

ASSERTS RICHNESS OF ALASKA IS NOT YET APPRECIATED

Major Morrow Back From Inspection Tour; Finds Railroad Building at Standstill; To Leave for Washington.

During the two months that he was in Alaska as chairman of the Alaska railroad commission, which is to report to congress on railroad conditions there, Major J. W. Morrow, corps of engineers, United States army, traveled over a thousand miles on horseback and by wagon and by the time he returns here from Washington he will have traveled about 13,000 miles on the trip. Major Morrow arrived this morning from Seattle and will leave this evening for Washington, via Ottawa, Canada.

The other members of the commission will go direct from Seattle to Ottawa, where they will be met by Major Morrow, and information in connection with the Canadian government's method of handling their railroads will be looked into during their three days' stay there, that the forthcoming report may be made as complete as possible.

Aside from Major Morrow, the other members of the commission are: Alaskan Coal Fields Visited. A. H. Brooks of the geological survey; Leonard M. Cox, civil engineer, U. S. N., and Colin M. Ingersoll, civil and consulting engineer and formerly chief engineer of the New York, New Haven & Hartford railroad. During the trip a number of the Alaskan coal fields were visited by the commission.

"We saw about as much of the country on our trip as was possible during the time that we were there," said Major Morrow this morning, "and we were very favorably impressed. The building of railroads in Alaska is absolutely at a standstill. It has been for the past two years, the only rails laid being in cases where an old one had to be replaced. The country is very rich mineral and agriculturally, but is not appreciated by the people of the United States."

"I left here September 8 and met the rest of the commission who had come from Washington direct, at Seattle, where we took the revenue cutter McCulloch on September 10 and arrived at Seward on the 16th. From Seward we went along the Alaska Northern railway to its terminus, and thence by launch to Knik, a small island, 10 miles inland toward the Matanuska coal fields along the route of the proposed extension of that railroad."

"We returned to Knik and took the revenue cutter, visiting Ship creek, Inupiat bay and Ilamna bay, all three harbors being in Cook's inlet and exposed as railroad terminals. From there

we went by cutter to Controller bay and Katala, spending September 26 and 27 there, then on to Valdez, where we spent the 28th and 29th. "Overland from Valdez to Fairbanks the trip was made by wagon, and October 12, 13 and 14 were spent at the latter place, after which we came back by wagon to Chitina on the Copper River railroad, arriving there on the 24th. The party went out to Kennicott mine, the terminus of the Copper River road, and then back to Cordova, where we arrived on the 28th, and spent a week there.

"Cordova was left on November 4 and we arrived at Haines November 6. We spent two days at Haines looking over the proposed route of the railroad via White river and got over 20 miles of that in a wagon. The next stop was at Skagway where we went over the White Pass road for about 45 miles after which we took the steamer to Prince Rupert and went over 120 miles of the new Grand Trunk Pacific railroad. From Prince Rupert the party took a steamer for Vancouver and another from that port to Seattle, arriving at the latter place on the morning of November 17."

Major Morrow, who was gone 73 days from the day he left here until he returned, said that in that time he has not swung a golf stick and he is very anxious to see the green at Waverly.

TEAL INDORSED BY THE ROTARY CLUB

Oregon Man Favored for Secretary of Interior; Faith in the Y. M. C. A.

The suggestion that Joseph N. Teal should be appointed secretary of the interior by president-elect Wilson was cordially indorsed by the Rotary club at its meeting in the Commercial club yesterday. That Mr. Teal should be appointed as an honor to Oregon and as a mark of appreciation for the great public work he has done and as a recognition of his unusual ability to perform the duties of the office heartily asserted by the club members. To draft a suitable resolution calling upon the president-elect to make the appointment President Frank C. Riggs of the Rotary club appointed a committee consisting of Louis A. Colton, Harry P. Palmer and Will A. Knight.

The Rotary club also took vigorous action in condemnation of certain malicious misrepresentations in connection with the exposure of indecent practices among a group of degenerates in Portland and by formal action yesterday called upon the people to take notice that the Y. M. C. A. instead of being culpably involved had been the leader in the effort to expose and put an end to the conditions.

A committee was appointed to give expression to the club's attitude, consisting of Dr. F. E. Moore, Sig. Steiner and Harry P. Coffin and the expression is in the form of a letter as follows: "At a largely attended meeting of the Rotary club held today, convincing evidence was presented to show the malicious and unwarranted nature of the attack against your splendid institution."

"The undersigned committee is appointed to express the sentiments of the club. "Appreciating the seriousness of the unfounded and spiteful charges against your great representative organization, we unreservedly declare the evidence most overwhelming in showing that a gross injustice and vicious wrong has been done. We recognize the vast amount of good your institution has done and is doing in our community. We assure you of our sincere and absolute confidence and our desire and purpose to cooperate with you in any way possible to uphold the good name of the Y. M. C. A."

The Rotary club appointed as its spokesman at the Greater Portland Plans meeting tonight, when the auditorium site will be discussed, Howard Everts Weed.

ELKS WILL FLOCK TO OREGON CITY TONIGHT
More than 500 of the scattered tribe will go by special train on the Southern Pacific to Oregon City, leaving here at 7 o'clock tonight, to participate in the dedication of the new Elks' temple in that city. Accompanying the special will be the local Elks' band of 50 pieces. Specials will also be run from Eugene, with 120 members, and Salem and Albany, with 100 Elks each. The Vancouver contingent, estimated at 75 to 100 strong, will join the Portland special.

Deputy District Grand Exalted Ruler Thurston Daniels of Medford, will have charge of the dedication exercises. The dedicatory address will be delivered by K. K. Kubil of this city, and John C. McCue, also of Portland, will give the 11 o'clock toast.

The occasion will bring out the largest gathering of Elks in the state since the grand lodge session in this city last July.

SEATTLE CIVIC EXPERT LIKES THE BENNETT PLAN
Virgil Bogue, railroad builder and author of the plan for Seattle, came to Portland today on his return from a study of the harbors of California. He spent a large part of the day in study of the drawings by Municipal Architect E. H. Bennett, illustrating the plan for Portland.

"I think the plan is fine," said Mr. Bogue. "It is well done. No wise action could have been taken by the people than in indorsing it and making it the official plan of the city at the last election. Portland's recognition of the need for a guide for the future building of the city is a demonstration of the high quality of citizenship here."

Mr. Bogue is making a plan of terminals for the Grand Trunk Pacific at Prince Rupert Island, and is on his way north at this time to complete this work. He was the guest of W. H. Lewis of the Lewis-Wiley Hydraulic company in Portland today.

MAN WALKS INTO OPEN DRAW AND IS DROWNED
Charles Chapple, 193 1/2 First street, walked into the river at 10 o'clock last night from an open draw on the Morrison street at the foot of High Bridge city girder, recovered the body at 9 o'clock this morning. The draw was open for a boat. Chapple forced his way past the gates, walked toward the open bridge, and toppled over. Other pedestrians have been in an intoxicated condition. No rope or other life buoy was at hand, the harbor patrol boat was unable to reach the man, and he went down before help arrived. He was 45 years of age and had been employed by the Chicago Belling company.

UNION'S MONEY HELD BACK IN A DUMMY'S NAME

Account From Which Dynamiters Are Said to Have Been Paid for Their Work Carried by "G. W. Clark."

(United Press Special Wire.) Indianapolis, Ind., Nov. 28.—A new bondman for James E. Ray and Edward Smythe of Springfield, Ill., officers of the Peoria ironworkers' local union and defendants in the dynamiting conspiracy trial, who were surrendered to Marshal Schmidt yesterday by their original bondsmen, had not arrived when the United States court convened today. It was said that the new bondman would reach here before night.

Patrick Dugan, an Indianapolis ironworker, was recalled to the stand when court opened. He testified that he, Hockin and John Butler of Buffalo were on the auditing committee of the ironworkers' organization in 1907. John J. McNamara, he said, handed them a bank book on the Cleveland Trust company in the name of G. W. Clark. McNamara, he said, explained that the National Erectors' association had brought suit against him, and Frank M. Ryan, the union's president, had ordered him to deposit the organization's money in the name of Clark.

Dugan then identified the bank book which the government representatives produced. He also identified a check for \$25 made payable to A. Fitzgerald, which Dugan said was "in payment for the fuel dynamiting of a non-union garage in Indianapolis."

Dugan testified that in May, 1907, John J. McNamara declared that William T. Jerome, then district attorney of New York, had summoned President Ryan to New York regarding eastern dynamitings, chiefly those in Hoboken, N. J.

He swore he heard Hockin discussing Detroit dynamitings at union headquarters in Indianapolis in 1908. Richard Johnson, general manager of the Peoria & Pekin Union railway, yesterday described the dynamiting of material intended for work on that road. He swore that in September, 1910, Smythe, Hockin and Ray called at his office and asked if the McClintic-Marshall company had the contract for the work to be done. He told them yes.

"You had better have that work done by union labor," Johnson testified that Hockin said. "If you don't there may be something doing."

Ray and Smythe, he said, called again later, when Smythe according to Johnson, said: "McClintic-Marshall had better employ union men here or I am afraid there will be hell to pay."

District Attorney Miller then read to the jury from an extract in the Bridge-man's Magazine, which was written by Smythe in 1910. The article said: "I thought it was about time to let the members at large know that the Peoria local is still on top of the earth. Halley's comet passed through here on time, and found 20 of our men working for the American Bridge company. This was a scab job, but the company had to be shown that the services of union men were cheaper."

The government claims that the term "Halley's comet" used by Smythe referred to McClintic-Marshall. Walter Emory, chief engineer for the railroad, testified that he saw Hockin and Smythe examining the bridge which was later dynamited.

Joseph Dondano testified that he heard John J. McNamara address a meeting of the ironworkers' local union in 1908, the ironworkers' secretary treasurer referring to a strike then on. "Go after 'em, fellows," Dondano alleged John McNamara said. "Knock hell out of them. If you can't do anything that way, blow the damned place up."

Charles Brown, a barber of Kansas City, testified that he met Jim McNamara at the homes of defendants W. Bert Brown and J. J. McCane. Afterward, he said, he met Jim in Los Angeles. Jim, he said, told him he was "working against the open shops."

Brown said he met Jim again in a suburb of Kansas City in 1910, Jim saying he wanted the Armour-Swift-Burlington bridge blown up. A fortnight later, he said, Jim McNamara and Bert Brown offered him \$200 to blow up the bridge but that he refused.

Eula Hitchcock, a California woman detective, testified to serving Mrs. Caplan with a subpoena to testify at the McNamara trial. Three days later, she said, Anton Johansson carried the woman and her children in an automobile to Reno, Nev., where they boarded a train.

URGENT CAUSE OF MUNLY FOR POSTMASTER

Friends of W. A. Munly, attorney and brother of M. G. Munly, are working quietly but actively in his behalf for the appointment as postmaster at Portland. Unless Senator Jonathan Bourne can reach an agreement with President Taft as to the appointment of a postmaster here at the coming session of congress, which seems unlikely inasmuch as Bourne has prevented the confirmation of all federal appointees in this state

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CLUBS TO UNITE IN HOME INDUSTRY LUNCH

The Progressive Business Men's club will celebrate "Home Industries Day" at its luncheon in the Multnomah hotel tomorrow. The Ad. Rotary, and Transportation clubs with the Realty board have been invited to join the progressive club in this celebration.

All food to be served is of Oregon production. All addresses will deal with subjects of interest to the made-in-Oregon movement. Royal W. Raymond is to serve as chairman of the day and C. F. Berg as assistant chairman.

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First get fifty cents' worth of compound fluid halmwort in a one-ounce package, and three ounces syrup sarsaparilla compound; take home, mix and let stand two hours; then get one ounce compound essence cardiol and one ounce tincture cadomene compound (not cadomom). Mix all in a six or eight ounce bottle, shake well, and take one teaspoonful after each meal and one when retiring followed by a drink of water.

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