

LEADING PHYSICIANS OF CITY URGE PROMPT ACTION

INVESTIGATION OF DIRTY MILK PROVES DAIRIES BRINGS RESULTS FEAT TO ALL INQUISTORS

Innocent Babies Are Given No Chance

Portland, Or., September 3.—To the Editor of The Journal—An but a short time out from Minnesota, and am amazed that one newspaper should have to wage, single handed, such a fight as you are sustaining against ignorance as represented in Oregon's dairy and food commissioner. I can picture EVERY newspaper in Minnesota, in a like case, putting its shoulder to the wheel for pure milk.

We of mature age turn naturally from filthy food or drink, but the poor, innocent babies have no choice but to drink what is given them, and I should think that any one, except a bigoted fool, knowing such milk was being sold, and being clothed with authority by the people who pay his salary, could have seen his plain duty.

Has not the governor of this state the power to remove such incompetents? Or have the people of the state to wait until they can get a crack at Mr. Bailey with their ballots at the polls? Some places they wouldn't wait—only long enough to get the tar and feathers. The Oregonian we don't mind. We don't have to read it. It's like Benj. Binn's ghost: "Couldn't do any harm if it would."

Thanking you for your efforts on behalf of the babies.

"A FATHER OF SIX OF THEM."

Types of World's Ablest Men Grill Him and Are Convinced—He Tells Why He Succeeded Where Others Failed—Rests on Laurels.

(By Charles P. Stewart, Staff Correspondent United Press. Copyright 1909 by the United Press.)

Copenhagen, Sept. 5.—In an interview granted today to a number of correspondents representing the foremost news agencies and newspapers of Europe and America, Dr. Frederick A. Cook, planned down by the merciless searching questions of William T. Stead, the veteran British journalist and dean and spokesman of the correspondents' corps, admitted that unless his astronomical observations and the corroborative evidence of his two Eskimo companions is accepted as such, he has no positive proof of his right to the title of discoverer of the north pole.

So frank, straightforward and convincing were the answers of the dauntless scientist that at the end of an hour's cruel grilling, he had satisfied virtually every man present at the interview of the truth of his assertions that he planted the stars and stripes on the long coveted northern goal on April 21, 1908.

Wearied Man Put to Ordeal.

Dr. Cook's statement this afternoon, the first detailed account he had made of the achievement which has startled the world, was given in a hall under the most cruel and unfavorable circumstances.

After a day's strenuous enough to test a Roosevelt, and distressing enough to wear the petticoat of a job, Dr. Cook, in the face of discouraging skeptics who would not snatch away his laurels almost before they were bestowed, was called upon to clear away an international insularity which seemed to have barred his entrance to the hall of fame.

He succeeded in the effort.

Frankness Wins All Hearers.

Calm and imperturbable, though winding under the assault of thrusts which even the lateness of Stead could not mitigate, Dr. Cook, modestly and with delightful unassuming modesty, answered every inquiry with a directness and frankness that quickly won all his hearers.

At the conclusion of the interview, he was congratulated on all sides and everywhere were heard favorable comments on his modesty and sincerity and the belief was expressed that the scientific world's verdict would be that he had won the prize sought for centuries.

Intrinsic Evidence Bailed on.

"I realize, gentlemen," said Dr. Cook, in addressing the newspapermen, "that despite the fact that I have nothing to gain from misrepresentation of actual facts, and on the other hand have everything to lose, the nature of my accomplishment of April 21, 1908, has planted the American flag to the spot at latitude 90 degrees north, calls for proof to the scientific world. I understand that in a great deal of this sort my reputation and my past credit for naught, but I believe that in a carefully prepared diary which I kept and in the painstakingly accurate astronomical observations which I made, will be found the proof demanded by the world. Corroborating this will be the evidence of two brave and uncomplaining companions of my trip, the Eskimos, Etukishuk and Ahweelah, whose names were previously mentioned in the Herald on Thursday, September 2, was absolutely as I wrote it while in the north, with the possible exception of the temperatures encountered. I have seen nothing in figures and the clippings handed me here and do not know what what ones were published in America.

Undertaking Strictly Scientific.

"I am told that my trip to the pole has been branded as unscientific and unpremeditated, a mere sportsmanlike event. While I plead guilty to a certain amount of the spirit of the sportsman, I am not willing to admit that my expedition was unscientific. It is true that I did not have the elaborate paraphernalia or all of the instruments that would have desired had it been possible for me to carry more luggage. I was, however, equipped with an up-to-date and complete set of navigation and astronomical instruments. I had three chronometers, a pedometer and a watch, and used each of the instruments to the full.

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HARRIMAN CAUGHT BY CAMERA MAN



Picture of E. H. Harriman (foreground) Taken Expressly for the Hearst News Service. Mr. Harriman was on his way from the Steamer at New York to his Automobile.

HUMAN FLOOD INUNDATES RAILROADS

Trains Delayed Because Cars Are All on Incoming Tracks—Passengers Hang Round Till Coaches Come in.

With more than 5000 people entering and leaving the Portland union depot daily, and probably half as many more from the Jefferson street, Fourth street and North Bank depots, the railroads running out of the city are literally unable to handle the crowds, and yesterday No. 19 on the Southern Pacific was delayed three hours in leaving, awaiting the arrival of equipment to carry its passengers.

So great is the demand for cars of every kind that they are no sooner in the coach yards here than they are turned over to an outgoing train. It is impossible in many cases even to give the cars more than a makeshift cleaning standard and tourist sleepers, coaches and baggage cars all are in demand. Frantic telegrams sent east by General Passenger Agent McMurray of the Harriman lines and by Assistant General Passenger Agent A. D. Charlton of the Northern Pacific have resulted in getting every odd passenger car in the west on the way to Portland, but still the coach yards find difficulty in accommodating the train.

Train No. 19, the Portland-Ashland passenger train, was to leave here at 3:15 yesterday morning, had a passenger coach to tie itself to when leaving time came. There wasn't such a thing as a passenger car in reach of the Harriman yards and nothing could be done until trains from the south brought in enough coaches for a driving Ashland train with cars. It was delayed in leaving here until 11:15 yesterday morning.

While ordinary passengers are having trouble getting any sort of seats would the Pullman passengers have had a fix. To secure a berth or a parlor car seat going in any direction out of Portland is a feat that requires patience, money, nerve and good temper, together with the faculty of meeting disappointment stoically.

Even "friends of the management" are suffering these days, and a request for accommodations from even so potent a factor as the city of Portland, was turned down by the Harriman offices yesterday. A telegram was received from the city asking for a driving coach for a party going south last night and another was received from Mr. Stubbs requesting that the accommodations be furnished. There were none to give, however, and a wire was sent to Seattle saying that no drawing rooms were left but two upper berths could be furnished. Quick as a flash back came the reply saying "You can keep your upper berths for the night, but give me two reservations on the trucks."

The rush is getting on the nerves of every one in the general passenger department to ticket clerks. The railroad men are looking forward to the coming of fall with impatience.

TRAINS JAM; BOY HURLED 100 FEET

Wreck at Olympia, Wash., Ties Up Traffic on Northern Pacific Indefinitely.

(Special Dispatch to The Journal.)

Olympia, Wash., Sept. 4.—One of the odd features of a wreck at the east end of the Seventh street tunnel on the Northern Pacific entering Olympia this afternoon was the hurling through the air for a hundred feet or more, of a 6-year-old boy, who was unhurt by the collision of two freight trains, in which Engineer Joseph Fred Warren of Tacoma lost his right leg at the hip, sustained a fracture of his left leg and a crushed hand and internal injuries; Charles Stauffer of Tacoma, his fireman, was badly bruised and received severe internal injuries. Warren is not expected to live and his wife will arrive here tonight.

In the smashup, one engine and three cars were completely wrecked. The accident happened at 3:30 o'clock. A switch engine at work in the east end of the yards had picked up a loaded car of lumber and was proceeding to take it down to the station, at the same time a local freight train was given orders to clear for Tacoma.

The engine was light and the load heavy, so the train was backed out of the block and given a flying start to make the grade at the far end of the tunnel. While the train was in the block and the signals showing clear, the switching engine ran onto the main track and in its hurried rush, both entered the block at the same time.

Conductor Jumps to Safety.

Jake Hestler, a conductor was standing on the front end of a car of lumber which was being pushed by the switch engine. He heard the other train coming, through the tunnel, but could not see it, so he jumped to safety by leaping from the car. The train came together, the freight engine, the switch engine and its car, and the lumber car, all were crushed and slipped over the freight engine.

The stack of lumber and everything else were stripped off the freight engine and the places occupied by the engine and the lumber car were crushed into one. A car loaded with staves doubled up and some lumber was scattered all over the timbers off the top of the tunnel, any crossing the small boy who stood on the track was hurled into the air.

All traffic on the latter division of the Northern Pacific is tied up. Passengers are being accommodated at the

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WALL STREET CLYDE FITCH, SIX BURIED IN MOVES WITH PLAYWRIGHT, A LIVING HARRIMAN SUCCEUMBS

(United Press Leased Wire.)

New York, Sept. 4.—The Wall Street Summary Monday will say: "The past week started in with a change in speculative sentiment inspired by optimistic reports as to the condition of E. H. Harriman and with the advance made on the first day of the week previously prevailing nervousness over the situation almost entirely disappeared. Price movements were relatively narrow. Other stocks than the established market leaders became more prominent as the week progressed, with a diversion of speculative interest from these high priced dividend payers to lower priced speculative shares."

This strong tone that developed Monday was firmly held and the week's trading generally resulted in advances ranging from 10 to 15 points.

The most important development of the coming week is the coming publication of the government crop report for September.

(United Press Leased Wire.)

Chalons Sur Marne, France, Sept. 4.—William Clyde Fitch, known to playgoers in every part of the world as Clyde Fitch, the successful American playwright, died in the private hospital of Dr. Axquier here tonight, following an operation for appendicitis, performed Thursday night.

Mr. Fitch had been spending the summer motoring through Germany and was enroute to Paris when seized. He had been suffering from the disease for a long while but had steadfastly refused to have an operation performed.

When he reached this city, however, his condition was so serious that the physicians insisted on an immediate operation.

Early today the attending physicians declared that Mr. Fitch's condition was grave, but that he had recovered consciousness and that they had hopes for his recovery, though he had failed to rally as well as was expected. Later in the afternoon it was declared his condition was worse and hopes for his recovery were abandoned.

His physician and his close friend, Gustave, were present when he died. E. H. Harriman, Fitch's private secretary, sailed from New York for Europe today and will hasten with all possible speed to Chalons.

The body of the playwright will probably be held until Mr. Harriman's arrival when plans will be made for returning it to America.

Mrs. William G. Fitch, the mother, is expected to arrive shortly from New York.

Exceptionally Profitable Playwright.

Clyde Fitch was easily the most profitable of the younger American dramatists. He was born in Elmira, N. Y., in 1864, of English ancestry, who settled in Salem when the thermometer reached 71 degrees.

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(United Press Leased Wire.)

Chicago, Sept. 4.—With spades and picks 100 men are working frantically tonight in an effort to rescue from a living tomb two men who this afternoon were buried with four companions, when a wall of earth 30 feet high collapsed in a trench in which they were working at East Chicago, Ind.

Of the six men entombed, three have been taken out alive and one dead body has been recovered.

The workmen are hoping against hope that through some act of Providence the two men in the trench may still be alive. One of them, John Murchan, was brought to the surface after he had been buried five hours under tons of earth and sand.

All the victims were workmen employed in digging a trench for a sewer.

Poles and Hungarians Escape.

Thirty-five men, mostly foreigners, were in the trench when, without warning, the timbered sheathing, reared for protection of workmen from just such a disaster, crumpled like paper. A Polish sub-foreman saw the impending danger and in his native tongue raised a cry of alarm. The Poles and Hungarians, who understood, dropped their tools and dashed for the completed end of the sewer, saving themselves by a narrow margin. The foreman's warning meant nothing to the Americans and Italians, however, and they were buried under tons of earth.

The foreman unassisted the terrified men who had emerged from the death trap. One of the diggers, John Murchan, was located near the head of the trench.

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ALL COMMEND PURITY MOST ESSENTIAL IN MILK PURE MILK CRUSADE

Thousands of Portland's best citizens have during the past week voluntarily indorsed the pure milk crusade inaugurated by The Journal. These expressions, more than commendatory, are practical, and carry definite assurances of cooperation and aid. Business and professional men, physicians, and mothers have promised to help accomplish the great purpose—to make the milk safe and save the lives of the babies.

"Harmonize officials, determine definitely the center of authority and responsibility, give honor where honor is due, condemnation where condemnation is due; publish conditions as they are, and in a month the dairies will be sanitary, the milk safe," said Dr. A. Giesy emphatically yesterday afternoon.

Dr. Giesy was until recently a member of the city board of health—now he has withdrawn from positions saving of politics and is devoting his time to his practice. He explained his assertion by an additional sentence: "Every decent citizen will cooperate in this fight for clean milk. The health of the city depends upon it. The only ones opposed are those who for some reason think their personal and interests are opposed. But I do not think this is a time for words; it is a time for action. It is difficult, it is a time to determine who has the responsibility and authority. But surely among all the officials there is responsibility enough to clean up the dairies and the milk. If there isn't we had better start all over again."

Looks for Cooperation.

"As a matter of fact I am surprised that Commissioner Bailey does not cooperate with the city and state health authorities in putting the dairies in a sanitary condition. The job is too big for him why doesn't he appoint City Milk Inspector Mack, a deputy dairy commissioner with power to enforce the law?"

"For that matter why do not the records show where Commissioner Bailey has shown readiness to cooperate with the city health authorities in keeping the milk supply pure. If he has no other responsibility, would he not insist on him to keep the dairies clean. The law makes this clear.

"We are not as careful in Portland of the choice of our own food as we are of the food for our horses. Let me say I have a fine horse. I feed him the best oats and the brightest hay for him? Would I feed him on malt to burn out his digestive organs, or half decayed apples? Would I feed him on filth and let the filth cling to his sides?"

"At these are the conditions shown to prevail among the dairies. And it is the milk, the most important single item of food that we possess, coming from such dairies that we drink, that we give to our children. Let it down as an axiom, there will be no healthy baby producing pure milk found in a dirty dairy."

"I commend The Journal for showing these conditions, for pointing out the duties of officers sworn to protect our health and lives. The Journal will have back of it the help of the city population until this milk supply is clean."

Dr. A. E. Rockey, physician and citizen, actively interested in anything that makes for the public good, said yesterday: "I am heartily in favor of this pure milk agitation." In an extended interview he made some significant statements. A few of them follow:

"The conditions of city life make us dependent on others for our milk supply. Purity is an essential tenet of higher ideals. The ideal of some milk vendors is often no higher than gain. The whiteness of milk covers much filth.

"Typhoid germs, dysentery, diphtheria, tuberculosis—no choice breakfast dishes for children.

"There is only one true protection for the milk consumer and that is cleanliness in the production and handling of milk. Healthy cows, clean stables, protection from dirt in the handling of milk, quick delivery after milking and cooling, these are all essential and it seems reasonable that we should demand them.

"Officials elected by the people for the purpose of providing these very conditions and who fall utterly in doing this duty as The Journal has amply shown, should not be allowed to continue in office. The vote getting qualities of a poor food politician can surely never overcome this exposure. The efficiency of this branch of public service has long been known to some; now it is known to all."

In addition Dr. Rockey said:

Should Be Permanent.

"The city board of health must make this a permanent part of their work. When James cleaned the Augean stables his act was considered a stupendous and commendable that it has come down to us through thousands of years of history. No less commendable is the work now being done toward providing us with wholesome milk. Hoekel's law that the development of the individual furnishes the type of the development of the species has no better illustration than the use of milk by the great human family. Before the dawn of history when Jacob led the herds of Lahan to water over the striped cedar branches in the valley of Canaan to the present time milk has furnished us our most important single article of food that developed the earth all began life on a milk diet.

"In primitive life and in the country the family may have its own cow and by individual attention secure absolutely pure milk. The conditions of city life prevent this and make us dependent on others for our supply. Purity is an essential tenet of higher ideals. The ideal of some milk vendors is often unfortunately, no higher than that of gain.

Whiteness Covers Filth.

"The whiteness of milk covers much filth and the microscope has discovered the germs of many deadly diseases.

"Typhoid fever, dysentery, diphtheria, tuberculosis, choice breakfast dishes

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BAILEY NEGLECTS TO PUBLISH REQUIRED MONTHLY BULLETIN

J. W. Bailey, state dairy and food commissioner, has evaded the law requiring a monthly bulletin to be published from his office for the information of the dairymen and the members of the Portland Retail Grocers' association.

"We've it out for bulletins published in other states and at Washington would be totally uninformative as to manufacturers selling illegal foods in this state," said Charles E. Merrick, secretary of the association, yesterday. "I presume knowledge of dairymen, who mean clean milk is also kept away."

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JUMPING FISHLIKE FROM WATER, RACING BOAT DUCKS CREW

Astoria, Or., Sept. 4.—While the fast racing motor boat, Pacer of Portland, was coming down the river last night to enter the events at the Calhoun Regatta today, she struck a slight obstacle in the channel above Calhoun and turned turtle. She was making over 35 miles an hour when the accident occurred, with her 150 horse-power engine and three screws. The four men in the craft, "Bob" Cox, her owner, his brother, "Link" Burton, one of the crew, and two others, were thrown out before they knew what had happened. They managed to come up the surface, and kept afloat.

The forward air chambers of the Pacer burst her front air surface, and the men got hold of her. The steamer Potter was passing, and the

VALLEY HOP PICKING GOES MERBILY ON

(Salem News of The Journal.)

Salem, Or., Sept. 4.—Hop picking is progressing under most favorable conditions. The warmest weather that has been experienced was felt this week. Though sermion cannot be said to be disappearing, it is not increasing. Monday picking will be general all over the valley, and the coming week it is estimated that 100,000 bushels will be picked, cured and ready for the market.

The government thermometer registered 50 degrees today, the warmest in the Salem hop district since from last Saturday when the thermometer reached 71 degrees.

four men bitterly complain that she neither stood by to give aid or even sloped down. But the accident had been witnessed by men on shore, who put out in a skiff, the Potter evidently saw the skiff going to the rescue and therefore kept on her way.

Despite the fact that the skiff was coming the men aver the Potter basely deserted them. After being in the water an hour they were picked up by the skiff. Later the Pacer was brought to the surface and towed to Calhoun by W. C. McCallister, fish warden, who came along in his craft.

The sinking of the Pacer was most spectacular. Her terrific speed caused her to bound in the air like a fish jumping from the water. She could not enter the regatta today at Calhoun but is not injured.