

INLAND WATERWAYS COMMISSION DECLARES THAT RAILROADS ARE UNABLE TO COPE WITH SITUATION

PEOPLE MUST WORK FOR IMPROVEMENT OF RIVERS

President Roosevelt Prefaces Report With Brief Message to Congress. Recognizes Vast Importance of Water Transportation. Preliminary Findings of Commissioners.

Washington, D. C., Feb. 26.—President Roosevelt has sent in his message bearing on the Inland Waterways commission's preliminary report which was read to congress today. The president deals with the question of water transportation in a concise, intelligent manner and places much of the blame for retarding work on inland waters to railroad machinations. He maintains that much damage was done the commerce of the country by the unrestricted methods of the railroad corporations and was pleased to believe that the Interstate Commerce commission's work has made it possible to eradicate the evil.

The Inland Waterways commission report deals with the necessities of appropriations for improvements and points the way for beneficial results. The report while comprehensive does not deal with the work of the commission in its entirety but outlines what has been and ought to be done by congress and the people.

To the senate and house of representatives: I transmit herewith a preliminary report from the Inland Waterways commission, which was appointed by me last March in response to a widespread interest and demand from the people. The basis of this demand lay in the general and admitted inability of the railroads to handle promptly the traffic of the country, and especially the crops of the prairie.

This report is well worth your attention. It is thorough, conservative, sane and just. It is the mature judgment of a body of men exceptionally qualified, by personal experience and knowledge of conditions throughout the United States, to understand and discuss the great problem of how best to use our waterways in the interest of all the people. Unusual care has been taken to secure accuracy and balance of statement. If the report errs at all it is by over-conservatism. It contains the substance of a number of specific recommendations, and an account of inquiries still in progress, and it is based in part on a voluminous appendix. The subject with which it deals is of critical importance both to the present and the future of our country.

Our river systems are better adapted to the needs of the people than those of any other country. In extent, distribution, navigability, and ease of use, they stand first. Yet the rivers of no other civilized country are so poorly developed as those of the United States. The failure to use our own is astonishing, and no thoughtful man can believe that the report indicates clearly the reasons for it and the way to end it.

Destroys Commerce. The commission finds that it was unregulated railroad competition which prevented our inland waterways. The Mississippi, our greatest natural highway, is fast being lost to a rival in any country. The report shows that commerce was limited. While production was limited, the railroads, with their convenient terminals, gave quicker and more satisfactory service than the waterways. Later they prevented the restoration of river traffic by keeping down their rates along the waterfronts and terminals to an extent which made water competition impossible. Through the country the railroads have secured such control of inland waterway transportation that today canals and steamboat lines that today are in their hands. This was natural and doubtless inevitable under the circumstances, but it should not be allowed to continue unless under careful government regulation.

Comparatively little inland freight is carried by boat which is not carried as part of its journey by rail also. As the report shows, the successful development and use of our inland waterways will require intelligent regulation of the relations between rail and water traffic. When this is done the railroads and waterways will assist instead of injuring each other. Both will benefit, but the chief benefit will accrue to the people in general through quicker and cheaper transportation.

The report rests throughout on the fundamental conception that every waterway should be made to serve the people as largely and in as many different ways as possible. It is poor business to develop a river for navigation in such a way as to prevent its use for power, when by a little foresight it could be made to serve both purposes. We can not afford needlessly to sacrifice power to irrigation, or irrigation to domestic water supply, when by taking thought we may have all three.

Every stream should be used to the utmost. No stream can be so used unless such use is planned for in advance. When such plans are made we shall find that, instead of interfering, one use can often be made to assist another. Each river system, from its headwaters in the forest to its mouth on the coast, is a single unit and should be treated as such. Navigation of the lower reaches of a stream can not be fully developed without the control of floods and low waters by storage and drainage. Navigable channels are directly concerned with the protection of source waters, and with soil erosion which takes the materials for bars and shoals from the richest portions of our farms. The uses of a stream for domestic and municipal water supply, for power, and in many cases for irrigation, must also be taken into full account.

Deep Water Channels. The development of our inland waterways will have results far beyond the immediate gain to commerce. Deep channels along the Atlantic and Gulf coasts and from the Gulf to the Great Lakes will have high value for the national defense. The use of water-power will measurably relieve the drain upon our diminishing supplies of coal, and transportation by water instead of rail only will tend to conserve our iron. Forest protection, without which river improvement cannot be permanent, will at the same time help to postpone the threatened timber famine, and will secure us against a total dearth of timber by providing for the perpetuation of the remaining woodlands. Irrigation will create the means of livelihood for millions of people, and supplies of pure water will powerfully promote the public health. If the policy of waterway improvement here recommended is carried out, it will affect for good every citizen of the republic. The government must play the leading part in securing the largest possible use of our waterways; other agencies can assist and should assist, but the work is essentially national in its scope.

The River System. The various uses of waterways are now dealt with by bureaus scattered through four federal departments. At present, therefore, it is not possible to deal with a river system as a single problem. But the commission here recommends a policy under which all commercial and industrial uses of the waterways may be developed at the same time. To that end congress should provide some administrative machinery for

DOG CONFESSES TO STEALING JEWELRY FROM HIS MISTRESS

Sn Jose, Cal., Feb. 26.—"Pete," a bull dog, has confessed to mysterious jewelry thefts and restored the property to Charles Williams, the owner. After a six months' search had been made for the articles, "Pete," without being put through the "third" or even suspected, dug from the Williams' flower garden in this city a leather bag containing silver trinkets and a pair of gold-rimmed spectacles. A search of the flower bed in that vicinity led to the discovery of other missing articles, for which there is a big outstanding reward.

Some of the property belonged to Mrs. W. C. Davis of Tucson, Arizona, who was visiting the Williams last July. The jewels disappeared on the night of Mrs. Davis' arrival. "Pete" hastened to the front garden yesterday and dug furiously among the geraniums. With a sniff and a jerk he soon pulled into light the stolen property.

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WAYMIRE CASE TO BE APPEALED

Attorneys to Carry Decision Against Defendants to Supreme Court If Denied. Motions for New Trial and Arrest of Judgment.

Radding Held in Jail—Unable to Secure \$1,000 Bond Required—Fine and Imprisonment Face Two Guilty Ones.

Mrs. Belle Waymire and E. E. Radding, accused of conspiracy to blacken the good name of Mayor Lane, are guilty. The jury which for two weeks listened patiently to the sordid relation of the festivity gave their verdict last night after less than an hour of deliberation. One juror, R. Burgenshaw, voted for an acquittal on the first ballot, but changed in harmony with the other 11 when the second vote was taken. Radding is pacing a cell in the county jail today while his attorney, Seneca Pouts, is making an effort to secure the \$1,000 bond which has been required by Judge Gantenbein. Mrs. Waymire is at liberty, her bond having been made up by Radding's transferring his old bond of \$500 to her, which, added to the \$500 bond under which she was held, made up the amount demanded by the court. Mr. Pouts says he will be able to furnish the necessary surety this afternoon and thus enable his client to leave his cell.

Will Appeal Case. An appeal will be taken to the supreme court, according to the statement of R. W. McGarry, made this morning. Mr. McGarry appeared before Judge Gantenbein this morning and asked for time in which to file a motion for a new trial and one for an arrest of judgment. The court granted five days in which to file the motion. The motion will then be set down for argument and perhaps will be disposed of within a few days following.

In the event that motions for a new trial and an arrest of judgment are denied, and this is probable since the points involved are based on the rulings made by the court and his charge to the jury, then time for sentence will be fixed by the court and the defendants will have judgment passed upon them.

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TWO ROADS IN TRAFFIC ALLIANCE

Hill-Harriman Controversy Believed Closed—Both Lines to Use Same Track and Bridges Across Rivers Into Portland.

Agreement Accounts for Delay in Starting Work on Union Pacific Tunnel Project—Use Northern Pacific's Cut Instead.

That the Harriman and Hill railroad lines will use the same bridges across the Columbia and Willamette rivers, and the same cut through the peninsula, is a credible report that is going the rounds and given color by the inexplicable delay of the Harriman management in beginning the boring of its proposed tunnel through the peninsula. It is said that were the Southern and Union Pacific tunnel project really to have been built the work would have been commenced far ahead of rail construction on the sound extension, and that the last winter would have been utilized for working forces of men on the inside of the tunnel, at a season when men were plentiful and wages low.

Track Contract Let. A bonafide contract has been let by the Portland Bridge Building company to construct a mile and a half of track for the O. R. & N. company between the proposed tunnel junction with the main line around the peninsula and the site of the Swift company's packing houses. This track has been announced as a part of the O. R. & N. company's main line through the tunnel to the Columbia river bridge, and it has been said that the track would be of heavy construction and planned to become a section of the main line to the sound. The contractors are of the opinion that the track will be a main line, but do not deny that it could be well utilized as a packing house spur from the main line of the O. R. & N. company around the peninsula in the event that the O. R. & N. company concludes to eliminate its tunnel project and use the Spokane, Portland & Seattle railroad company's cut through the peninsula.

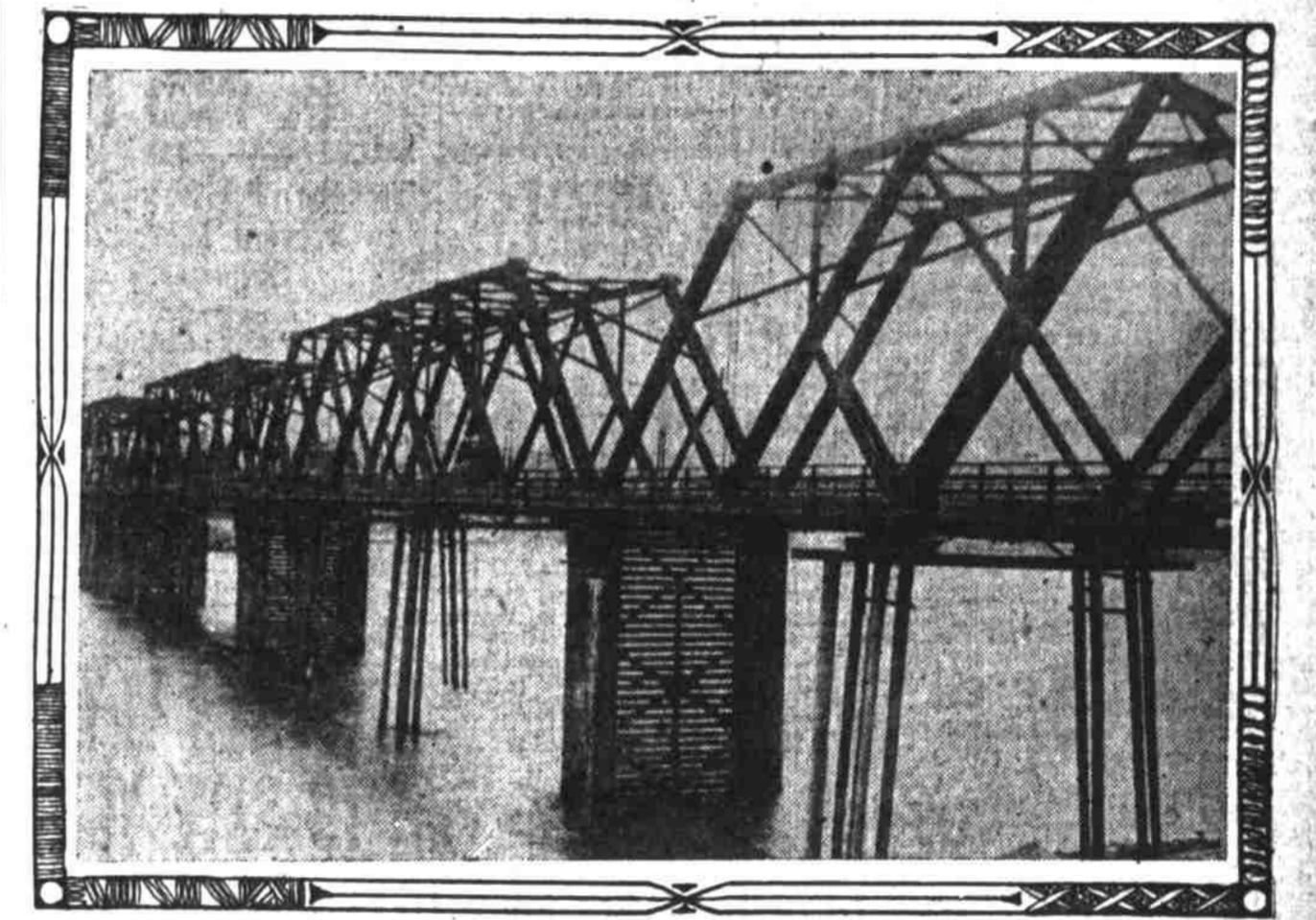
Arrangement at Tacoma. In a measure confirming the statement that negotiations for joint trackage through the peninsula have been closed, a story comes from Tacoma to the effect that practically the same agreement has been reached there, and that the Hill lines have shut down work on their proposed Tenth cut-off and mile-long tunnel under Point Defiance to gain a direct water grade entrance into Tacoma.

It is said the Harriman roads have secured the best entrance route into Tacoma, by a tunnel to be bored from South Tacoma to the heart of the city and that the Hill lines have made an agreement for the joint use of this tunnel.

These agreements, which are said to have been reached between the Hill and Harriman lines affecting joint trackage between Portland and Tacoma terminal yards will, it is said, save the railroads more than \$5,000,000 of money. The financial stringency, it is said, has brought them together on the terminal

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NEED FOR NEW BRIDGE AT MADISON ST. IMPERATIVE



MADISON STREET BRIDGE, SHOWING THE SPILES USED TO STRENGTHEN IT. COUNTY COMMISSIONER LIGHTNER SAYS THE BRIDGE IS UNSAFE.

SWIFT BUYS BIG PENINSULA TRACT

The Swift people have added another body of land to their already immense holdings in the vicinity of the railroad crossing on the peninsula, where the \$4,000,000 packing plant is to be erected, having just concluded an \$80,000 purchase of a tract that adjoins their townsite north of McKenna Junction. A considerable portion of this tract is elevated and was probably acquired for an addition to their townsite.

An extension of Patton avenue will run through the tract, and on the south it extends well towards Columbia boulevard. This, together with the tract purchased a few weeks ago, for which \$16,000 was paid, gives the company ample area for a town of several thousand people, and brings the total holdings of the company on the peninsula close to 3,000 acres.

County Commissioner Lightner Sounds Alarm as Present Structure Is Weak. Accident Feared by East Side Residents—Improvement Clubs Urge That Something Be Done Immediately

"There is no question but that the Madison bridge should be rebuilt as soon as possible. We have been watching the bridge closely during the winter and have decided that it is absolutely unsafe. Within a few weeks we have noticed that the cords are drawing apart," Commissioner Lightner, before the United East Side clubs last night, recommended to the people that the Madison street bridge be rebuilt. County Commissioner Lightner to the federated east side clubs at their regular meeting last night in the rooms of the East Side club, Sargent hotel. "The action was taken by the east side clubs, but on account of the bungling of the bond issue voted in June the issue has been declared illegal by Judge Cleland and his decision will undoubtedly be affirmed by the supreme court. "We have watched all the bridges closely during the winter and we have come to the conclusion that the Madison street bridge is absolutely unsafe. We have asked the streetcar company to instruct its engineers to examine the bridge, and they have made reports to the effect that the bridge cannot much longer endure the traffic it now carries.

BRYAN TO TAKE EDGE OFF HARSH METHODS USED BY ROOSEVELT

(United Press Leased Wire.) Pasadena, Cal., Feb. 26.—I am for William J. Bryan for the presidency of the United States and I think he will be elected over any candidate the Republicans can name," was the declaration of M. E. Ingalls, chairman of the board of directors of the Big Four railroad and former president of the Chesapeake & Ohio and the Big Four lines.

"In 1896 and in 1900 I voted against Bryan on account of his free silver views, but now since he has recanted that Democratic heresy and has broad-

ened by travel and ripened by age, I believe he is the available Democrat for the presidency at this moment. I believe that Bryan could better carry out what is good in the Roosevelt policies than the president himself. There were certain evils existing in the country that needed just the brutality of treatment given by Roosevelt; but we have come to the point where the continual cry "Watch what I will do," is simply ruining business and urging us nearer and nearer to the brink of panic. I believe that Bryan can defeat any man the Republicans can nominate, even if that man were Roosevelt."

Strengthening Spans. "We have found it necessary in order to safeguard the public to strengthen the spans by placing piles under the spans to support them. It is impossible in this way to reinforce the draws, but the engineers have told us the draws are more safe. If you are not so certain at any rate the county court has ordered the railway company to permit not more than one car to go on the draw at one time. Should an accident occur on the Madison bridge it would not be forgotten in the lives of yourselves or mine.

Alarm has been excited among those people who are compelled to use the Madison street bridge. Many people in the southern part of the city have long felt apprehensive for the safety of the bridge and the county court ordered last week that piles be placed to support the spans. The bridge in general has become alarmed because of the imminent danger should a loaded Mount Scott train or other big Oregon Water Power car plunge into the river.

Caps Removed. "When the steel caps were removed from ends and junctions of wooden cords and braces recently, continued Mr. Lightner, "it was found that the cords were rotting away. When the cords were examined it was found that many of them had pulled apart. Furthermore, the planking on the surface is in poor condition and has not been renewed because of the surface. It would be rebuilt before this time."

Those who have occasion to cross the bridge on foot have noticed how loose the boards in the sidewalk are and how the bridge shakes when the heavy standard gauge trains are passing. Recently when the engineers were attempting to locate the harbor line for the new dock of the Pacific Bridge company between the Madison and Morrison bridge, it was found impossible to use the Madison bridge because of its decay. It was found impossible to use which to make estimates because the way was so great that it swung clear out of range of the engineer's instruments.

Commissioner Lightner advised the east side clubs to take action at once. He said the supreme court decision should be put forward on the calendar, but if that could not be done he thought it safer to start petitions at once as the decision of Judge Cleland would undoubtedly be affirmed. The commissioner advised the clubs to spend not less than \$1,000,000 on the bridge, as it would be more economical in the long run. It should be strong enough to

CITY OF LIMA, PERU, WHERE THE OFFICERS AND BLUEJACKETS OF THE UNITED STATES BATTLESHIP FLEET ARE BEING ENTERTAINED. THE CIRCULAR STRUCTURE SHOWN IN THE PICTURE IS THE BULL RING WHERE A NUMBER OF BULL FIGHTS TOOK PLACE A FEW DAYS AGO IN THE PRESENCE OF SEVERAL THOUSAND MEN OF THE FLEET.

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