

CONGRESS ASKED TO "COMPLETE" CANAL

Problem Is Not Intricate or Mysterious, but Will Take Time and Money.

GOETHALS NOT RECEIVED

Delays Already Costly to Shippers. Foretaste Is Given of What Might Happen to Prevent Movement of Fleet.

OREGONIAN NEWS BUREAU, Washington, Oct. 9.—A substantial appropriation to "complete" the Panama Canal will be urged when Congress convenes. This large and unexpected demand on the Federal Treasury is made necessary by continued slides.

With the formal opening of the Canal the public and Congress were led to believe that the Canal was virtually completed. Engineers having to do with the work, from general contractors down, have known all along that the Canal was far from completed, and cannot be regarded as a finished engineering project until all danger of slides has been removed. To make the Canal permanently safe will require the expenditure of several million dollars.

It is not a difficult problem to protect the Panama Canal against slides, said an officer of the United States Engineer Corps, recently returned from the Isthmus. The problem is not intricate, but it is large. The solution of the problem is quite plain. But in working out that solution a great sum of money will be required. The considerable time must be spent in cutting away the slopes of the Canal bank at Gold Hill and elsewhere.

How long it will take to make the Panama Canal absolutely safe for passage of ships will depend altogether on how Congress acts. If it grants the ample funds, the work could be finished in a year. It would be economy for the Government, and certainly it would be economy for shipping interests, if a lump sum appropriation adequate to meet the full cost could be made next session.

General Goethals and other officers and engineers on the Panama Canal work have never been deceived about the danger of slides, nor have they ever regarded the canal as finished, notwithstanding the large tonnage that has passed through since the opening. But Congress is going to disregard the cost, has been disposed to disregard the necessity for cutting away the hills abutting the Canal.

Recent action is thought by the Canal officials, will close that waterway to commerce for five or six weeks before dredging can open the waterway for traffic. In the meantime hundreds of cargoes are being held up at either terminus of the Canal; the delays are proving costly to shippers, and the United States Government is getting an object lesson of losses it might sustain were this country today at war with some foreign nation.

Military Value Temporarily Gone. There were two assigned reasons for not sending the battleship fleet to the Pacific Coast. One was that it would be one the military necessity of keeping them in Atlantic waters while war threatened, and the other the danger of having the fleet scattered, if they should be sent through the Canal. Had the fleet been sent to the Exposition and been held there until now, the Pacific Coast for another month by the slides which actually have occurred. For the month of October, at least, the Panama Canal has no military, nor has it any commercial, value.

COUPID BUS BEAR

Wedding Is Arranged but Captain Declines to Act.

COUPLE OBLIGED TO WAIT

Return Trip South.

Press dispatches of the past few days have carried information to the effect that it was at Washington, Oct. 4, an ally of President Wilson, so he must have made an aeroplane flight to the Pacific side, or else left the National Capital in advance of the news of the President's betrothal.

And his conspicuous work during June all over the country, and later among tourists moving to and from California, also his conquest with the President's yacht, the "Frigate," carried out as to his life or the life of the ship, he would do to the Mexicans when the Denver again returns to her southern shores, a host of other secrets.

Cupid found fair weather, moonlight, lack of seasickness and most conducive surroundings aboard to further his game. In fact, the case was decreased love from the time their glances met. On the ship it was taken for granted the second day that the affair would lead to a wedding at sea.

Purser Fred Haywood was an interested onlooker. He offered no objection to a wedding supper, and the social host was the proper man for the ceremony. Steward Martin quietly had informed the chef there was a prospect of a wedding supper, and the baker he imparted his attention for a wedding cake. Chief Engineer Jackson was in a mood to slow the engines down to make the mating ceremony more impressive. First Officer Parker and others of the Bear's company had thought of clean shaves, boiled shirts and hosiery for the occasion.

After dinner Friday evening there was an unusual gathering in the social hall. A few women passengers were present. The men were in their traveling suits and there was a general air of expectancy for a time. Then it fell most distressingly flat. The purser refused to carry out the role of marrying skipper. The pretty would-be bride coaxed, coaxed and begged. But she lost. Then the skipper spoke, but he was not to be lute, heels together, shoulders back, approached the skipper with a "Please, sir," but the navigator of the Bear was firm.

So there the case rested until the couple went ashore. Miss Hubbs was taken from the ship, but she was not to be lute, heels together, shoulders back, approached the skipper with a "Please, sir," but the navigator of the Bear was firm.

Marine Intelligence. Steamers Schedule. DUE TO ARRIVE. Name From Date. Breakwater... Coos Bay... Indef. Klamath... San Francisco... Oct. 11. Columbia... San Francisco... Oct. 12. Northern Pacific... San Francisco... Oct. 12. Geo. W. Elder... San Diego... Oct. 13. Beaver... Los Angeles... Oct. 13. Rose City... Los Angeles... Oct. 13.

BRITISH CARRIER IS CHARTERED AT 100 SHILLINGS.

VESSEL COMES IN BALLAST

WATER REPORT IS ISSUED

State Approves Permits in Last Quarter Total 152.

GRAIN RATES REACHED THE 100-SHILLING MARK yesterday for the United Kingdom, not considering options of other European ports, when the British steamer Valletta, of 721 tons net register, was engaged by Kerr, Gifford & Company. The fixture of the British steamer Margam Abbey a few days ago by M. H. Houser was at 97s 6d for the usual United Kingdom ports, with more stipulated for options, so the Valletta's freight is the highest price for the customary United Kingdom ports.

In addition, two sailers were added to the Pacific Coast list yesterday by Strauss & Company, the French bark Diessdale being taken at \$2s 6d for San Francisco loading with the option of Portland. The Diessdale is owned by the British firm of Balha Blanca, and the Colicuburn left Cardiff July 23 for Montevideo. The Valletta left New York September 23, and arrived at Portland September 10, and Balboa September 14, sailing for Astoria September 16, and for Seattle September 18.

Until the closing of the Panama Canal 95 shillings was the rate at that time for Amoy and made her way through before the early part of November. The law provides that every teacher must read at least one book a year from the list of books compiled by J. A. Churchill, Superintendent of Public Instruction, was issued today and is being sent to instructors throughout the State.

Brooks Has \$20,000 FIRE Catholic Church Parsonage, Dwelling and Two Barns Destroyed. SALEM, Oct. 9.—(Special).—Fire causing an estimated loss of \$20,000, took place at the residence of J. A. Brooks, the parsonage, occupied by Rev. George Shiner, the residence of Fred Batchelor and two barns belonging to the same owner and stock. Thirty-five tons of hay also were burned.

Brooks, according to word reaching here, started shortly before 6 o'clock from the explosion of a gas stove in the Batchelor home. The buildings and barns were destroyed. The church and priest's residence were partially insured.

Marriage Licenses. STROMQUIST-JOHNSON—Oliver H. A. Stromquist, 315 1/2 Sixty-third street, South-east, and Sylvia E. Johnson, 417 East Sixth street. KEEL-LEITCH—Melvin L. Keel, 918 Keele, Lewis, Or. LEITCH-LEITCH—Herbert H. Leitch, 917 Wilson street, and Elizabeth Holzer, 917 Wilson street, Lewis, Or. JESSEN-LANGFORD—Laurits Jessen, Gresham, Or., legal, and Margaret J. Langford, 1506 Cleveland avenue, September 24, 1915.

RECEIPTS GAIN THOUGH SEASON'S CAR SHIPMENTS ARE LESS. There has been a hopeful increase during the week in the receipt of wheat at tidewater from the interior and a slight increase some days over corresponding dates last year. Yesterday there were 78 cars received, and a year ago the total was 51 cars. For the week, 541 cars against 428 cars the same time in 1914. For the season to date there have been 404 cars, a decrease as compared with the same period last year, when 593 cars had been received.

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Movements of Vessels.

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At the plant of the West Side Pattern Works a lantern for the new Robinson Point light station, located between Tacoma and Seattle, is being completed on a contract in the sum of \$1500. The lantern is 15 feet high and has a diameter of eight feet. Brass, iron, zinc and curved glass are used in its construction. The light was manufactured in the East.

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SALEM, Oct. 9.—(Special).—On the ground that the exchange of traffic is too small and the revenue insufficient to justify the expense of operation and maintenance, the Portland city council and the revenue committee petitioned the Public Service Commission for permission to discontinue the track connection between his line and the Oregon Railway Company's track at Eighty-second street, Montavilla. The commission has agreed to a new arrangement between the lines at Fairview, Multnomah County, is adequate for the present traffic.

SALEM, Oct. 9.—(Special).—After a three days' session, the twenty-third annual meeting of the Columbia River branch of the Women's Foreign Mission Society of the Episcopal Church adjourned here tonight. The meeting next year will be in Spokane. Pledges by the various churches in the conference were made toward the \$25,000 which it was decided to raise next year to carry on the society's work.

SALEM, Oct. 9.—(Special).—Governor Withycombe today granted a conditional pardon to William Johnson, serving a 1 1/2 year sentence from Multnomah County for robbery. Johnson was sentenced in February, 1911. The pardon is conditional that Johnson go to Vancouver, B. C., where a sister resides.

GOALS SALVAGE FIRE

Merchant Skipper Honored by Plaster Paris Guns.

SAN DIEGO IS SCENE

Moving Picture "Battleship" Pays Tribute to Captain Foidat, of Steamer Wapama, in Acknowledging Services.

It seldom falls to the lot of a merchant marine skipper to be honored by a big gun salute, unless, perchance, he carries presents to a South Sea Island King, saves his tribe from starvation or slaughter or renders assistance of some such character. But Captain John Foidat, master of the McCormick fleet's speediest vessel, the Wapama, blushing to admit that on the last trip from California he bowed acknowledgement to a salute fired from a naval vessel.

It was at San Diego, and naught is detracted from the story because the naval vessel was one manufactured by a moving picture concern; that the honor accorded the sailing skipper was a result of having towed the vessel from San Francisco through smooth seas and under favorable conditions, or that the salute was blown to honor yesterday at San Diego by a United States Navy submarine; after one of the Government cruisers had fired a broadside in the bulk, an atlatl dropped from above, a feat intended primarily for the picture men, and incidentally to give Uncle Sam's fighters practice in live firing.

On the arrival of the Bowhead at San Diego it is said a small army of workers boarded her and in 48 hours she emerged as a gift-wrapped beauty. Her sides were covered with heavy cardboard, painted gray, and what appeared to be a broadside in the bulk, an atlatl dropped from above, a feat intended primarily for the picture men, and incidentally to give Uncle Sam's fighters practice in live firing.

Steward Jack Pennington says there were fewer seafaring passengers than usual, a more select party of travelers and favored with good appetites.

FOUR TO GET \$4,000,000 Estate of Colonel Dewey, of Nampa, to Be Divided. NAMP, Idaho, Oct. 9.—(Special).—The \$4,000,000 estate of the late Colonel W. H. Dewey, one of the early pioneers of Southern Idaho, is being checked up and will be divided among the four heirs, Mrs. Dewey, daughter, according to an announcement by the trustee today.

Those who will receive a share of the estate are Mrs. W. H. Dewey, the widow; E. H. Dewey, a son, and trustee of the estate; W. C. Dewey, a son, and Mrs. Robert H. Dewey, daughter. All are residents of this city.

THE WEATHER. PORTLAND, Oct. 9.—Maximum temperature, 59 degrees; minimum, 42 degrees. Wind, S. S. E. 10 to 15 m.p.h. Total rainfall since Oct. 1, 0.00 inch. Total sunshine, 111 hours. Total wind, 2000 miles. Barometer, 30.05 inches.

TELEPHONE DATA ASKED

PUBLIC SERVICE COMMISSION ASKS IN HOME COMPANY CASE.

MISSION BODY ELECTS

METHODIST CHURCH SOCIETY TO MEET NEXT AT SPOKANE.

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