

FOUGATING SYSTEM OF HEALTH OFFICE IS BELIEVED AT FAULT

Reappearance of Disease Laid to Hasty Work During Old Regime.

Philip S. Bates, publisher of the Pacific Northwest, will be an enforced absentee from his home, 1172 Clinton street, until a quarantine, the second within six months, is lifted.

When Steve was taken sick, said Mr. Bates yesterday, "I telephoned the health office. A representative tacked a red quarantine card on my door, went away and I didn't hear from the health office any more. I observed quarantine faithfully, stayed away from home six weeks."

"The boy's head ached; he nearly died. At the end of six weeks he had peeled and I thought it time for the quarantine to be lifted. I telephoned the health office and told them so. They answered they had no case charged against 1172 Clinton."

"I told I, myself hadn't any doubts after my wife had been kept a prisoner in her own home for six weeks. So I insisted upon an investigation, and it resulted in finding that the case was charged against a house some four or five blocks down the street. That was dangerous carelessness, but it wasn't all."

"The fumigating officer, a man named Beeman, as I remember, came out to fumigate. He didn't look at the child to see if danger of contagion was over but merely took Mrs. Bates' statement when he fumigated he didn't stop up the doors or windows, and even forgot the fireplaces until Mrs. Bates asked him if it would do any good to fumigate with it open."

"As the dishes containing the fumigator on the floor and went away without troubling himself to see whether fumigation was effective or not. He even set one dish on the back porch which was entirely open to the air."

"Steve was so weak that I sent my wife and children east the first of June. They returned August 3. Danny was taken sick September 15. I don't know if contagion, due to a period of time due to careless fumigation, especially because Mrs. Bates had tried her hand at it after the deputy of the health office had gone, but it does seem to me that evidence was given of carelessness that is almost incredible."

Dr. M. B. Marcellus, present city health officer, was not in office at the time Stephen Bates was taken sick, but the same fumigating officer is still employed, and Dr. Marcellus says he tries to do the work of eight men."

"All this happened before I assumed office and I could not be held responsible," said Dr. Marcellus yesterday. "But it does seem to me that it proves the need of sufficient inspection force to make it possible to take more care with both inspections and fumigations."

"When the work of an entire city is forced upon one man, and he must hurry from one place to another, it is not surprising to learn that he does his work hastily. We have never been properly equipped for public health protection in Portland. I am convinced that the plan outlined for the health department, if adopted, will give us organization not excelled in any city."

TELEPHONE COMPANY TO BUILD BIG CONDUIT

The Bell telephone company has made an appropriation of \$55,000 to meet the cost of the conduit on Oak street, between Front and Park streets, according to announcement made today by Manager Fred Spoerl, and is pushing its work by means of three shifts of eight hours each in order to get it finished for connection with the new Pacific Telephone company building.

"The conduit is for the additional cables required to meet the expansion of 1913, and for a toll cable from the main office to East Sixth and Washington streets," said Mr. Spoerl. "The estimate of cost is for the conduit space only, and the cable estimate will follow later."

"We have just approved the installation of one additional section of switchboard at our exchange in Milwaukie, this to be added to the present switchboard and making a two section board to provide for growth in this exchange. It will be installed in time for the holiday traffic."

"We also have an approved estimate amounting to \$60,000 to rebuild 23 miles of the toll line between Salem and Aurora Junction. This will be completed about the end of this year, and will provide four additional circuits between these points and is part of a project to provide additional service between Portland and Albany and Portland and Eugene."

BURNS INDICTED BY COUNTY GRAND JURY

Two indictments were returned this morning by the grand jury against Charles D. Burns, now under arrest at Akron, Ohio. One charged obtaining money under false pretenses and the other knowingly uttering a forged document. Both transactions rise out of the passing of a check for \$1000 on the Ladd & Tilton bank, drawn on the Society of Savings of Cleveland, Ohio.

According to the indictment, Burns pretended to the bank that Mrs. M. D. Burns, his mother, was the administrator of the estate of Charles D. Burns Sr., and had \$2500 deposited with the Society of Savings. He presented a certified check for \$1000 in his favor, signed by Mrs. Burns and certified to by M. T. Herrick, treasurer of the society. This check was found to be worthless.

FAKE WRECK REPORTS ANGER WHITE STAR LINE

New York, Oct. 4.—Government investigation of fake reports of ocean disasters is to be asked by the White Star Steamship line, according to plans of that company's officials today.

On two successive days business rumors of sinking of two of their vessels were circulated here. Yesterday a rumor had the Oceanic sunk off Plymouth. This today followed the story that the Baltic had sunk. Officials declared both reports without foundation.

Locomotive Hits Steam Ship. Virginia, Minn., Oct. 4.—A locomotive hit a steam shovel yesterday, the shovel's boiler burst and its two operators were cooked to death.

NO TIME SHOULD BE FOOLED AWAY GETTING DEEPER BAR CHANNEL

Business Men Hear of Progress and Urged to Permit No Idling.

"Though storm signals were flying two vessels, each drawing 26 feet of water, passed over the Columbia river bar, outbound, last Saturday," said Dr. Alfred Kinney, chairman of the Ports of Columbia, addressing the meeting of 300 business men at the Commercial club yesterday. "A few months ago such a feat would not have been attempted. But dredging at the mouth of the river coupled with the scouring action of the jetty has brought the change."

"By the middle of next summer," continued Dr. Kinney, "it is the prediction of Major McIndoe, district government engineer, that work on the north jetty will have proceeded so far that almost its entire channel scouring influence will be felt."

"But this is not enough," declared the speaker. "Dredging, so far, though significant, has made but a change in the bar. There should be another dredge at once to widen and deepen the channel and the Chinook, with which this vessel will work, should be fitted with 26 inch pumps to increase her capacity."

Chinook Working Steadily. Information was given that since the report showing the Chinook had deepened the bar channel to 28 feet had been received, the vessel has been proceeding steadily with work, dredging 10,000 tons of sand and silt from the bar daily.

Almost every speaker made protest against the transfer of Major James F. McIndoe, district government engineer. Dr. Kinney did, so did C. E. Stokeman, A. H. Averill, former Senator Jonathan Bourne Jr. The protest was embodied in two resolutions, the first submitted by Frank McCrillis, the second by Julius L. Meier. At each mention of Major McIndoe's name there was applause.

Unknown to most of those present, Major McIndoe was sitting at one of the tables, a guest of the Realty board and Progressive Business Men's club, under whose joint auspices the gathering was called. The resolutions were unanimously adopted. It was ordered that the protest of business men of Portland be telegraphed to Washington. Some one caught sight of McIndoe.

McIndoe Thanks Guests. "McIndoe, McIndoe," began a call, and departing guests paused. "After all I have heard, it would be difficult for me to say anything at all, except that I thank you from the bottom of my heart," said the government engineer, whose knowledge of Columbia river needs and plans for channel improvement and enthusiasm for the work have united the communities of the Columbia district in protest against his proposed transfer to the Philippines.

Ex-Senator Jonathan Bourne Jr. declared heatedly that bureaucratic government at Washington gives General W. T. Russell, chief of engineers, the assurance to ignore the protest against McIndoe's transfer.

"It is one of the greatest menaces of our day—this bureaucratic government," he said. "It is promoting a government by rule and regulation and not by law."

Oregon Potentially Rich. Mr. Bourne asserted that Oregon is potentially the richest state in the union. He told why he thought so. He said Crater, lake, with a road to it, is worth \$4,000,000 to \$5,000,000 in tourist travel. Nothing could be more important than the development of docks and harbor facilities involved in the removal of Swan island in accordance with the Bennett plan for a Portland of 2,500,000, and most important now is the deepening of channel in river and over the bar. The man who has made the efficient plan, said Mr. Bourne, is Major McIndoe, and to submit to this transfer is

INTERSTATE BRIDGE DAY PLANS WILL BE DISCUSSED MONDAY

Campaign to Begin in Earnest October 25; 40 Speakers Are Available.

Plans for "Interstate Bridge Day," October 25, when the movement for the construction of a great span across the Columbia river connecting Portland and Vancouver will be given positive impetus, will be discussed by the bridge workers' luncheon at the Commercial club Monday noon. New ideas will be advanced for the prosecution of this campaign and the definite assignment of speakers to various district meetings will be made. About 40 speakers are now available and it is likely that others will come forward at this gathering.

That Portland and Vancouver should be the "twir cities" of the northwest, just as Minneapolis and St. Paul are the twin cities of the middle west, is the point urged by N. H. Atchison, president of the Atchison-Allen company, in a letter to the bridge committee. He shows how Minneapolis, once a struggling village, was united with St. Paul by bridges across the Mississippi and now has a population of 320,000. He referred to the road development in every direction out of Portland except north.

See Progress Ahead. There, blocked by the Columbia river, Portland's growth is summarily checked. With a bridge carrying a roadway over this stream, Mt. Atchison sees no reason why the progress of both cities should not be rapid and constant.

Judge R. G. Morrow has pledged his aid in helping along the movement for the passage of bridge bonds, as have Lewis T. Thompson and Dr. O. J. Coffin. Dr. Coffin points out that a bridge would give a most decided encouragement to the Pacific highway from British Columbia to Mexico. He cites the great cities of Europe, having achieved their greatness because of the roads.

Frank B. Riley addressed the East Side Business Men's club at the Clifford hotel last night, and the Lenta Commercial club addressed by J. P. Scapleton of Vancouver and H. L. Moody and J. H. Nolte of Portland, endorsed the bond issue.

Buntions Find Ready Sale. The Parent-Teachers Association of the Woodlawn school was addressed by J. H. Nolte and next Tuesday night the Brooklyn Improvement club will be addressed at the Brooklyn school by H. L. Moody and D. E. Lofgren. A mass meeting held at the Peninsula station this week unanimously endorsed the bridge project.

The buttons being sent out by the bridge committee are finding ready sale throughout the county, 8,000 having already been practically disposed of at 25 cents each. The proceeds are being devoted to the expenses of the bridge campaign.

Additional committees to work for the bridge project have been named by organizations as follows: Metal Trades Council: W. J. Mercer, Joe Reed, Joe Hasson, Ernest Eillen, James Cramer.

Rose City Camp No. 4466, Modern Woodmen of America: C. W. Meadows, J. P. Vallmar, F. J. Darlington, F. W. Finck, H. W. Hinck.

CONFISCATES HUNTER'S GUN AND HIS LICENSE. That it does not pay to violate the stringent provisions of the upland game law is shown in the case of C. A. Burckhardt of this city, who was found with two female China pheasants in his possession near Cleone this week. E. W. Hankin, deputy game warden, made the arrest and confiscated the hunter's gun and license as well as the birds. The state game warden's department is determined to stamp out the sportsman's disregard of the law.

TRANSFER RAILROAD OFFICIAL TO CHICAGO

Information was received in Portland today that J. R. Veitch, formerly district freight and passenger agent of the Milwaukee railroad here, has been transferred from Chicago to Seattle. He will be assistant to R. M. Calkins, traffic manager of the Milwaukee. Mr. Veitch was in Portland a few weeks ago on an inspection trip, in company with several officials of other lines and traffic managers of large manufacturing concerns. His transfer takes effect October 15.

SPRING COLONIST RATE IN EFFECT MARCH 15

Portland passenger traffic men today received advices from Chicago that the usual spring colonist rates will go into effect March 15, 1914, and will continue one month. The one-way rates will be the same as this year—\$48 from Chicago to Portland and \$50 from the Missouri river.

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BULLIS' SWEEPING FRANCHISE REVOKED

Jackson County Court Acts Following Explanation by Highway Engineer.

(Special to The Journal.) Medford, Or., Oct. 4.—After being shown by State Highway Engineer H. L. Bawby that operation of the interurban electric franchise granted Spencer S. Bullis might seriously interfere with road improvement plans, the Jackson county court revoked the franchise at a session yesterday afternoon.

The court had granted Bullis a blanket franchise giving him such extensive rights that Major Bowby declared he could not proceed with the survey of road improvements authorized by act of the last legislature as long as the franchise was in force. It is understood that Bullis will not protest the revocation and will accept a new franchise covering merely the roads

O. W. R. & N. DIVISION SUPERINTENDENT OUT

Announcement was made today of the resignation of J. D. Stack, for three years division superintendent of the Oregon-Washington Railroad & Navigation company, and the appointment of B. E. Palmer, former engineer of maintenance and way in his stead.

Mr. Stack is now in New York arranging his plans for future connections. Until his return, which will be about October 9, his friends decline to discuss his resignation. It is known, however, that he will enter the operating department of other lines which will take him away from Portland.

Mr. Stack came to Portland three years ago from Sacramento, where he was in the operating department of the Southern Pacific. Mr. Palmer, his successor as superintendent, has won a reputation as an operating official and has already taken charge of the division. No successor to him in the engineering department has been made and probably will not be made at this time.

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IMPORTANT TRAIN CHANGES ON THE SOUTHERN PACIFIC MAIN LINE AND BRANCHES. EFFECTIVE OCTOBER FIFTH. "The Exposition Line 1913". MAIN LINE: No. 14, Portland Express; No. 15, Portland Passenger; No. 16, Ashland-Grants Pass Motor; No. 17, Glendale Passenger; No. 18, Cottage Grove Passenger; No. 19, Cottage Grove Passenger; No. 20, Cottage Grove Passenger; No. 21, Cottage Grove Passenger; No. 22, Cottage Grove Passenger; No. 23, Cottage Grove Passenger; No. 24, Cottage Grove Passenger; No. 25, Cottage Grove Passenger; No. 26, Cottage Grove Passenger; No. 27, Cottage Grove Passenger; No. 28, Cottage Grove Passenger; No. 29, Cottage Grove Passenger; No. 30, Cottage Grove Passenger; No. 31, Cottage Grove Passenger; No. 32, Cottage Grove Passenger; No. 33, Cottage Grove Passenger; No. 34, Cottage Grove Passenger; No. 35, Cottage Grove Passenger; No. 36, Cottage Grove Passenger; No. 37, Cottage Grove Passenger; No. 38, Cottage Grove Passenger; No. 39, Cottage Grove Passenger; No. 40, Cottage Grove Passenger. WOODBURN-SPRINGFIELD BRANCH CHANGES: No. 35, Woodburn-Silverton Local; No. 45, Woodburn-Springfield Local; No. 47, Woodburn-Lebanon Local; No. 49, Woodburn-Lebanon Local; No. 51, Albany-Lebanon Local; No. 53, Albany-Lebanon Local; No. 55, Albany-Lebanon Local; No. 57, Albany-Lebanon Local; No. 59, Albany-Lebanon Local; No. 61, Albany-Lebanon Local; No. 63, Albany-Lebanon Local; No. 65, Albany-Lebanon Local; No. 67, Albany-Lebanon Local; No. 69, Albany-Lebanon Local; No. 71, Albany-Lebanon Local; No. 73, Albany-Lebanon Local; No. 75, Albany-Lebanon Local; No. 77, Albany-Lebanon Local; No. 79, Albany-Lebanon Local; No. 81, Albany-Lebanon Local; No. 83, Albany-Lebanon Local; No. 85, Albany-Lebanon Local; No. 87, Albany-Lebanon Local; No. 89, Albany-Lebanon Local; No. 91, Albany-Lebanon Local; No. 93, Albany-Lebanon Local; No. 95, Albany-Lebanon Local; No. 97, Albany-Lebanon Local; No. 99, Albany-Lebanon Local. EUGENE-WENDING TRAINS: No. 22, Wending Local; No. 24, Wending Local; No. 26, Wending Local; No. 28, Wending Local; No. 30, Wending Local; No. 32, Wending Local; No. 34, Wending Local; No. 36, Wending Local; No. 38, Wending Local; No. 40, Wending Local; No. 42, Wending Local; No. 44, Wending Local; No. 46, Wending Local; No. 48, Wending Local; No. 50, Wending Local; No. 52, Wending Local; No. 54, Wending Local; No. 56, Wending Local; No. 58, Wending Local; No. 60, Wending Local; No. 62, Wending Local; No. 64, Wending Local; No. 66, Wending Local; No. 68, Wending Local; No. 70, Wending Local; No. 72, Wending Local; No. 74, Wending Local; No. 76, Wending Local; No. 78, Wending Local; No. 80, Wending Local; No. 82, Wending Local; No. 84, Wending Local; No. 86, Wending Local; No. 88, Wending Local; No. 90, Wending Local; No. 92, Wending Local; No. 94, Wending Local; No. 96, Wending Local; No. 98, Wending Local; No. 100, Wending Local. EUGENE-CAKEDGE TRAINS: No. 28, Eugene Local; No. 30, Eugene Local; No. 32, Eugene Local; No. 34, Eugene Local; No. 36, Eugene Local; No. 38, Eugene Local; No. 40, Eugene Local; No. 42, Eugene Local; No. 44, Eugene Local; No. 46, Eugene Local; No. 48, Eugene Local; No. 50, Eugene Local; No. 52, Eugene Local; No. 54, Eugene Local; No. 56, Eugene Local; No. 58, Eugene Local; No. 60, Eugene Local; No. 62, Eugene Local; No. 64, Eugene Local; No. 66, Eugene Local; No. 68, Eugene Local; No. 70, Eugene Local; No. 72, Eugene Local; No. 74, Eugene Local; No. 76, Eugene Local; No. 78, Eugene Local; No. 80, Eugene Local; No. 82, Eugene Local; No. 84, Eugene Local; No. 86, Eugene Local; No. 88, Eugene Local; No. 90, Eugene Local; No. 92, Eugene Local; No. 94, Eugene Local; No. 96, Eugene Local; No. 98, Eugene Local; No. 100, Eugene Local. TRAINS DISCONTINUED: Trains No. 113 and 114, between Oswego and Cook, will be discontinued. Ashland-Portland, and Eugene-Portland Standard Sleepers will hereafter be handled on Train No.