innocent."

Others Speak in Favor.

Congressman Green said he was going to exert his every effort to have his committee in Congress report favorably upon the subsidy.

Lewis Nixon, of New York, declared that what is needed is a great merchant marine. He said that the Government make it possible for shippers to become active again. Said he:

"Have we got to stand forever and let partisan politics play its game? Have we no American patriotism? One of the causes of the present financial depression is the constant drain of gold from this country, drawn by the foreign shipowners. This subsidy we are asking for the benefit of every person in the United States."

"Do you know that we pay foreign ships \$200,000,000 a year—half the value of our wheat crop—for carrying our exports abroad?"

Humphrey Enthusiases Audience.

W. E. Humphrey, of Seattle, in an address upon "Why America is losing its Pacific and Oriental Trade," enthused the audience to frequent applause. He explained what Congress was doing regarding a subsidy, and what it is to do. He devoted most of his time to the condition upon the Pacific Ocean. He said there were now only eight American merchantmen upon the Pacific Ocean, whereas about a year ago there were about 15, and in the near future all will pass from the Pacific unless something is done by the Government.

"We have wasted our opportunities," he said, "and have wasted our time in talking about trade following the flag. Japan has taught us a valuable lesson. From practically every standpoint, Japan's great victory over Russia in the late war was due to ship subsidy. Japan is gaining mastery of the Pacific. I do not believe there will be war with Japan, and I will do all in my power to prevent it, but if it should come, I want my country to be prepared."

Subsidize All but Marine.

"We are willing to subsidize our rivers and harbors and our railways, but not our merchant marine upon the high seas. I do not believe the people of this country are content to spend \$100,000,000 a year in the building of a great navy without providing for an auxiliary fleet. What will it avail us to have scores of war vessels if we cannot man them? We must have this auxiliary fleet, not only to draw our sailors from in time of need, but to attend our big fighting vessels. We cannot borrow vessels from other nations in time of war. The best measure of peace is always to be ready for war."

"It is my hope that when the great Panama Canal is completed, the first vessel to pass through will be a

NATIONAL SHIP-BUILT IN OUR OWN SHIPYARDS AND BEARING THE NAME OF M. A. HANNA, AND I WOULD LIKE TO SEE THEODORE ROOSEVELT STANDING ON THE DECK UNDER THE STARS AND STRIPES WHEN THE BOAT MAKES THE TRIP THROUGH THE CANAL WHICH WILL UNITE OUR TWO OCEANS.

Foraker Very Much in Favor.

The conference proper was closed by the address of J. T. McCleary, Assistant Postmaster-General, who spoke in favor of subsidized mail-carrying steamships upon the high seas.

At the banquet Senator Foraker's address was a strong argument for the upbuilding of an American merchant marine. As bearing upon his subject, he took occasion to discuss the present financial condition, which, he declared, was inevitable because of many influences, among which was the leakage of the rate bill by the last Congress, making the revenues of 200,000 miles of railroad dependent upon a "rate-making commission of seven men sitting in Washington." He continued:

"To restore confidence and recover the ground we have been losing, we must understand and remedy the cause of our trouble. It is not due to a scarcity of currency, as we have more money and better money today than ever before."

Railroads Cause Panic.

It is not due to over-speculation or inflated prices, for there has not been any extravagance in either respect; it is not due to a conspiracy of rich men to bankrupt themselves and the whole country for political purposes. Many things have contributed, but it was inevitable that sooner or later we should have some such experience as we are now having, when we provided by law that the revenues of over 200,000 miles of railroad, representing more than \$1,000,000,000 of securities, should be turned over to a rate-making commission of seven men sitting in Washington. The work assigned to them is an impossibility."

Senator Foraker paid a strong compliment to the late Senator Hanna and in closing said:

"I continue to believe that the surest and best way to restore our merchant marine is by a return to discriminating duties, and I continue to believe that when we shall have done this our flag soon will be flying over all the oceans."

H. B. Gouder was elected president of the association.

Senator Gallinger, of New Hampshire, also spoke. He said in part: "We must have more ships. These will not only be profitable in the commercial sense, but will be messengers of peace and amity wherever they go."

"As a Nation we have blundered in our legislation regarding shipping until we are a laughing stock to the maritime countries of the world."

BIG FIRE IN BALTIMORE

Millinery, Clothing and Furniture Stores Burn.

BALTIMORE, Dec. 21.—A fire of threatening proportions broke out about 2:30 o'clock this morning in the five-story building at 325 West Baltimore street and was not checked until damage of nearly a quarter of a million dollars had been done.

The building was occupied by the wholesale millinery establishment of Wilensky Bros. & Co., the Baltimore Overall Company and Robinson, Van Alenstien & Co., cabinet-makers.

The flames spread to No. 327 West Baltimore street, adjoining. This building, also five stories, was destroyed above the second floor. It was occupied by Reinhard, Meyer & Co., clothing, and the Walter L. Denny Company, wall paper. The stocks of both firms were ruined.

The fire also spread to some extent to No. 323, occupied by the Baltimore Shoe Company, where damage was done by water as well as fire.

Mr. Wilensky employed about 250 hands and all of them will be out of work. The Baltimore Overall Company employs about 150 hands, and this was its busy season.

The damage to buildings Nos. 325 and 327, exclusive of stock, will probably amount to between \$50,000 and \$100,000.

Bad Blaze at Detroit.

DETROIT, Mich., Dec. 21.—Fire early today gutted the six-story brick building at the corner of Jefferson and Woodward avenues, occupied by Edward D. George, fur dealer, and D. E. Kellogg, wholesale milliner. The total loss is estimated at about \$100,000, divided as follows:

Edward D. George, \$100,000; D. E. Kellogg, \$20,000; and W. N. Carpenter Estate, owners of the building, \$30,000.

Assistant Fire Chief Kelley and Pipe-fitter Robert Hummel were severely injured by escaping horses. Hummel's skull was fractured and he may die.

HAT ORDERS.

Suppose you give him an order for a stylish hat? Chester, Stetson, Denny and Knapp—Felt de Luxe, \$3 to \$1.50. Opera and silk hats, too. Hewitt, Bradley & Co., 244 Washington street.

DRAINING OF TULE LAKE IS UNIQUE

Underground Channel Formed by Nature Widened With Little Labor.

LOCALITY IS HISTORIC

Many Events Connected With This Region—Thought That This New Outlet Can Be Used Permanently for a Drainage.

KLAMATH FALLS, Or., Dec. 21.—(Special.)—Tule Lake is rapidly being lowered by the flow of water through the underground opening near Scorpion Point, discovered a few weeks ago. Reading of the gauges placed in the lake last Summer by the United States Reclamation Service, as reported by reliable persons, showed a decline in a period of 16 days of 1.75-1.60th inches, which would denote an outflow equal to about 700-second feet. This fall of nearly two inches in the level of the vast body of water, covering an area of more than 94,000 acres of land, can be better appreciated when the size of the lake is considered, for it covers more than four townships.

New Opening in Old Channel.

Following the first visit to the whirlpool through which the water is pouring into the great crevice of the lava beds and disappearing beneath the lava formation, a party of men interested in the phenomenon, by reason of ownership of inundated land that has been overflowed by the rising water of the lake during the past few years, succeeded in increasing the size of the opening by pick and shovel work in the vicinity, thereby permitting a much heavier flow to pass out.

It is the impression of those who have long been familiar with the lake that the underground outlet is the same that has drained the lake for many years, but that the original outlet became clogged with debris and silt and the present opening is a new one to the original underground channel.

Being located near the border of the lake, it will not drain the water to any great depth, but those who have visited the spot declare that it is entirely practicable to cut a deeper channel to the body of the lake, which will permit an uninterrupted flow of the water from the deeper portion of the lake.

Channel Can Be Used Permanently.

It is apparent that the water drops a great distance, and therefore it is believed that the channel thus cut to increase the flow can be steadily deepened until the surplus water is entirely drawn off, and thereafter by keeping the channel open the drainage of the vast area will be accomplished with very slight expense. The United States Reclamation Service will make thorough investigations of the situation and take advantage of the phenomenon to assist in reclaiming the marsh and lake-bed lands.

Should the outlet prove as efficient for drainage as now supposed, it may also become the means of draining the vast areas of Lower Klamath Lake, as that section of swamp and lake lands lies at an elevation of almost 30 feet above the level of the surface of Tule Lake.

Situation Is Unique.

It is without exception the most peculiar situation that has arisen in connection with any of the Government irrigation projects, and even more interesting from an engineering standpoint than the opening of a tremendous flow of water from unknown source in the great tunnel of the Uncompahgre project in Colorado. While officials of the reclamation service are reticent as to the possible importance of the drainage of the lake bed by this natural channel, the people of the Klamath project are deeply interested and believe that it means a tremendous saving in the cost of the reclamation works both by reason of rendering unnecessary expensive drainage work contemplated, and also that it will add more acreage to the irrigated areas than has at any time been included in the estimates.

Historic associations of the locality, interwoven with the early explorations by Captain John C. Fremont, who was recaptured from this locality in 1846 when the Mexican War demanded the services of staff officers, and later the scene of the Modoc War and massacre of General Canby and Dr. Thomas, Scorpion Point is distant seven or eight miles from the stronghold of Captain Jack, the evil spirit of the Modoc band, and the broken, furrowed and rifle-pitted region of lava beds, rich in trophies and scattered accoutrements of the troops and warring Indians of the conflict, extends for leagues toward the rim of the McCloud range of mountains, beyond which the disappearing waters of the lake are supposed to find exit to the channels of streams that flow to the Sacramento.

CONTRARY TO ALL PRINCIPLES IN THE HISTORY OF RETAIL MERCHANDISING

We are sacrificing every article in our entire establishment during the great holiday rush, when all other houses are demanding their full profits. These Monday quotations need no further argument.

COATS

100 long Coats in fancy mixtures, broadcloth, fitted loose and semi-fitted. Values up to \$35.00. Monday

\$12.50

\$50 to \$60 Suits; tailored and semi-costume, \$24.50



About 30 Suits, values up to \$27.50, mostly black. \$15.00

EVENING COATS

In chiffon, broadcloth and velvet; the cream of our fine Coats. Values up to \$75.00. Monday

\$32.50



FUR TIES

We have selected about 50 Ties in squirrel, river mink, and French ermine; \$6.50 and \$8.50 vals. Monday

\$2.50

All high-class Furs, mink, lynx, etc. HALF PRICE.

KIMONOS

Long and short Silk Kimonos; values up to \$7.50. Monday

\$3.95

GLOVES

Black cashmerette silk-lined Gloves; regular 75c values.

35 Cents

HOSE

Silk Plated Stockings 75c Values

39 Cents

Hose Supporters

Liberty Supporters; 50c values.

19 Cents



Caracal and crushed velvet Jackets, values up to \$40.00; 7 to 8 P. M. \$10.00

BAGS

Shopping Bags; vals. up to \$3.00.

\$1.25

WAISTS

Tailored linen Waists, \$2.75 vals.

\$1.15

BELTS

Fancy silk and elastic Belts; values up to \$5.00.

\$1.95

SUEDE GLOVES

Black and White \$3.00 values, Monday only

\$1.25 None fitted.

WHOLESALE AND RETAIL J. M. ACHESON CO. FIFTH AND ALDER STS.

DEAD OF THE NORTHWEST

John S. Wade.

CENTRALIA, Wash., Dec. 21.—John S. Wade, a veteran of the Civil War,

Mrs. Mary Allen Houston.

JACKSONVILLE, Or., Dec. 21.—(Special.)—Mrs. Mary Allen Houston, who died here two months ago. He leaving two sons and six daughters and two brothers, both of the latter residents of this city.

Anna Catherine Buslach.

CAPE HORN, Wash., Dec. 21.—(Special.)—Anna Catherine Buslach, who died here December 15, was born at Kur Heesen, Germany, January, 1837. She was married in England in 1867, to Carl Henry, to whom was born one son, Louis Henry, a resident of Portland. She was left a widow in 1867. She then returned to Germany and was married in 1871 to Carl Buslach, who survives. In 1876 they emigrated to America, reaching Portland in 1877. They settled at Cape Horn, Wash. The following children survive her: Louis Henry, of Portland; Mary and Philip Buslach, of Cape Horn, Wash.; Augusta

Linn Debaters Successful.

ALBANY, Or., Dec. 21.—(Special.)—Three of the four teams Linn County schools entered in the series of debates for the high school championship of the state were successful in the preliminary held last evening. Albany won from Salem, Lebanon from Eugene and Brownsville from Silverton. The only Linn County team to meet defeat was that of the Harrisburg High School which was defeated at Junction City. Considering the fact that the Salem and Eugene High Schools, which are among the very strongest in the state, were included in the one defeated, the Linn County High School students have hopes of further glory on the debating rostrum.

Fire Department Elects Officers.

CENTRALIA, Wash., Dec. 21.—(Special.)—The Centralia Volunteer Fire Department has elected the following officers for the ensuing year: Chief, W. C. Hinks; first assistant chief, John Carey; second assistant chief, Frank Rowwell; president, W. W. Brown, vice president, Fred Crow; secretary and treasurer, Tom Cunningham; trustee, George James.

TULE LAKE, WHERE NATURE COMES TO THE AID OF THE GOVERNMENT'S RECLAMATION PROJECT



RIFLE PIT IN MODOC LAVA BEDS. LAVA LEDGES NEAR CAPT. JACK'S STRONGHOLD, WEST OF SCORPION POINT.

Nine Years Without Deficit.

BROWNSVILLE, Or., Dec. 21.—(Special.)—At a special meeting of the City Council, the tax levy for 1908, for municipal purposes, was fixed at 3 1/2 mills. This is the lowest levy for several years. It was based upon a property valuation of \$13,475. Brownsville has not had a city debt for nine years, and the tax levy during that time has never exceeded 3/4 mill.

Rain and Wind at Albany.

ALBANY, Or., Dec. 21.—(Special.)—A fierce wind storm prevailed in this part of the state last night. During the night a rainfall of 1.26 inches was recorded at this city by the observations of F. M. French, United States weather observer. This is an unusually heavy rainfall for one night. Heavy rains are continuing today.

Dallas Defeats Willamette.

DALLAS, Or., Dec. 21.—(Special.)—The Dallas basketball team defeated the team from Willamette University tonight by the score of 57 to 11. The game was marred by a great number of fouls on each side.

NORTHWEST BREVITIES.

Albany, Or.—C. G. Rawlings was yesterday elected trustee of the bankrupt firm of the Linn County Bank and Company. He was chosen at a meeting of the creditors.

Oregon City, Or.—Dr. D. W. James, of Oswego, died at his home this morning, aged 74 years. He had been ill for several years following a stroke of paralysis. The funeral will be held Monday at Beaver Creek.

Oregon City, Or.—In the trial of Charles H. Dauchy, Jr., and J. C. Fiske, charged with fishing during the closed season, the jury in the Justice Court several years ago this afternoon and was discharged. The case will be tried again, probably next week.

Oregon People in Chicago.

CHICAGO, Dec. 21.—(Special.)—Oregon people registered at Chicago hotels today as follows: From Portland—A. B. McCabe, at the Wellington; Roy Rowley and wife, at the Great Northern.