HIBERNIANS HERE READY FOR MEET

Convention Folk Take Possession of City, Planning Busy Conference.

PORTLAND SEEN BY AUTO

After Tour, President Mathew Cummings Talks of Propositions to Come Up at Sessions-T. R. Speech Not Issue.

With the arrival of many of the dele-gates to the National convention and all the officers of the order and Wom-en's Auxiliary, with one or two excep-tions, the Hibernians from all parts of the United States and Canada are today in peaceable possession of Portland, and during the week will be given an opportunity to learn some of the things that go to make a typical convention

All the delegates will have arrived

All the delegates will have arrived by tomorrow, many having been delayed in stepping at various points en route to visit friends and enjoy the attractions of the Pacific Coast country. All day yesterday there was bustle and stir at the Imperial Hotel, where the Hibernians are making their headquarters. Committees on entertainment saw to it that the visitors were not overlooked in the way of comforts. At 4:30 o'clock in the afternoon, the Hibernians with their families and friends, were driven about the city in automobiles. About 75 persons enjoyed the outing.

the outing.

At the conclusion of the ride, the party was escorted to the banquet rooms of the Portland Commercial Club and were entertained at dinner.

President Mathew Cummings, leader of the Hibernians, "wid" all the characteristics of the Ceit in his makeup, and fresh from the hands of the Seattle Fenlans who attempted to delay his arrival in Portland, is one of the most affable of men.

For 29 years he served the American Government, and finally became the in-ventor of improved rolling mill machin-ery and boilers. He is now the manager of the factory which is manufacturing his five patents at Boston. Mr. Cummings was horn without the model. was born without the golden spoon at-tachment, and worked in the iron foundries of his native city for money with which he later acquired an education.

ummings is a keen observer of political events over the world that may have a tendency to retard the movement for the freedom of Ireland, and was the first to protest against he Egyptian speech made Colonel Theodore Roosevelt at Lon-

Roosevelt's Talk Criticised.

"I considered the remarks of Colonel Roosevelt ill-advised, un-American and un-democratic," said Mr. Cummings yes-

"Ireland has suffered from the oppression of the English Government for 800 years. England has exerted a protectorate over Egypt for a shorter time, and I consider that the protest which Roosewelt made against the peaceful methods adopted in Egypt, in contrast to those of Ireland, as brutal. Being an ex-President of the United States of America, the home of liberty, Roosevelt should not home of liberty, Roosevelt should not have done it. The speech will not be an issue in the meeting of the Hibernians,

I consider this meeting at Portland the most important that has ever been held by the Ancient Order of Hibernians. and am delighted that it will convene amid such pleasant surroundings. After the heat of the East, this pleasant morn-

Plan to Work Together.

We propose to be in position to touch elbows and work together when occasion is presented. We want to he in position to speak for the whole Irish race in America at any time. This will not mean that all the various organizations will merge with the Hibernians. We merely will secure a central organization, each society remaining intact and following its own course in other matters. For in-stance, the Hibernians of Ireland are a distinct organization from that in this country. We probably will arrange for the recognition of a card system of identification among members of both "A National insurance society probably

launched at this meeting. but feel that the time is opportune for branching out.

Another important proposition will be approval of articles of confederation h the German-speaking American so-dies. The Germans and the Irish humcertes. The Germans and the Irish number 57 per cent of the total population of the United States. We have fought together for the country, and we will endeavor to block any movement which contemplates an alliance between England and America. We do not regard England as the mother country of the United States."

Many Hibernians Live in Canada.

National Director Charles J. Foy, hailing from Perth. Ontarlo, Canada, which, he declares, enjoys the greatest degree of freedom of any country in the world, is among the early arrivals, for the convention.

trary to the notion which seems to pre-vall in the United States, they are not annoyed in any manner by the Govern-ment of Canada. In fact, it is the best government in the world, and allows its citizens a great degree of personal liberty.

and parochial, or 'separate' as we designate them, the citizen has the right to make his choice as to which one he will aid in sup-porting. He cannot then be taxed for the support of the other. A very large percentage of the members of the Catholic Church in Canada feel the moral obligation of sending their children to the separate schools, sithough we are not compelled to do so.

Among the 25 representatives of Canada now in Portland is John

Hanlon, a member of the Canadian Customs Service, who makes the state-ment that American emigrants from the Northwest, including Oregon, Washington, Montana, Idaho and Utah, last year paid \$357,000 import duties on household goods and farm imple-ments with which to establish new

acres of land free of charge as soon as he applies for it. The making of an application at the land office is assumed to mean that the applicant inends to remain and become a citizen. Settlers can feel assured of the aid of the Government in every branch of their work. Our timber is not newed up like yours down here, and, in fact, the policy is to make use of resources. Only 8,000,000 Live in Dominion.

"The Grand Trunk Pacific Railroad, running from Halifax to Prince Rupert, will be completed next year, in fact, trains are running over a good portion of the line now. But the connection of the road will mean the opening of a tremendous territory of wheat ng of a tremendous territory of wheat and. We have only 8,000,000 people

ing of a tremendous territory of wheat land. We have only \$,000,000 people in Canada, approximately the same number as is contained in the State of New York. There is lots of room for you people who are dissatisfied in the West."

By all odds, the "big man" of the convention is J. T. Canfield, manager for the Swift Packing Company at Shenadosh, Pa., and state treasurer for the Keystone State Hibernians. Weighing 346 pounds and able to run 100 yards in 12 seconds, especially when pursuing anything of benefit to the Irish people, Mr. Canfield was thoroughly comfortable yesterday.

"This sittude and temperature just suit me," said the Pennsylvanian. "And I want to express the appreciation of

suit me, said the Pennsylvanian. "And I want to express the appreciation of our people for the great reception prepared for President Cummings and those of us who were fortunate enough to accompany him. That rose-trimmed car was a beautiful thing, and it is regretted that President Cummings was unable to ride across from Vancouver amid such surroundings. We had a good time coming out here, and after attending to the important work of attending to the important work of our convention we hope to see much

J. T. McGinnis Is Busy.

One of the hardest working and hap-lest of the visitors is none other than . T. McGinnis, National secretary of he order, of Scranton, Pa. "Mac," as the order, of Scranton, Pa. he is familiarly known back in the town of correspondence schools, was busy as a hungry bee all day yesterday getting affairs of his office in shape

day setting affairs of his office in shape for the opening session Monday.

"Take it from me, friend, that we are going to have a fine meeting in Portiand," said Mr. McGinnis, "and the way things look I believe we will enjoy one of the best sessions we have ever held. At first I was somewhat skeptical as to the attendance being small, but now all doubts have been dissipated and I believe the number of selepated and I believe the number of dele gates will be larger than that on which we had counted. Pennsylvania prob-ably will have the biggest delegation of any of the states, with Massachu-setts a close second. These delegations re expected to arrive in Portland today.

The officers and board of directors of The officers and board of directors of the National association met at 2 o'clock yesterday afternoon at room 268, Imperial Hotel, for the purpose of checking over reports and preparing amendments to be brought before the convention. All the members were in attendance and were as follows: Mat-thew Cummings of Boston presidents attendance and were as follows: Matthew Cummings, of Boston, president;
James J. Regan, of Minneapolis, Minn.,
vice-president; James T. McGinnis, of
Scranton, Pa., secretary; John F. Quinn,
of Joliet, Ill., treasurer; Rt. Rev. William H. O'Connell, of Boston, chaplain
of the order; Rev. John D. Kennedy,
Danbury, Conn., Major E. T. McCrystal,
of New York City; P. T. Moran, of
Washington, D. C.; Charles J. Foy, of
Perth, Ont., and John J. O'Meara, of
Butte, Mont.

Among the prominent Hibernians to arrive yesterday was P. T. Moran, capitalist, of Washington, D. C. Thils being his first trip to the Pacific Coast, Mr. Moran is taking special interest in the points visited and declares Portland is the prettiest city he has seen since leaving Washington.

When it comes to boosting, Mr. Moran has the exponents of the "Seattle spirit" faded to a frazzle, and while he thinks Among the prominent Hibernians to

faded to a frazzle, and while he thinks Portland is just right, there is no city

n the world to compare with Washing-on, D. C. Although a Democrat, Mr. Moran stated

that he believed ex-President Roosevelt stands about as strong today in the East generally as he ever did. "In official Washington he is still very "The most important thing which will come before the convention will be the movement for the unification of all Irish societies for the advancement of the Irish people and the ultimate freedom of Ireland. The plan probably will contemplate a federation of all Irishmen regardless of their religious or political beliefs. It will follow somewhat the plan of the German-American alliance.

Plan to Worl creased acreage in the Middle West and increase in population will afford an everincreasing market there.

Under the auspices of the Portland Commercial Club, the visiting Hiberni-ans, with their families, will be taken for a ride about the city Tuesday afternoon in the 16 observation cars, leaving the Imperial Hotel at 3 o'clock. Di erent points of interest will be point ed out on the trolley trip. At 5 o'clock guided to the Commercial Club rooms, where a general reception and buffet luncheon will be given in their honor.

J. F. Daly, chairman of the reception committee, hopes to give the Hibernians something in the way of hospitality they have not heretofore enjoyed. All the visitors taking the ride will be read. the visitors taking the ride will be pre-sented with little folder novelties pre-senting pictures of Portland's main buildings and scenic spots.

Members of the Commercial Club re-

nbers of the Commercial Club rein committee are the following:
Daly chairman, R. V. Holder, R. E.
C. P. Jeffery, T. M. Dunne, A. H.
E. E. I. Cardie, S. H. Gonid, Dr. J.
stherbee, F. J. Catterlin, J. P. O'Brien,
Gearin, C. B. Merrick, J. F. Shea,
C. Smith, W. M. Daly, J. E. Wiley,
Cooke, George T. Aichiey, J. B.
N. A. Henderson, G. F. Heusner, A.
sensson, E. L. Fraley, Horace Macklin,
B. Malarkey, A. B. Slausen, W. B.
Frank Dooly, E. J. Daly, O. W. Taylor,
Frank Dooly, E. J. Daly, O. W. Taylor, Miss Anna C. Malia, National president of the Women's Auxiliary, failed to arive in the city last night as had been expected, having been unfivoidably de-layed in Seattle. Mrs. Mary F. Mc-Whorter an officer of the auxiliary, ar-rived early yesterday morning. Mrs. McWhorter was delighted at Portland's

More Hibernians on Way Here.

beauties, and stated that her journey in the Facific Northwest country has been a succession of surprises in scenery and

BUTTE, Mont. July 18.—(Special.)-another party of 60 Hibernians e Another party of 60 Hibernians en route to the National convention of the rder at Portland were entertained by local Hibernians in this city today party of similar size today pa party of similar size today passe through Helena bound for Portland.

Sisters of Mercy Give Thanks.

homes in the Dominion.

"Canada wants the people from the United States, and is offering every port of an inducement to remain and aid in her development," said Mr. Hanlon, "We give every person 180 grounds.

M'INDOE ADVISES **30-FOOT CHANNEL**

Early Beginning of North Jetty of Columbia Also Urged

Reconstruction Made Necessary and Requirements of Stone Increase. Progress Made in Willamette Valley Works.

Recommendations that the channel from Portland to the sea be improved to a depth of 30 feet, for which surveys have been completed, and that before finishing the south jetty at the mouth of the Columbia preparatory work be authorized, so that the north jetty can be begun in 1912, are important features in the annual report of Major J. F. McIndoe, Corps of United States Engineers, in charge of operations in the Second district, which is in readiness to be forwarded to Washington.

In the statement, which combines a resume of what has been accomplished and the conditions encountered, to-gether with estimates for the future, considerable space is devoted to gains on the Willamette and Columbia Rivers, and it is pointed out that channel labors have been prosecuted so successfully that the maintenance work is being lessened gradually, and there is every reason to believe that a 30-foot road-way will be realized if appropriations are available.

Work of Dredges Reviewed.

In taking up dredging performed be-tween Pertiand and Asteria the report credits the dredge Clatsop with having removed 1,509,490 cubic yards of ma-terial during the fiscal year, which in-creased the depth on various shoals from two to four feet. The dredges Cojumbia and Portland, which were operated in the main ship channel by the Port of Portland between this city and Slaughter's, removed a total of and Slaughter's, removed a total of 1,925,827 cubic yards, and there result-

1,925,827 cubic yards, and there result-ed a ruling depth of 26 feet at mean low water. In reference to those gains, the report says:

"The channel in the Lower Colum-bia and Willamette Rivers is gradu-ally improving so that in order to ob-tain the same depth less dredging is required each year. The Port of Portrequired each year. The Port of Portland is systematically dredging to a greater depth each time they cut through the bars, and the river appears to adapt itself to the new depths, which do not seem to deteriorate any faster than the old ones. The same policy has been adopted on work done by the United States dredge Clatsop, with the result that on several bars the depth has been increased considerably, com-

"In the opinion of the district officer, the Columbia and Lower Willamette Rivers, from Portland to the sea, are worthy of further improvements to the extent of providing a 30-foot channel of ample width."

Various Depths Increased.

In taking up the operation of the In taking up the operation of the dredge Clatsop in detail, the report points out that dredging on the Upper Sands increased the depth from 21½ to 23 feet; on Taylor Sands from 20 to 23½ feet; No. 2 Beacon Bar, 20½ to 25½ feet; Pillar Rock Bar 20½ to 26 feet; Harrington Point Bar, 20 to 24 feet; Puget Island Bar, 22 to 26 feet; Coffee Island Bar, 25 to 28 feet, and

STEAMER INTELLIGENCE. Due to Arrive. Name. From Beaver. San Fedro. Sue H. Elmore. Tillamook. Goldan Gate. Tillamook. Freakwater. Coos Bay. Bear. San Fedro. Geo. W. Elder. San Fedro. Rygja. Hongkong. Eureka. Eureka Rose City. San Pedro. Roanoke. San Pedro. Scheduled to Depart, Name. For Breakwater. Coos Bay Eue H. Elmore. Tillamook. Golden Gate. Tillamook. Geo. W. Eider. San Pedro. Bear. San Pedro. Eureka. Eureka

...... Hongkong ... Aug 1

No. 1 Beacon Bar from 22 to 24 feet. Total appropriations for the work, dating from the initial allotment made by the Fifty-seventh Congress, aggregate \$2.374.917.97. During 1908 there was one American vessel and 100 foreign craft to traverse the channel bound on deepwater veyages, and in the same time there were 1835 American same time there were 1839 American coaster steamers, 80 sailing vessels and six log rafts. In river craft 94 are said to have carried a total of 306.826 pas-sengers. Exports aggregated 430,586 tons, valued at \$11,015.817, domestic shipments were 1,187,201 tons at \$29,-185,257, and local shipments reached 2,865,221 tons, valued at \$38,261,731, a total valuation of \$78,462,505 for all

Dealing with the letty work at the mouth of the Columbia there is an exhaustive report in the statement as to reconstructed work made necessary because of storms, and dealing with con-ditions that have beset the engineers as the protect is advanced. On resum-ing work in the Spring, 41 bents of the tramway were replaced and the enrock-ment between 114 stations raised from five to eight fest. Only four bents were completed on the extension, owing to the renewing of portions damaged, which also called for the driving of 472 piles to strengthen that part of the

Rock Supply Insufficient.

There were 603,289 tons of stone re-ceived and used in raising the enrock-ment and in extension work as the tramway proceeded, but it is stated that there was an insufficient quantity of rock with which to push the jetty rapidly. The enrockment extended a apidly. The enrockment extended a listance of 1278 feet, and it was found that the stone requirements have in-creased as the jetty extended, because it is impossible to fill the slopes to a normal condition, as they are flattened by the action of the sea during storms. The lowering of the crest of the jetty requires a new supply of stone to re-place that drawn away by the stopes and it is said that the movement usually continues during two seasons. The Winter of 1909 and 1910 is referred to

1809 was ended there was an opening on the bar, between 24-foot contours, of 4700 feet, with the exception of a few lumps over which there was only 35½ feet of water? The channel was well defined with a width of 500 feet and depth of 25½ feet.

The survey of 1910 gave the opening a width of 8000 feet and the least depth was 25 feet, except over two lumps. The principal channel has 26½ feet of water and is 1000 feet in width. In that connection Major McIndoe says:

The developments shown by the survey indicate the sdvisability of beginning the construction of the north jetty, as there seems to be no doubt IN Report.

Jetty, as there seems to be no doubt that a further concentration of the scouring force would naturally deepen the channel across the bar, while the extension of the south jetty to its full projected length may cause the breaking out of another channel to the north.

North Jetty Would Aid South.

"Another argument for the com-encement of the north jetty is, that, mencement of the horth jetty is, that, owing to greater depth and exposure to the violence of heavy seas, which are rapidly increasing as the jetty is continued, the extension of the south jetty is becoming not only very costly, but also extremely difficult. Indeed, it is not an assured fact that the extension can be carried to its projected limit except at a cost that would be almost prohibitive."

Depths up to 85 feet have been found

almost prohibitive."

Depths up to 65 feet have been found along the jetty, it is said, and while they are unusual, the normal depth to which the base of the enrockment sinks in many places is 55 feet. Larger blocks of stone or concrete than are how being used will be required for the outer end of the jetty in 1911 and 1912, and it is advised that the work of preparation for the north jetty could be carried along at the same time, so it could be started in 1912. The be carried along at the same time, so it could be started in 1912. The Chinook's overhauling has progressed to such an extent, says the report, that only 10 per cent remains to be completed, and it is expected she will be operating by the middle of August. Appropriations up to date for the bar work aggregate \$9,194,993.14.

Other Rivers Improved.

Taking up the subject of projects in the Willamette Valley, Majox Mc-Indoe, whose districts comprise the Upper Willamette and the Yamhill Rivers in addition to the maintenance of the Long Tom River, says that dur ing the fiscal year work was carried on between Independence and the mouth of the Clackamas, a distance of 72 miles. Dredging, snagging, removing obstructions and repairing dams and revetments were the principal im-provements and the steamer Mathloma removed 43,058 cubic yards of material. removed 43,958 cubic yards of material. The bars worked on were Wheatland, Eldridge, Allison, Lambert, Coffee Chute, Candlani, Carey's, Bend, Ash Island and Clackamas Rapids. From July to December 26 snags were removed and dipper dredge No. 2 handled 18,087 cubic yards.

The Yamhill locks opened 70 times during the fiscal year, were closed 68

The Yamhill locks opened 70 times during the fiscal year, were closed 68 days owing to high water, and accommodated 263 passengers and 376 tons of freight passed through them. At the Willamette Falls, where the locks are owned and operated by the Portland Railway, Light & Power Company, 10,937 passengers were tabulated, 1,169,477 feet of lumber passed through, 2319 tons of grain, 1521 tons of flour, 6636 Jons of merchandise, and 1414 animals were locked through. It is recommended that a six-foot channel be dredged in the Clatskanie River, on which a start has been

River, on which a start has been made, but owing to the fact that for-mer appropriations were exhausted, only new projects receive much space with reference to the Cowlitz, Lewis and Grays Rivers.

COUPLES GAIN CONCESSIONS

Two Tickets to Be Sufficient to En-

three berths, or to pay for the extra berth in order to have full possession. Under the new order they pay \$30, or at the rate of \$15 each, for two berths between Portland and San Francisco The next first-class rate is \$12, and er to have an entire room \$36 be paid. It is said to be the first instance on the Coast in which a steamship corporation has sacrificed the third berth in a stateroom, and it means a loss each voyage of about \$300.

Moved 17,000 Sacks of Cement.

Teams yesterday hauled in excess of Teams yesterday nauled in excess of 17,000 sacks of cement from Oak street to dock points in the city, and it was one of the largest day's business transacted. It is said that estimates last week that 10,000 sacks are used daily in Portland will fall short of the total now, as there is an increased movement in certain brands of the product.

certain brands of the product.

The steamer Stanley Dollar arrived up with a full cargo, most of which she will discharge at the O. W. P. dock, while the barge Gerard C. Tobey is due early next week with a cargo for Supple's dock. Pilots Pease and Balley yesterday made soundings there to ascertain if there was sufficient water for her.

Marine Notes.

Over 300 passengers were aboard the steamer T. J. Potter, bound for North Beach points, yesterday afternoon. Having left San Francisco at noo yesterday the Norwegian steamer Rygia is due here Tuesday, with cargo from the Far East. She will sail on August 1.

Arrangements having been made for the steamer Bailey Gatzert to carry delegates to the Hibernian convention to the Cascade Locks Saturday, she will omit her regular schedule.

Clearances yesterday at the Custom-House included the steamer Northland for San Francisco, with \$47,000 feet of lumber, and the Beaver, for Golden Gate, with a general cargo. Bringing general cargo for Balfour, Guthrie & Co., from Europe, part of which she discharged in California, the

Norwegian steamer Titania yesterday from San Francisco. Owing to the fact that she did not put out of Humboldt Bay until 10 o'clock yesterday morning, the steamer George W. Elder will not reach her berth at Martin's dock until late tonight

To join the Columbia at the mouth of the Willamette, where dredging for the season is to be started, the dredge Portland was yesterday towed from above the bridges, where she was dig-ging a trench for a water main.

After a run of but 24 hours and 40 minutes from Coos Bay, the steamer Breakwater arrived at 3:20 o'clock yesterday afternoon with 100 passengers. She had in her cargo a car of each and doors for Chicago, coal for Fortland and 60 tons of merchandise. When the annual inspection of the

rechristening took place over five years ago.

years ago.

Purser Clark of the steamer Beaver, is rejoicing over an addition to his office staff through which the wireless operator now fills a dual berth, having been assigned as freight clerk, which saves Mr. Clark numerous sleep-less nights. Over 600 way bills are less nights. Over 600 way bills are usually written on the trip from San Francisco to Portland.

Improvement in the volume of freight destined for California points is reported greater this year than for any previous Summer season, and the steamer Beaver, salling this morning, has a full cargo. On her last trip she was unable to take all that was offered. She will also have a large passenger list. The steamer Bear, due this afternoon, has 266 passengers and 1900 tons of cargo.

Movements of Vessels.

Movements of Vessels.

PORTLAND, July 16.—Arrived—Steamer Stanier Dollar, from San Pedro; steamer Breakwater, from Coos Bay; steamer Casco, from Sai. Prancisco.

Astoria, Or., July 16.—Condition at the mouth of the river at 5 P. M.: Smooth; wind northwest, 20 miles; weather, clear. Arrived down at 1:15 and sailed at 9:40 A.M.—Steamer Falcon, for San Francisco. Arrived at 5 A.M.—Steamer Goiden Gate, from Fillamoek. Arrived at 5 and left up at 7:40 A.M.—Steamer Casco, from San Francisco. Arrived at 5 and left up at 7:40 A.M.—Steamer Casco, from San Francisco. Arrived at 5 and left up at 8 A.M.—Steamer Breakwater, from Coos Bay. Sailed at 9:50 A.M.—Steamer Newport, for Bandon, Arrived down at 12 M. and sailed at 1:30 P. M.—Steamer Catania, for San Francisco. Arrived at 4 P. M.—Steamer Tahoe, from San Francisco.

Francisco, July 16.—Arrived at 3 A. teamer Nome City, from Portland; at M.—Steamer Romoke, from Portland, at 7 A. M.—Norwegian steamer Tifor Portland; at 10 A. M.—Steamer
City, for San Pedro.
cica, July 16.—Salled—Steamer Geo.
der, for Portland.
ohama, July 16.—Arfived vesterday—

Norwegian steamer Henrik Ibsen, from Portland,
New York, July 16.—Arrived—Steamer St.
Paul from Southampton and Cherbourg.
Salled—Minneapolis, for London; New York,
for Southampton, via Plymouth and Cherbourg; Lapland, for Antwerp, via Dover;
Berlin, for Gloradrar, Naples, etc.; Cincinnati, for Hamburg, via Plymouth and Cherbourg; Cettle, for Liverpool via Queenstown;
Parnossia, for Glasgow, via Moville.
San Francisco Joly 16.—Arrived—Steamers Nome City, Yosemite, W. S. Porter, Roanoke, from Astoria; Asia, from Hongkong;
Chehalis, from Grays Harbor, Buckman,
from Seattle; Olympic, from Bellingham;
Bandon, from Port Orford; Marblehead,
from Puget Sound; schooners James Bolph,
James H. Bruce, from Ludlow, Sailed—
Schooner Transit, for Honolulu; steamers
Titania, for Portland; Governor, for Seattle.

Tides at Astoria Sunday. High. Low 10:25 A. M. . . 5.5 feet 4:07 A. M. . . L3 feet 9:26 P. M. . . 7.9 feet 3:30 P. M. . . 7.9 feet

RESOURCES NEEDED NOW

RETIRED LAND OFFICIAL SAYS CONSERVATION OVERDONE.

H. H. Schwartz Points Out Abuses of Government Policy in Handling Public Lands.

"Posterity is amply able to take care of itself. If it can't it will not help It any for us to meddle in its business now," said H. H. Schwartz yesterday, discussing the controversy over con-

servation of natural resources.

Mr. Schwartz recently retired as chief of the field service of the General Land Office at Washington, D. C., to enter the firm of Moulton & Schwartz, attor-

Mr. Schwartz said Western states knowing their own requirements, had forced certain bills through Congress. As these did not suit the ideas of cer-tain persons, he said, they were prompt-

"First of all we ought to consider what is conservation," he said. "I thoroughly approve of the right kind of conservation, but the kind that makes us buy coal for the Pacific Coast to the extent of \$1,000,000 a year from West Virginia, while it will shortly be needed for the iron fields, is ridiculated when we have the Aleskon coal gage Exclusive Stateroom.

Beginning with the departure of the steamer Beaver today, an inovation has been introduced by officials of the San Francisco & Portland Steamship Comben introduced by officials of the San West Virginia, while it will shortly pany, through which married couples who make early application can secure the exclusive use of staterooms on the accommodations on the saleon deck.

In the past men and their wives have been compelled either to occupy rooms with a third person, because there are been compelled of the extent of Arkansas can be found the third that makes us spend \$6 of accumulated wealth to save \$4 of natural wealth is clearly irresponsible. Yet that is accommodations on the saleon deck.

In the past men and their wives have been compelled either to occupy rooms with a third person, because there are been compelled to the total person, because there are been compelled to the extent of the conservation and third the past men and their wives have been to make full possession.

Take the case of Arkansas can be found the benches of Arkansas can be found the benches of the statements and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude assumed in the articles, that the salesments and from the general attitude and refilling with mud and refuse and the other extent of \$1.000,000 a year from with 'mud and refuse and the other extent of \$1.000,000 a year from with 'mud and refuse and the other extent of \$1.000,000 a year from with 'mud and refuse and the other calls and the other calls and the other

it is being conserved for a timber crop every 50 years. In place of that 50-year crop we could have an annual fruit crop.

"The people in the East have their

own ideas of conservation. Bottle up everything until the majority in the East makes up its mind what it wants to do is what it amounts to. Our remedy 's to have laws that cannot be suspended laws not controlled by individuals. Instead of passing a bill permitting the President to withdraw certain lands from entry, Congress should to it itself. If it seems advisable. Then we can get at the root of the thing and we know just who is responsible." "What is your opinion of Judge Bal-linger?" Mr. Schwartz was asked.

"I worked with him for a long time," he said. "He is not only a great man, but a thoroughly straightforward and honost man and there is not a scrap of guile in him. The attacks made on guile in him. him were most cruel, looking upon them as attacks on Ballinger as Bal-linger. I believe, however, that they would have been made at this time upon anyone who happened to occupy his position as Secretary of the In-terior.

"He has ability. He is a construc-tive statesman. He looms up above the attacks that have been made upon like an Oregon pine looms up above lastern scrub oak. Look upon the attacks as emanating from dwarfish and crooked minds and you have the situation accurately sized."

ENGLAND COUNTRY OF FADS

Former Portland Doctor Says There Is Gambling in Babes' Lives.

"England is a country of fads. There than in any other place in the world. Notwithstanding this there is more suffering among children, more gambling with infant lives than we would tolerate for a moment, despite charges that we encourage child indor."

This is the opinion of Dr. Joseph Bilderback, children's specialist and a former interne of the Good Samaritan Hospital, who has returned from a three-year tour of study in European nedical centers and will now settle in Portland.

"We may have child labor to a slight degree," continued Dr. Bilderback, "but we would not tolerate insuring bables for a large sum of money, as is quite common among the laboring classes in England. The insurance companies can give low rates because most of the sum the policy calls for returns to them. Many of the saloons are owned or controlled by the insurance companies. The parents no score draw the insurance than it flows back

draw the insurant to the company."

Dr. Bliderback said he was told by Dr. Still, of the famous Great Ormond Street Hospital for Children, that he caross many cases where the Winter of 1909 and 1910 is referred to as the worst in years.

Comparative statistics are included, covering the bar surveys, ft being brought out that when the garvey of since 1891, when she was launched

Esterly Says Lane Board Did Not Allow Pavement Cut.

PLENTY OF LAW EXISTS

Replying to Platt, Esterly Says All That's Needed Is Enforcement, Though Council Could Aid by Strengthening Law.

Defending the administration of ex-Mayor Lane, H. M. Esterly, who was a member of the Lane Executive Board, resterday issued a statement in reply 0 one recently published by R. T. Platt, a member of Mayor Simon's Executive

Mr. Esterly declares that Mr. Platt made misstatements and reflected upon he administration of Mayor Lane, and proceeds to state his own views on the subject of hard-surface streets and other things. He asserts that there is plenty of law and procedure now, and that the great need is for enforcement

of these laws.

Mr. Esterly declares that the Simon Executive Board is doing nothing new in the way of taking care of hard-surface streets, as the Lane Board carefully guarded the cutting of these pave-ments, he says, although there may have been some violations of the law when certain persons cut into hard-surface pavements without permission. Mr. Esterly's statement follows:

Mayor Lane's Board Defended.

"On the 30th ultimo you published a communication by Robert T. Platt, of the street committee of the City Executive Board, in which he discussed, among other things, the subject of cut-ting open hard-surface pavement for laying wires, pipe or other purposes. It was in answer to a complaint made brough your columns by Robert Farrell, relative to such cutting in

Lovejoy street.

"By reason of indefinite, inaccurate and incomplete statements of the facts unjust redection is cast upon the administration of Mayor Lane, and especially

ministration of Mayor Lane, and especially upon the street committee of the Executive Board. I was a member of the street committee during the latter part of said administration, and am familiar with the facts in the matter, and I ask to be permitted to ceply.

"Mr. Platt says that when the present Executive Board came into office it found that The various public service corporations, and as far as that goes, a good many private contractors, were slashing into public streets without permission, whenever it suited their business requirements; that they were permission, whenever it suited their business requirements; that they were doing so in Winter time and back-filling the trenches so made with mud and refuse; that the present Executive Board has adopted a procedure whereby no hard-surface street can be opened between September 15 and May 1; that is to say, the rainy season, except upon agreement that when the trench is closed, the material taken therefrom will be replaced with sand or gravel. The purpose of this provision is to pre-The purpose of this provision is to pre-vent the rotting of the bitumen element entering into hard-surface pavements by the damp earth and mud which was formerly used to fill the excavation.

Cutting of Pavement Blocked. "It cannot but be inferred from these

the present administration in the case of Lovejoy street, they were not with the knowledge or consent of the former administration. On the contrary, the Mayor, the Executive Board and the City Engineer, every man of them, were quite as sensible of the damage which might be done as Mr. Platt, or any member of the present administration, out arbitrarily refusing permits where real necessity existed for cutting into the streets, the City Engineer did re-fuse them unless the required application was made and it satisfactorily peared therefrom that such necessity actually existed, and the law was oth-erwise complied with. Many permits were refused, and in some instances permission was given to tunnel. The records of the offices of the City Audi-tor and the City Engineer should prove

New Board's Policy Not New

"Whenever the matter of cutting the streets game before the Executive Board, the same policy was followed. A notable instance of refusal to permit such cutting is the action upon an application to cut open the newly-laid pavement in Alder street. It was decided by the board that the conduit

cided by the board that the conduit which the corporation applying desired to lay might be laid by tunneling. The records of this action may also be found in the minutes of the board.

"The requirement that trenches in the streets should be refilled with gravel or sand was first adopted and required by the former administration and not by the present. The ordinances governing this subject of cutting and repairing pavements and airsets require tamping or nances governing this subject of cutting and repairing pavements and streets require tamping or sluicing the material in returning to the trenches. These methods were not found satisfactory because carelessly done. When certain water pipe was being laid in Second street by the Wabeing laid in Second street by the Wa-ter Board in 1906, to be followed by hard-surface pavement, to prevent sink-ing of the ground, sand and gravel were substituted for the earth from the trench. It was found to prevent set-tlement. Thereupon, the Executive Board adopted a rule that all work by the city employes should be done and the city employes should be done and, as far as consistent with law, all work of the kind should be done in like manner. The Water Board and the other city departments which had work of a similar character adopted the sam-rule. The records of the various de partments will show this.

Enforce Laws as They Are.

"Mr. Platt says that he attempted to get the City Council to assist him in his plan to regulate the abuses above mentioned by passing an ordinance providing for a criminal penalty by way of a fine for any excavation in a hard-surface street, not back-filled way of a fine for any excavation in a hard-surface street, not back-filled with sand or gravel, but the Council refused. The refusal would not have been strange under the former adminstration, because there was a conflict between the two branches of the city government at that time on divers widow.

questions; but it is inconsistent with the claim which was formerly emphat-ically urged for this administration that there would be no friction between the parts, but that all would work smoothly for the accomplishment of promised reforms, including that under discussion.

"But it is not more ordinances or procedure" that we need. It is enforcedure" that we need. It is enforcement of the laws and rules we now have. The following ordinances seem to have been overlooked by Mr. Platt: Ordinance No. 6529, passed in 1891, provides; that it shall be unlawful for any person to dig up or otherwise disturb a public street, or any macadam, gravel, block or other pavement, without first obtaining a premit in writing from the City Engineer, and filing a bond conditional that the same shall be replaced in as good condition as before, and kept so in condition for a year at the expense of the applicant. It also provides a criminal penalty by way of a fine or imprisonment for violation.

"Ordinance No access the expense of the applicant of the condition or imprisonment for violation."

way of a fine or imprisonment for violation.

"Ordinance No. 9889, passed in 1896,
provides that no cutting of any asphalt
or similar pavement shall be permitted
except upon written permit, which shall
be issued only on an agreement in writing that the party applying will at his
own expense repair and leave it in as
good condition as before. It also provides a criminal penalty by way of a
fine for violation.

"Ordinance No. 11,584, passed in 1900,
provides that pavement with a concrete
foundation shall not be disturbed without a permit from the City Engineer,
countersigned by the Auditor. Application must be made to the Auditor in
writing, setting forth the reasons, accompanied by an indemnity bond to
cover the cost of replacing. The City
Engineer shall then examine the street,
and determine as to the advisability of
granting the privilege asked for, and
when satisfied as to its propriety,
shall grant a permit to do such work."

Applicant Has Rights.

"The legislative branch of the city government has provided in those ordinances that when an applicant has complied with certain requirements, he shall have acquired certain rights. No other department of the government can deny these rights. While certain discretionary power is reposed by the last-mentioned ordinance in the City Engineer he cannot research to the city last-mentioned ordinance in the City Engineer, he cannot exercise it arbitrarily. The Executive Board has no authority but to enforce the law as it finds it. It cannot make law nor arbitrarily impose conditions not provided by law. An attempt to do so is a mere usurpation by the men who compose the board and illegal. As it has been well said, 'this is a government of law, not of men.' Therefore the 'procedure' which Mr. Platt says the Executive Board has adopted requiring an agreement that all trenches of the an agreement that all trenches of the

an agreement that all trenches of the kind under discussion shall be filled with sand or gravel is without any legal force or effect whatever.

But if the Council will amend ordinance No. 11.684, so that instead of an indemnity bond a deposit of cash may be required, or, if not, if the City Auditor can and will interpret the words therein: 'indemnity bond,' to mean a deposit of cash, the same to be retained until after the work shall mean a deposit of cash, the same to be retained until after the work shall have been tested by time and inspected by the City Engineer and a report filed with the Auditor, the owners of the deposits will be equally interested with the city in having the street promptly and well repaired.

Protect Gravel or Macadam.

"Mr. Platt says nothing about the protection of gravel or macadam streets. I desire to point out, in conclusion, that there is more need here than in hard-surface pavement, for, whereas by reason of the 'setting' of the concrete or bituminous materials used in hard-surface pavements, they are readily repaired, gravel and macadam streets are nearly always ruined by the cutting. Whenever the latter are cut into, the surfacing is usually thrown to one side, the clay or earth from the trench thrown over it, and mingled with it. When returned, the whole mass is shoveled into the trench without tamping and a high ridge left.

the Executive Board to protect and save such people from such injury and loss such people from such injury and loss by enforcement of the law provided for

M'MINNVILLE MAN CHOSEN

J. C. Cooper Heads Esperanto Association of Pacific Northwest.

their protection.

In the convention hall of the Portland Commercial Club yesterday, the Esperanto Association of the Pacific Northwest was organized with the fol-Northwest was organized with the lov-lowing officers to serve for the first year: President, J. C. Cooper, of Mc-Minnville, Or.; first vice-president, Lehman Wendell, of Tacoma; second vice-president, D. C. Ferris, of Seattle, secretary, W. L. Crissey, of Portland, The association includes the States of Oregon, Washington, Idaho and Mon-

Among the chief exponents of the Among the chief exponents of the warming and the chief exponents of the second of the

association.

One of the interesting features of the afternoon was an address by Lehman Wendell delivered in Esperanto. J. C. Cooper, of McMinnville, and J. W. Wood, of Tacoma, were chosen as delegates from the Pacific Northwest to the International Esperanto congress, which will be held in Washington, D. C. in August. D. C., in August.

General Bacon Fruit Ranch Platted. Mr. I. L. Ray is platting the famous General John M. Bacon fruit ranch on Lake Shore into 10-acre tracts, wh will soon be placed on the market. This orchard is well-known among fruitgrowers from Portland to London. This year's crop of prunes goes direct to London and buyers have already ap-

ear's crop. As high as \$13,000 has been realized from one season's crop and this year's crop will return about \$10,000. As there are only four of these 10-acre tracts, they will not remain long on the mar-ket at the price asked. See Mr. Ray at Hotel St. Elmo, Van-

proached Mr. Ray in regard to next

couver, Wash., for prices and terms. Ethical Society Will Discuss.

woman. United and State will be the subject for discussion at the meeting of the Portland branch of the International Ethical Educational Society at 501 Yamhili street, Tuesday night, July 19, at 8 o'clock. This meeting is free to the public.

"Woman, Church and State" will be

Fall Kills C. D. Green.

C. D. Green, a machinist who fell from a water tower at 155 East Stark street, Friday afternoon, died yesterday afternoon at 5 o'clock. Green fell 45 feet and many bones were broken. He lived at 290 Vapcouver avenue, and leaves a