ISSUE BONDS FOR DEEP WATERWAYS

Taft Again Declares Congress Has Shamefully Neglected Rivers.

START WITH OHIO RIVER

President Hints Government Could Do Something Along Federal Ownership Lines—Points to European Policies.

NEW ORLEANS, Oct. 30.—With President Taft declaring himself squarely in favor of a bond issue for the development of the country's inland waterways, the Governors of 21 states voicing assurances of their hearty sympathy with the movement for such improvement, the first day of the Lakes to the Gulf Deep Waterways Convention was characterized by much enthusiasm.

It was decided to postpone the address of Gifford Pinchot, Chief Forester of the United States, until Monday because of several hours' delay in opening the convention. Speaker Cannon is also scheduled to speak Monday. The Speaker presided at a smoker given the delegates tonight.

Cheers and Yale Yells.

On the arrival of the President the delegates and the visitors sprang to their feet. Many mounted their chairs in order to get a better view of the bowing, smiling big man who was working his way through the double line of secret service men and police officers. He stood on the platform a moment and then bowed his appreciation of the applause.

President Kavanaugh presented him with a handsome gold badge and then introduced Governor Sanders of Louisiana, who in turn introduced the President. The applause broke out again and was reinforced with some vigorous Yale yells.

The President began his address by having a little fun regarding the trip down the river. He said the "danger had all been run," and that the fleet had come through without the loss of a single man. Mr. Taft thanked the Congressmen and the Governors for having resorted to the humiliating device of land transportation at one stage of the journey.

The President declared no progress had been made in river navigation in this country in the last 40 or 45 years. The waterways of this country, Mr. Taft declared, must be used eventually to carry the bulk of heavy merchandise.

Bonds for Deep Waterways.

The President's declaration that he favored the issuance of bonds for carrying out the Ohio River improvements as one of the approved projects of inland waterways, called out a burst of applause. The Ohio River improvement will cost $63,000,000.

Mr. Taft said he also favored bonds for all other improvements, including the Mississippi, just as soon as a feasible project can be decided upon and can be shown to be necessary and justifiable. The Ohio River gives the bulk of business to the Mississippi, the President declared, and every improvement of a tributary tended to increase the value of the great water highway to the gulf.

The President told of improvements to the Mississippi on the way down and especially in protecting the banks from a further sloughing off at the outside. The engineers say they need $2,000,000 more a year to carry on this beneficial work as it ought to be carried on, and that it was a shame Congress did not give it to them.

President Taft said:

"I am delighted to be present. You see we adopt in our Administration the Roosevelt policies in full. We have passed through all the dangers of the navigation of the river, and they are not confined to the shoals, sandbanks and the bends, and we are here without the loss of a single man.

"But, jesting aside, our coming indicates what we hope may be an epoch in the change of the character of transportation. Do not misunderstand me. I do not think that we are going to fill the bosom of the Mississippi River with barges and ocean steamers tomorrow morning. The change will come gradually. It will come with the demand that is growing for an improvement in our transportation and the cheapening of that kind of transportation, to wit: bulky merchandise that ought to be carried more cheaply than it is today.

American Rivers Neglected.

"We have seen human ingenuity developed to the highest degree of growth of our transportation and the economy of the conduct of railroads. But the apparently hopeless task of making our rivers useful has turned public attention from them and there is not the improvement we ought to have had in the last forty years.

"Now we have reached a point where we are bound to use these streams because the amount of freight will necessitate it. In Germany a— in other foreign countries, the government exercises control and says that with respect to the rates certain of them shall be such on the river that bulky merchandise must go that way. What do we do. Why, we say to the railroads: 'If you will only arrange your rates so as to compete with the river we will permit you to make them so as to drive the river out of business.'"

The Secretary of War yesterday suggested—although he is as far from a government ownership man as possible—that perhaps it might be well to let the Government experiment a bit in risking some capital to put a few lines on the river to see whether something cannot be done with that business.

"Now, in St. Louis I said that I thought that we ought to satisfy ourselves first that improvement of the rivers will make them useful, and then we ought to invest the money quickly and issue bonds for the purpose. Now, I think that we have solved the question of the navigation of the Ohio River for the purpose of improving the trade; and if you are going to make the Mississippi a valuable stream you have got to depend on the feeders to that stream, of which the Ohio is today far and away the most important.

Speedy Work Favored.

"It will cost $63,000,000. I am in favor of going ahead with that which has been determined to be useful and issue bonds and building the improvements. I want no delay in the Mississippi River improvement until the Ohio improvement is completed, but I am in favor of finding out what you ought to do in the Mississippi River succinctly and knowing what it will cost before you go in and spend all your money.

"I have been delighted to read—because I had otherwise a different idea—that the Mississippi has been improved and improved greatly toward the lower end; that the Mississippi River Commission, working with Louisiana and Mississippi, has developed a system of levees that are wonderful, to save a state nearly 40,000 square miles of useful and most productive land for agricultural purposes, and that at the same time they have gone on and have discovered means of stopping the sloughing off at the bends.

Congress Should Heed.

"We are making progress in spite of the fact that the progress is not what it ought to be. The Mississippi River Commission says that in order to carry on even the work they are doing, they ought to have $2,000,000 more a year and certainly Congress ought to be ashamed not to give it to them.

"I am very sure that the Speaker of the House is working as hard as he can to reach a just solution. The question is: 'What can you do? How much will it cost? How long will it take and what will it result in?' Now, when you address yourselves to this body of men and treat it as a mere question of transportation on a profitable basis, I have not the slightest doubt that you will reach a solution that will appeal to those who have the responsibility of voting the money for the Government and that you will get what you desire in a measurable time."

Mr. Kavanaugh's opening speech was, in his own words, "a story of inaction and of niggardly appropriations, which have been fought through the rivers and harbors committee, and through Congress without rhyme or reason." The whole valley was sick with congestion of traffic which only the deep waterway could relieve and they looked to the President for the execution of that great task. He cited the success of the levees as evidence that the river could be restrained to a fixed channel, forced to scour its own bed and permit the passage of deeper ships. At the same time these levees protected from waste a great garden land worth $100 to $200 an acre. Mr. Kavanaugh said:

"The people will no longer tolerate the 'pork-barrel' method of compelling Government engineers to allot funds for river improvements, according to congressional districts, nor will they allow the development of the greatest of their highways to depend upon uncertain appropriations."

The Speaker said that when Congress convenes this Winter, it will have to consider the establishment of some big central bureau, probably a department of public works, to undertake the entire control of our running water.

The Speaker declared that the sentiment of the Mississippi Valley is so determined on this project that a Congressman who would refuse to sanction it could not be returned to Washington.

PATIENT ENDS HER LIFE

WOMAN HANGS HERSELF AT SANITARIUM.

Inmate of Mountain View Institution Uses Sheet for Rope—Delay in Notifying the Coroner.

Seizing an opportunity to take her life while a nurse was absent from the room, Mrs. Inas Flint, 25 years of age, a patient at the Mountain View Sanitarium, hanged herself to a window with an improvised rope made of a bed sheet at 7 o'clock yesterday morning. Despite the fact that death ensued a few moments later, the authorities were not notified of the suicide until 12 hours later. At 10 o'clock last night the body was removed to the morgue. Coroner Norden will probably hold an inquest.

Mrs Flint, who had been afflicted with a mental ailment for several months, was committed to the sanitarium three months ago. Her malady took the form of melancholia, with a mania for taking her life. As a consequence she was closely guarded and at times forcibly restrained from killing herself.

Shortly before 7 o'clock yesterday morning Freida Morgan, a nurse in the institution, visited Mrs. Flint in her room. The nurse discovered Mrs. Flint still in bed. While Miss Morgan retired to another room to fetch the patient her breakfast, Mrs. Flint tore a sheet into strips and twisted them into a rope. Then moving her cot toward the window, she climbed on it, tied the improvised rope to the window bars and hanged herself. She was dead when the nurse returned a few moments later.

Attendants at the institution declined last night to give out information concerning the woman's family.

DOGS TRAIL LOST BABY

FINALLY LOCATE CHILD ASLEEP UNDER TREE.

Daughter of Italian Gardener, Aged Two and a Half, Wanders Away at Noon, Found at One.

Trailed by bloodhounds for five miles through the wet and wind the little daughter of Antonio Disseni, an Italian truck gardener living on Patton road, near the city, was found about 1 o'clock this morning, drenched to the skin but sleeping peacefully under a spruce tree.

At noon yesterday the child, who is 2½ years old, wandered away from her home on the Patton Road. A few hours later the local police were notified. By nightfall the child was still gone. When darkness fell the parents became distracted. W. E. Skidmore was notified, and with "Trailer" and "Coolie," the department hounds, took up the trail of the child at 7 o'clock. For miles Skidmore and the distracted father followed her trail along the Patton Road toward Hillsboro. Many times did the hounds seem to have lost the scent in the mud. Each hour led them farther from home. Suddenly, when they were near Garden Home, the dogs picked up the scent and dashed into the underbrush. Breathlessly Skidmore and the frantic father followed. A moment later the hounds bayed. They had found the little one soaked to the skin, but sleeping peacefully beneath a spruce tree 100 feet from the road.

JAPAN WILL KEEP PLEDGE

Mikado to Remove Military Forces From Chien Tao.

WASHINGTON, Oct. 30.—That Japan intends to keep its pledge with China to remove its military forces from Chien Tao, a territory lying between Manchuria and Corea, which long has been in dispute, is indicated by the fact that by November 2 next all Japanese troops will be entirely withdrawn.

Announcement to this effect was made at the Japanese embassy today by Mr. Keishro Matsui, counselor of the embassy and Charge d'Affaires, who has just receeived a cablegram from his government in regard to the matter.

Wreck Injures 12 Persons.

CHILLICOTHE, Mo., Oct. 30.—Passenger train No. 1 on the Wabash Railroad from St. Louis to Omaha was derailed 12 miles west of Pattensburg early today. A dozen persons are reported injured.

MILK FAMINE MAY FOLLOW CRUSADE

Dairymen May Cut Off Supply From City if Required to Have License.

BAILEY TO BEGIN ROUND-UP

Milk Ordinarily Shipped Into Portland May Be Diverted to Cheese and Condensing Factories of Western Oregon.

There is a grave possibility that the Portland crusade for pure milk will seriously curtail the supply and even cause a milk famine. State Dairy and Food Commissioner Bailey last night announced that simultaneously with the proposed action of the city authorities tomorrow, in causing the arrest of all Multnomah County dairymen attempting to supply milk in this city without first obtaining from the City Auditor a license, certified to by the City Health Board that their herds are free from disease, he will cause the arrest of dairymen residing outside of Multnomah County who are shipping milk into the city and do not possess a certificate of inspection from the office of the Dairy and Food Commissioner.

It is the contention of Mr. Bailey that four-fifths of the milk supply of Portland comes from outside Multnomah County, sold through local creameries and milk companies. It is insisted by Mr. Bailey that any attempt on the part of the municipal authorities to secure to Portland an improved supply of milk will prove ineffective unless the same regulations under the state law are imposed against the out-of-the-county dairymen, who furnish the bulk of the milk that is consumed in this city.

Furthermore, he declared that prosecution of dairymen about Portland will be unfair unless the larger culprits, including probably the big creameries, are taken into the law's meshes. Mr. Bailey's crusade will be directed against supplies coming to Hazelwood creamery, Washington creamery, Townsend creamery, Brandes creamery, Oregon creamery, Portland Dairy Association, Carey Dairy Association, Sanitary Dairy (East Side), Klock Produce Company, Albina creamery, Damascus creamery and Sunset creamery, all of which receive milk from uninspected dairies outside Multnomah, in part from the state of Washington. Mr. Bailey admits that rigorous enforcement of the law will divert milk from this city to butter and cheese factories and condensed milk plants in other counties, all of which are keen competitors of Portland milk plants, for the product of the dairies that afford Portland its chief supply, but avers that the law must be enforced against all offenders alike, whatever the effect on Portland's supply.

Certificate Must Be Had.

The state law requires that every person, firm or corporation supplying milk or cream to any city of 10,000 or more inhabitants shall annually obtain from the State Dairy and Food Commissioner a certificate of inspection, setting forth that his dairy has been inspected by that official or his deputy and found to be in a reasonably sanitary condition. Since the crusade for pure milk was initiated, Mr. Bailey applied to Attorney-General Crawford for an opinion as to the application of the statute on the delivery of milk in this city. He was informed by the legal adviser of the state that every dairyman shipping milk into Portland is liable to the inspection required under the state law, which involves an expense to the dairyman of $2.50 for each such inspection.

The provisions of the state law on the subject of inspection of dairies are as follows:

Every person, firm or corporation engaged in the sale of milk or cream in any city of 10,000 or more inhabitants, who keeps a cow, or cows, for the purpose of selling milk therefrom therein, shall, on the first day of April each year, apply to the Dairy and Food Commissioner, or inspectors appointed by him, for certificate of inspection, and shall pay the sum of $2.50 for the same; provided always, that this certificate can be revoked at any time by said commissioner or inspector when said dairy is found not to be in a proper condition as to the healthfulness of the cow or cows, or as to cleanliness and proper sanitary regulations of the stables, buildings or grounds in which said cows are kept. No certificate shall be issued to any person, firm or corporation, as provided in this section, where the same has been revoked, without payment of $2.50 for the same. Each and every certificate issued as provided in this section shall be in the name and ownership of the person, firm or corporation, and shall be numbered and the number corresponding to the one on the certificate shall be placed in a conspicuous place on the wagon or vehicle used by said person, firm or corporation.

Round-up to Begin.

"If the people of Portland want inspection of their milk supply, we will have inspection," said Mr. Bailey yesterday. "Under the advice of the Attorney-General I shall on Monday begin a round-up of dairymen residing outside of Multnomah County who are selling milk to agents, who, in turn, are forwarding it to dealers in this city, by whom fully four-fifths of the population of the city are supplied. If these prosecutions are not sustained in the courts, I shall prosecute the Portland dealers who receve and distribute this milk from dairymen residing outside of the city who do not have certificates of inspection from my office. I shall give the law on this subject a thorough test and ascertain what it means and to what extent its provisions can be enforced.

"Enforcement of this state inspection law, which carries with it the payment by every dairyman of a fee of $2.50, means that dairymen, wherever possible, will discontinue selling their milk and cream to agents for shipment to Portland. This may curtail the Portland supply of milk, but for this I cannot be held responsible, since my duty is to prosecute all offending dairymen, and not any one class of them, as Portland authorities are doing.

"Under the state law, dairymen can sell their milk to either a creamery or a cheese factory or a condensed milk plant without inspection. There are hundreds of these institutions throughout Western Oregon that are clamoring for an increased milk supply. Rather than submit to the payment of the required inspection fee, many dairymen, I am told, will abandon their trade with the city dealers and dispose of their milk for creamery and cheese-making purposes. This is a matter, however, beyond my control and responsibility."

Much Milk From Washington.

According to Mr. Bailey, there are not less than a dozen local dealers that are supplying consumers in this city with milk which is obtained from dairymen residing in counties outside of Multnomah. In fact, he declares that a part of the supply distributed by these dealers is received from Washington dairies over which he has no control.

Among the creameries and condensed milk factories in the section of Western Oregon from which the bulk of Portland's milk supply is now received and which are eager to obtain from dairymen larger quantities of milk and cream are the following: Hillsboro Condensed Milk Factory, Forest Grove Condensed Milk Factory, West Coast Condensed Milk Factory, of Newberg; Willamette Valley Condensed Milk Factory, of McMinnville; Amity Condensed Milk Factory, of Amity; Capital City Creamery and Eldredge Creamery, of Salem; Jefferson Creamery, of Jefferson; Albany Produce & Butter Company, of Corvallis; Damascus Creamery, of Damascus; Canby Creamery (not started), of Canby; St. Helens Creamery Company, of St. Helens; T. S. Townsend Creamery Company, of Astoria; Eugene Creamery Company, of Eugene; Hazelwood Creamery Company, of Junction City; Cottage Grove Creamery Company, of Cottage Grove, and skimming stations of the Hazelwood Creamery Company at Lebanon and Shedds. Mr. Bailey also says there are between 200 and 300 other creameries in Western Oregon that are bidding for this same supply of milk which is now being shipped into this city.

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ARE SYRIANS WHITE?

THEY SAY "YES" AND WILL NOT BE CLASSED WITH CHINESE.

Appeal to Government Against Adverse Decisions of Minor Officials.

WASHINGTON, Oct. 30.—The Syrians in the United States, who believe that they are threatened with being forced by the Bureau of Immigration and Naturalization of the Department of Commerce and Labor into the position of an inferior race on a par with the Chinese, have brought their appeal to Washington and are at the point of submitting their case as one of international importance to the State Department. Dr. Justin S. Kerry, of New York, is in Washington in this behalf and has succeeded in enlisting the interest of Acting Secretary Huntington Wilson, Assistant Secretary Adee and Counsellor Henry M. Hoyt, of the State Department, whom he saw today.

Richard Campbell, chief of the naturalization division, argues that, should the courts generally adopt the view generally expressed by the division of naturalization and should that view be contrary to the popular will, that will may easily find expression through future legislation extending the right to become naturalized to Asiatics of the so-called European type.

"If, on the other hand," Mr. Campbell said, "the courts overrule the opinion I have formed and admit Hindoos, Turks, Arabs, Syrians, Persians and other Asiatics, and the people of the United States object to such a free interpretation of the words, 'white persons' it will be a very different matter and certainly a very embarrassing one for Congress to find the means to give expression to this feeling."

As to Andrew J. Balliet, Assistant United States Attorney at Seattle, Mr. Campbell remarks that "it seems to me that a great deal of confusion has arisen in regard to the construction to be placed on section 2169 as amended of the United States revised statutes, because of the habit of viewing it in the light of the very modern and very inexact science of ethnology."

COURT'S ACTION STANDS

Order for Nehalem Valley Road Sustained by Judge Campbell.

ASTORIA, Or., Oct. 30.—(Special.)—Judge Campbell handed down a decision in the Circuit Court this afternoon in the case of J. C. Pope vs. Clatsop County and sustained the County Court. The action was brought for a writ of review of the proceedings of the County Court in laying out a route for a public highway in the Nehalem Valley near Elsie. The principal errors in the proceedings of the lower court, as alleged by the plaintiff, were that the report of the viewers was not read on two separate days of the same term and that the remonstrance against the road contained more names than did the petition for it, the real point in this contention being that none of those who signed the remonstrance had the right to withdraw their names from it.

Regarding the first contention of the plaintiff, the decision says that failure to read the viewers' report on two days would be merely an irregularity and could not affect the jurisdiction of the court to lay out the road, which was acquired by the filing of a valid petition. Continuing, the decision says that the attorney who filed the remonstrance against the road could have withdrawn it at any time prior to the date upon which the County Court passed on it, and therefore there can be no reason for denying the individual signers of the remonstrance the right to withdraw their names.

Accordingly the writ was denied and the action of the County Court sustained.

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PEOPLE MUST WALK

"Blow-Out" at Station Ties Up Streetcars.

EAST SIDE IN DARKNESS

West Side Cars Soon Resume, but on East Side Many Lines Are Tied Up All Night—Halloween Revelers Caught in Trap.

All the city was plunged into Stygian darkness and streetcar service on both sides of the river was disabled when a "blow-out" occurred in the wires of a conduit tube at Station D of the Portland Railway, Light & Power Company, at Knott street and Rodney avenue at 10:15 o'clock last night.

The auxiliary power plant at the foot of Twenty-first street was pressed into service shortly after and several light circuits restored. Several streetcar lines on the West Side were disabled for 15 minutes until the auxiliary currents were cut in. A majority of the East Side lines were powerless and remained disabled until long after midnight. On some lines traffic was entirely suspended. The Mount Tabor line and Morrison-street cars were active, however, but they were on the West Side current. At 2 o'clock this morning certain connections had been made in the recalcitrant conduit wires which permitted several of the more important lines again to resume activity. It is expected all cars will be able to resume their regular schedules early this morning.

Hundreds of passengers were marooned in the disabled cars at various points along the lines. Many passengers in the outlying districts when the current vanished sought the shelter of the cars from the rain. Others groped their way to their destinations in the darkness. In the downtown districts the "blow-out" occurred just as the department stores had closed and hundreds of employes were homeward bound. Every vehicle and passenger-carrying conveyance in the downtown streets sprang into instant favor when it was evident that traffic would not be resumed for a long time. Hundreds of people braved the elements and darkness and walked to their homes. Others who waited until the West Side cars resumed operations were forced to do likewise after reaching transfer points on the othr side of the river.

The Police Department was among the first to realize the gravity of the situation. Earlier in the day Chief of Police Cox ordered a platoon of reserves to remain on duty during the night to cope with the pranks of the halloween celebrators. This platoon was assembled at the moment the city was plunged into temporary darkness, and the entire squad was despatched to the East Side, where the patrols were doubled.

The illumination that followed the caper of the wires cast a vivid reflection against the leaden sky and frightened the neighbors to such an extent that one of the bewildered spectators sounded a fire alarm. Engine company No. 8 and truck 3 responded but it was found the services of the apparatus or firemen were needless.

Coming at a time when Halloween revelers were assembled in large numbers to celebrate, the problem of getting home from the parties was a serious one. Some who lived at a distance and who could not obtain a conveyance were forced to become unexpected guests of their hosts for the night.

DUBLIN DONS ARE HAZED

STUDENTS OF ROYAL UNIVERSITY RAISE GREAT UPROAR.

Flags With Skull and Crossbones Wave Amid Shrieks, Songs and Fireworks.

DUBLIN, Oct. 30.—(Special.)—At the final meeting of the Royal University of Ireland last evening under-graduates seized one of the large galleries in the hall and drowned with their clamor every word spoken from the platform. Sir Christopher Nixon, vice-president, was in the chair, and the body of the hall was filled with visitors.

Under-graduates flung out flags with skulls and crossbones, shouted, sang and threw squibs, which set fire to the baize floor covering below, so that the greatest activity was required to prevent a serious blaze. When the Senate entered the hall in processional order the under-graduates burst into a chorus of singing and shrieking. They stamped with all their might and threw firecrackers upon the audience when Sir Christopher tried to speak.

Under-graduates brought a long piece of fire hose, but they were not able to attach it to a hydrant, and so the spectators escaped a drenching. The meeting closed amid wild confusion.

BURMAN BREAKS RECORD

Sets New Mark for 100 Miles—Armstrong Drives Fast Mile.

DALLAS, Texas, Oct. 30.—Two records were broken in the state fair automobile races here today. Robert Burman, in a 30-horsepower Buick, established a new mark by driving 100 miles in one hour 41 minutes and 35 seconds.

Armstrong, in an Excelsior, made a mile in 1:02 3-5, declared to be the fastest mile ever made by a single-cylinder machine on a dirt track.

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LET US PROVE IT

We heard of the great doctor, Mrs. S. K. Chan, who cured many patients wonderfully, and we being sick, decided to go and see her at once. My wife had suffered with liver trouble and dropsy for eight years. I also had not been in good health for several years on account of stomach trouble and weakness. We had tried many doctors but they were of no benefit to us. We took treatments from this miraculous doctor, Mrs. S. K. Chan, and within three weeks we were entirely cured and feeling stronger than ever. Those who are having any kind of ailments or chronic diseases should go at once and save yourself time, money and suffering.—Captain Olney, 810 First St., City. Call or write to The S. K. Chan Chinese Medicine Co., 226½ Morrison St., Bet. First and Second, Portland, Or.

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