

# USE RIVERS FOR PEOPLE

## Roosevelt's Opinion on Waterways of Country.

### Great Stress Laid on Preservation of Natural Resources Against Monopoly and Waste—Improve Rivers for All Possible Purposes—Harmony With Railroads.

Washington, Feb. 27.—With his hearty indorsement in a special message, President Roosevelt yesterday transmitted to congress the preliminary report of the Inland Waterways Commission, recommending a general policy of waterway improvement.

The president proceeds to point out the connection between navigation of the lower reaches of a stream and control of methods and prevention of soil erosion. Use of a stream for domestic and municipal water supply, power and irrigation must also be taken into account. He says deep channels will have high value for national defense; use of water power will relieve drain on the coal supply; transportation by water instead of rail will conserve iron; forest protection will prevent timber famine and perpetuate the remaining forest; irrigation will sustain millions; and pure water will promote health. The work is national in scope.

The commission recommends a policy for developing all commercial and industrial uses of waterways at the same time. To this end the work of the various departments concerned should be co-ordinated, that there may be no delay. The cost will be large, but far less than would be required to relieve the congestion of rail traffic, and the benefits will be large also and will unite the interests of all states and sections.

The president calls attention to the great amount of detailed information needed to carry out the commission's plan, but says beginning of work should not be postponed till all the facts are obtained.

The president says our policy hitherto has been purely negative—one of repression and procrastination—and frequent changes of plan and piecemeal execution have further hampered improvement. In spite of large appropriations our rivers are less serviceable than half a century ago and are less used.

In its report the commission first states the facts it has found. It finds that there are 25,000 miles of navigated rivers and at least an equal length, which are navigable or might be made so; 2,500 miles of navigable canals and over 2,500 miles of sounds, bays and bayous, which could be connected by less than 1,000 miles of canals parallel with the Atlantic and Gulf coasts. These waterways are in 42 states and development of rivers for irrigation, power, etc., will make certain waterways navigable in the remaining states.

Railroad interests have been successfully directed against maintenance and development of water traffic.

Successful waterway improvement must provide for adjustment of the relations of rail to water lines. Railroads can so control traffic as to leave waterways insufficient to support vessels and terminals, for they can so reduce rates on traffic for which waterways compete as to destroy profits, and can recoup themselves with higher rates on traffic for which waterways do not compete. Waterway improvement will not relieve rail congestion unless co-ordination is arranged to insure harmonious co-operation.

In some instances the cost of works to control floods and improve navigation would be less than the loss by floods and drought. The annual soil-wash is about 1,000,000,000 tons, mostly the most valuable part of the soil, which pollutes the water, necessitates dredging and reduces efficiency of river improvements.

Forestry, farming, mining and other industries affect the flow of streams for commerce.

Wide variation in the level of rivers hampers establishment of water terminals.

### Telegraphers May Quit.

Spokane, Wash., Feb. 27.—Railway telegraphers of this division announce that the union and nonunion men have voted to strike if the Northern Pacific or the Great Northern cuts are wage scale. They claim the companies are trying to make the men pay for the extra operators that will be required if the interstate nine-hour law goes into effect March 1. The vote on the strike question shows 95 per cent of the operators on both roads will quit. They are now averaging \$75 per month for 12 hours' work.

### Will Cut Wages.

Butte, Mont., Feb. 27.—The management of the Northern Pacific railroad has notified all the telegraphers employed on the system that their wages will be reduced from \$5 to \$10 a month. In all probability this means a strike of these men. The telegraphers are now voting on the question of accepting or rejecting the reduction. The cut in wages is due directly to the new federal nine-hour law, which goes into effect March 1.

### Reclamation Work in Nevada.

Salt Lake City, Feb. 27.—The Utah-Nevada Irrigation Company, which will begin work promptly on a dam and irrigation system in Eastern Nevada near the Utah line. The company plans to reclaim 230,000 acres of land in the Meadow Valley, Wash.

## DESTROY PUBLIC RECORDS.

### Conspiracy to Secure Valuable Concession From Government.

Washington, Feb. 28.—Three arrests here brought to light a scandal in the patent office which has been under investigation since early in February, and which revolves around an invention which is valued at more than \$500,000. The parties arrested are Ned W. Barton, third assistant examiner of the Patent Office; Henry W. Everding, a patent attorney of Philadelphia, and John A. Heany, an inventor of York, Pa. They have been indicted by the United States government for attempting to defraud the government and for destroying public records.

The indictment charges that the three men, "with an intent to steal and destroy," carried away from the patent office letters, specifications and amendments relating to patents and unlawfully and willfully destroyed them. The investigation was made upon information that as a result of a conspiracy John A. Heany had been given a patent on an invention for manufacturing filaments and electrodes for electric incandescent lamps.

The facts disclosed by the investigation were of such a character that they were presented to the grand jury. It is alleged that through connivance with Ned W. Barton, Heany and Everding, outwitted more than 20 of the largest electrical concerns in the country striving to get the same patent. All of these concerns had filed applications for a patent, but from time to time Barton, it is charged, would see the specifications and employ whatever he desired for perfecting Heany's invention. To be successful in this plan it was necessary to destroy certain records and the substitutes therefor.

## BLOW AT BRITISH SALOONS.

### Asquith's License Bill Raises Storm of Protest.

London, Feb. 28.—Chancellor of the Exchequer Asquith introduced the licensing bill in the house of commons. This is the principal government measure for the present session of parliament, and involves vast money and labor. The capital invested in licensed property in this country is not less than \$1,200,000,000, while over 2,000,000 people are employed in the traffic. Briefly, the bill provides for the compulsory reduction within a specified period and on a uniform scale of the number of regular saloon licenses throughout the country.

The bill proposes that this reduction be effected within 20 years. The system of compensating those entirely deprived of their licenses is to lapse after a period of 14 years from the time the act goes into force, and an end thus will be put to the vested interests in licenses. The bold and drastic bill is raising a storm of denunciation in the opposition press. Mr. Balfour gave his party a lead in a brief speech stigmatizing the measure as "robbery." The tremendous strength of the brewing interests throughout the country will be brought to bear in an endeavor to prevent the passage of the bill.

## ADMIRAL EVANS HAS GOUT.

### Peruvian Physicians Report His Condition as Not Serious.

Lima, Peru, Feb. 28.—Two Peruvian physicians paid an official visit to Admiral Evans on the flagship Connecticut and after consultation declared that Admiral Evans was suffering from rheumatic gout, but that his condition was not serious. It is believed that the commander of the fleet will be able to direct the movements of the battleships on their departure next Saturday.

President Pardo gave an audience this afternoon to Rev. Mr. McGleeson, chaplain of the Connecticut. There was a large attendance of sailors and others at the mass at the cathedral this morning at the conclusion of which a breakfast was given at the seminary.

Another bull fight was given yesterday afternoon, at which there were 4,000 spectators, including 1,500 officers and sailors from the fleet.

A banquet was given last night on board the Connecticut. All the ships were brilliantly illuminated.

## Illinois Miners May Strike.

Peoria, Ill., Feb. 28.—Despite reports to the contrary, one prominent coal operator declared today that the deadlock between the operators and miners of the Northern, Central and Southern Illinois field had not been broken, and that the operators were prepared to hold out until March 1, when the present agreement expires. Then the trial will come, if nothing intervenes and neither side recedes from its announced determination. President John M. Walker has declared that the prospects are for a general suspension of work.

## Powers to Secure Peace.

Paris, Feb. 28.—It is officially announced here that both Germany and Spain contributed to the loan of \$500,000 made by the Bank of Morocco to Abd-el-Aziz, the Sultan, for the purpose of maintaining the soldiers placed on duty at the ports by the foreign board. This is interpreted to show that France, Germany and Spain are in accord in an endeavor to secure peace on the Moroccan coast and to protect business interests.

## Torpedo Boats Collide.

Kiel, Feb. 28.—Two torpedo boats collided during the course of maneuvers today. Both vessels were seriously damaged and were docked in a leaking condition. One man was killed and one injured.

# PROCEEDINGS OF THE SIXTIETH SESSION OF NATIONAL LAWMAKERS

## Saturday, February 29.

Washington, Feb. 29.—Senator Elkins, chairman of the committee on interstate commerce, said today that this committee would report adversely on Senator Fulton's bill, providing that no interstate freight rate shall be increased until the Interstate Commerce commission shall hold such increase to be reasonable.

Mr. Elkins says this adverse report will be based on a letter which he has received from Chairman Knapp, of the Interstate Commerce commission, saying it is the opinion of that commission that such legislation is inadvisable.

Washington, Feb. 29.—There was a suggestion of "grat" in the house today in considering a paragraph in the army appropriation bill appropriating \$25,000 for the purchase of 6,000 acres of land near Washington, D. C., for a target range. Mann, Illinois, opposed the proposition and ridiculed the idea of paying \$40 an acre for such property.

After the provision had been further debated, it was stricken out on a point of order by Mann.

The last paragraph of the bill also met an obstruction in Mann, who vigorously attacked the proposition it involved of giving the chief of ordnance discretion in purchasing ordnance supplies without publicly divulging their ingredients, and the provision went out on a point of order.

The bill then was passed, carrying a total appropriation of \$84,757,566.

## Friday, February 29.

Washington, Feb. 28.—Long Winters spent in isolated sections of Alaska have so greatly increased the percentage of insanity that the senate today passed a bill authorizing large expenditures for the maintenance of the Alaskan insane. The 5 per cent of the license moneys collected outside of the incorporated towns for road building, schools and the care of the insane has been found insufficient for the demands.

Consideration of the Indian appropriation bill and a speech by Smoot, of Utah, on the currency bill, consumed nearly the entire time in the senate today. The Indian bill was passed.

Washington, Feb. 28.—Without a dissenting voice the house early in the day, under a special rule restored to the army appropriation bill the provisions to increase the pay of non-commissioned officers and men and to prohibit the private employment of army musicians for pay, both of which yesterday went out on points of order.

The house took up an amendment offered by Foster, of Illinois, appropriating \$1,500,000 for joint maneuvers of the militia organizations of the several states and the regular army. It provoked extended debate, Hull and Tawney leading in opposition.

The amendment was altered so as to limit the amount to \$1,000,000 and as modified was agreed to, on division, 56 to 48, but on the vote being taken by tellers it was lost, 59 to 60.

## Thursday, February 27.

Washington, Feb. 27.—One of the most dramatic scenes in the senate was enacted today when Owen, of Oklahoma, insisted, in tragic tones and with face showing much emotion, that the five civilized tribes of Indians were dead and that he, as a member of the tribe of Cherokee Indians, was not under the control of the secretary of the interior. The event was rendered all the more interesting by the fact that Owen was sharply engaged in controversy by Curtis, of Kansas, himself a Kaw Indian.

It was the first time that two men with Indian blood in their veins had ever locked horns as senators in the senate chamber. The controversy arose in connection with the consideration of the Indian bill and was precipitated by a motion on the part of Owen to have the bill, so amended as to recognize the citizenship of five civilized tribes of Indians by putting the word "late" before this designation, calling them the "late five civilized tribes."

After further debate, in which Owen, Curtis, Clapp, McCumber and Lodge participated, Owen's proposition to designate the Indians as the "late five civilized tribes" was voted down. Owen's vote was the only one in its support.

Washington, Feb. 27.—Representative Lilley, of Connecticut, today introduced a resolution calling on the secretary of the navy to inform the house of representatives of the physical condition at the present time of the various submarine torpedo boats owned by the United States government, together with full information of reports relating to the performance of each, submarine accidents thereto and repairs thereon. Mr. Lilley said:

"I am informed that the dozen or so submarines purchased from the Holland Boat Company by the Government are practically all sick, broken and tied up at wharves, out of commission, and that the Octopus which outstripped its competitors in the trials off Newport last year, is in such a shape of dilapidation that acceptance by the navy department has been refused."

## May Have Salaries Now.

Washington, Feb. 26.—Benito Legarda and Tablo Ocampo de Leon, the recently appointed resident commissioners, who have arrived here to represent the Philippine islands in congress, today visited the senate committee on the Philippines and were taken to the floor of the senate, where they were interested observers. The senate today passed the house joint resolution authorizing the payment of the commissioners' salary.

## Wednesday, February 26.

Washington, Feb. 26.—There were two speeches in criticism of the Aldrich currency bill in the senate today.

The currency bill was, on motion of Aldrich, made the unfinished business.

The bill to revise the criminal laws of the United States was passed after adoption of Culberson's amendment penalizing the improper giving out of information by government officials affecting the market value of products of the soil, except upon proper authority.

The senate today adopted a resolution introduced by Senator Lodge requesting the president to send to the senate correspondence with Venezuela in relation to pending controversies concerning alleged wrongs done to Americans in that country by the Venezuelan government.

Washington, Feb. 26.—The climax in general debate on the army appropriation bill in the house came today, when Dalzell, Pennsylvania, recognized as one of the foremost protectionists of the country, delivered an exhaustive speech in defense of the republican party and its policies, in which he upheld the principle of the protective tariff system and said that under it the United States had become the greatest of manufacturing nations.

The army appropriation bill was read for amendment and its consideration was not concluded when the house adjourned.

## Tuesday, February 25.

Washington, Feb. 25.—Currency legislation was the chief topic before the senate today. For nearly three hours Owen, of Oklahoma, spoke on the Aldrich bill, saying that he had, through ex-Senator Jones, of Arkansas, in 1900 proposed legislation somewhat similar to the bill under consideration, but with essential differences, which he declared would have prevented the recent panic had it been enacted into law. Owen received close attention from the senators and was frequently interrupted with questions, which led to spirited debate.

The Indian appropriation bill received consideration during a part of the day. The bill was read through.

Teller declared that Indian bills have in the past been put through the senate loaded down with new legislation that should never have been adopted.

Washington, Feb. 25.—General debate on the army appropriation bill in the house of representatives today again furnished opportunity for free expression of opinion on the issues of the day. Garrett of Tennessee and Hau of North Carolina arraigned the republican party for its policy with regard to the tariff, while Hayes of California denounced the financial system of the United States as "patchwork," and the Aldrich bill as "falling far short of the remedial legislation needed."

The only remarks pertinent to the army bill were made by Parker of New Jersey, who spoke in favor of the proposition for increased pay for the officers and men, and Kusterman of Wisconsin in support of restoration of the cantons.

The seven hours allowed for general debate on the bill will expire tomorrow, when the measure will be read for amendment.

## Monday, February 24.

Washington, Feb. 24.—Ocean mail subsidy and currency legislation were both the subjects of speeches in the senate today. Gallinger opened the debate in favor of his bill for ocean mail subsidy to build up the American merchant marine, and was followed by Dewey, who strongly approved the measure.

Simmons, of North Carolina, and White, of Maryland, spoke in criticism of the Aldrich currency bill. White announcing that he would not vote for any measure before the senate. An hour was devoted to the further consideration of the bill to revise the criminal code.

Gallinger reviewed conditions under which the merchant marine of this country is operating and cited many advantages that he believed will accrue to the commercial interests of the United States if better mail service to South America and other points is established.

Washington, Feb. 24.—The unusual spectacle of the committee on rules being overruled by its chairman, the speaker, on the floor of the house, was witnessed in that body today, much to the discomfort of Dalzell, a member of the committee.

The army appropriation bill, carrying \$85,007,566, was taken up. Prof. Hull, of Iowa, had explained its provisions, Slayden, of Texas, criticized "the enormous extravagance of the military establishment," while Holiday, of Indiana, pleaded for increased pay for the enlisted men of the army.

Other speeches were delivered by Hamilton, of Iowa, who favored tariff revision, and by Washburn, of Massachusetts, in favor of removing the restriction of the Sherman anti-trust law regarding organizations of merchants in certain cases.

## Postal Savings Bank Bill.

Washington, Feb. 27.—The postal savings bank bill, introduced by Senator Knox, provides that 2 per cent interest shall be paid on all deposits, and that these savings be deposited in national banks in localities where savings are accumulated. The national banks made depositors are to pay a rate of interest to be determined by the postmaster-general and the secretary of the treasury. The postal savings account for each person, firm or corporation is to be limited to \$500.

## DENATURED ALCOHOL.

### Farmers May Make It Future Fuel of the West.

By Fred W. Lewis, Secretary Washington State Grange, Tumwater, Wash.

Two years ago the Grange, assisted by some other organizations, went to work to try and pass a law that would allow alcohol to be manufactured and used for light and fuel, without having to pay the prohibitive revenue tax, that had been required by the government, so as to free the people of the country from the tyranny of the Standard Oil Co., which has gradually raised the price of fuel oil from a low price to an amount that is paying the monopoly extremely large dividends, thereby levying an unreasonable tax on the consumer of the products of petroleum.

After a long and hard fight in congress in which the Standard Oil Company did their best to prevent the passage of the bill, we conquered and now a farmer, or several of them may erect a still, and make alcohol in any quantities, the same to be denatured, or poisoned, by officers appointed by the government, and may then be used or sold to any one under a permit which may be obtained from the government.

It is now our duty to get the appliances for the use of the product into general use, so that there will be a demand for the alcohol, so that there will be distilleries installed all over the west, so as to use the waste products of our farms to make fuel for our engines, stoves, both heating and cooking, and to give us one of the best lights that you ever saw.

I wish that it were possible for me to show the lamp with its beautiful light, so that you could realize the value of it as a light producing fuel. Wherever I have demonstrated the light, it has met with an enthusiastic reception and it is only a question of letting people see the value of denatured alcohol, to insure a demand that will fill our land with distilleries, making our own fuel out of the small potatoes, sprouting wheat, small and imperfect apples, and fruit of other varieties, and in fact, anything that is composed of sugar or starch.

A corn-field, with its stalks filled with sweetness, will make large quantities of alcohol, and a small amount of land will raise enough fuel to keep our homes well heated and lighted for the year.

Another good quality of this alcohol is that it is perfectly clean and healthful. There is no dust, smoke, soot, or gas developed in the burning of it for either light or heat, and it does not vitiate the air in the room, as it contains oxygen, in itself and does not have to use the oxygen out of the air in the room, so much as any other fuel.

There is no wick-trimming to be done, as the wick is never on fire, and as far as smoke is concerned, the lamp chimneys will never need any washing, so the lamps are much easier to take care of.

You can turn it off until there is a very small light, and so make a gas, as there is from a kerosene lamp, to make the bed room a hot-bed of disease.

There is another great boon to the housewife in the alcohol flat-iron, which will burn only about a cent's worth of fuel, rather than ten or fifteen cents worth as when you have to use a stove of any sort. You can take this flatiron into any room of the house, out onto the porch, out under a shade tree, or anywhere else that you want to, as you have no "string" attached to you as in the electric iron, and you do not have to travel back and forth between the ironing board and the stove, as you have always had to do, nor do you have to stand near a hot stove while you are doing your ironing.

Write to me and I will tell you how you may procure these splendid improvements, as the Grange is anxious to get people to know of the advantages to be derived from the introduction of denatured alcohol.

## Agricultural Club Formed.

By J. H. Frandsen, Department of Dairying, Idaho Experiment Station, Moscow.

A sudden impetus was given the agricultural interests of the University of Idaho on the 19 of December, 1907 when the students of that department organized an agricultural club. It consists of students deeply interested in agriculture, who are doing all in their power to build up a strong agricultural college in the university. It is with a keen sense of the needs of Idaho that the movement is begun. Idaho is one of the most rapidly growing states of the union. Over 700,000 acres of land have been added within the last year or two to the grants covered by the irrigation companies. This will furnish room for thousands of beautiful homes in the near future. It is obvious that scientific skill will be in demand under the conditions brought about by this extended system of intensive farming.

A publication known as the Idaho Student Farmer will be the club's main method of interesting the farmers of the state in the work of the agricultural college, and it is hoped by this method to get a great many students from the farms. It is probably the only student agricultural paper published in the colleges of the northwest. The first and only number of the present scholastic year will come out in a week or ten days. The people of Idaho should respond with the true spirit of an energetic commonwealth. Send in your name and address to the Idaho Student Farmer, University of Idaho, Moscow, and receive the first copy free.

## Mince meat.

One quart of chopped boiled beef, 2 quarts of chopped apples, 1 pint of mince, 1 pint of sugar, 1 teaspoon of vinegar or cider, 1 quart of chopped raisins or currants, 2 tablespoonsful of cloves and cinnamon, 1 nutmeg, 1 gill of butter; cook until scalded through, seal in glass jars until wanted, or pack in an earthen jar and cover with melted lard.

# ELKINS LAW IS UPHELD

## Can't Escape From Punishment for Giving Rebates.

### Will Mean That Standard Oil Company Must Pay Its Big Fine—Attempt to Play One Law Against Another Foiled by United States Supreme Court.

Washington, Feb. 25.—One of the main contentions by which the railroads which gave and the corporations which received rebates hoped to escape punishment was swept away today by a decision of the United States supreme court. This decision vitally affects the case under which the Standard Oil Co. was fined \$29,240,000 for the same point was raised.

The case upon which the decision was rendered was instituted in the United States District Court for the District of Minnesota, which court fined the Great Northern railroad \$1,000 each for 15 violations of the first section of the Elkins law.

The alleged offenses against the law were committed during the summer of 1905, and consisted in granting concessions to the W. P. Devereaux Company on its shipments of oats and corn from Minnesota to points in Washington. The company admitted the concessions and fought the prosecution on the ground that by amending the Elkins act so as to provide for punishment by imprisonment rather than by fines the Hepburn law had so modified the original law as to accomplish its repeal and render punishment under it impracticable. Today's decision was announced by Justice White and affirmed the finding of the District Court, and the United States Circuit Court of Appeals.

## HEROISM ON MARYLAND.

### Explosion Averted by Instant Obedience to Hurried Signal.

San Francisco, Feb. 25.—An act of heroism performed by three blue-jackets on the United States cruiser Maryland during the recent target practice held at Magdalena Bay, was all that prevented a repetition of the Georgia disaster off the Massachusetts coast last year, when Lieutenant Goodrich, the son of Admiral Goodrich, and 13 of his shipmates, met death in the explosion of one of the big guns.

It happened while the Maryland was having her try at the navy record. After the second or third shot from No. 4, one of the Maryland's eight-inch guns, J. J. Donnelly, a seaman, acting as first loader, discovered that two balls of fire were spinning around within the screw-box. This fire should have gone out of the muzzle of the gun but it had failed to do so.

Without the loss of a moment, Donnelly hastily signalled J. C. King, the hoisting man, to lower the ammunition car into the handling-room, and King, with the assistance of J. Green, the rammer man, complied with the former's request upon the instant. Twenty-five seconds elapsed before the fire in the screw-box was put out, but in that brief time a great disaster was averted.

## TRYING TO GET ENOUGH MEN

### Railroads Have Ten Days Before New Law Takes Effect.

Los Angeles, Feb. 25.—With less than ten days until the new federal law limiting the hours of labor of certain railroad employes shall become effective, Los Angeles railway officials are preparing as best they can for the necessary changes which must be made. Approximately 140 new telegraph operators will be required in the territory governed by Los Angeles general offices. The Santa Fe will need the greater portion of these. If it keeps all its offices open it will require 81 men on its coast line in addition to its present force. There is a possibility that it will not be able to get that number at once. If so, it will be necessary to close a few offices all or a part of the time until the additional men can be found.

## Santa Fe's Cry of Misery

Topeka, Feb. 25.—On the Santa Fe railroad 486 new operators will be required, the Gulf lines excepted, to comply with the provisions of the federal nine-hour law, to go into effect March 4. About 60 are required on the eastern grand division. The officials do not know whether they will be able to get the requisite number of new men or not. Notices were posted in the Santa Fe shops at Newport today that employes need not report for work till Monday, March 2. About 200 men are affected.

## Black Hand Threats Terrorize

Seattle, Wash., Feb. 25.—Black Hand Society notices, sent through the mails and posted on doors and fences, with the object of frightening Italians who have offended the society in the mining village of Black Diamond, 25 miles from Seattle, reached a climax last Friday night when J. Vitero was shot at three times while making his way home. One bullet passed through his left arm and another cut his coat.

## Fabulous Strike is Made

Rawhide, Nev., Feb. 25.—What is said to be the most wonderful strike in the history of mining in Nevada was made today on the Happy Hooligan claim. Assays of the ore show values as high as \$79,500 to the ton. The ground has been purchased by E. W. King, a banker of Bozeman, Mont.