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MINERS AND POLICE

Serious Riot on the Streets of Shenandoah.

ONE KILLED, MANY WOUNDED

Governor Stone Orders Out Troops to Quell the Disturbance—Story of How the Trouble Started.

The long-threatened clash between striking miners and police occurred at Shenandoah last night. A leading merchant of the city was beaten to death, several policemen were shot, one fatally, and over a score of strikers were shot by policemen and Deputy Sheriffs. Governor Stone ordered two regiments of infantry and the Governor's troop to the scene. The disorder was caused by foreign strikers. Officials of the miners' union are doing all they can to maintain peace and order.

SHENANDOAH, Pa., July 26.—In street fighting tonight between a mob of striking miners on one side and Deputy Sheriffs and police on the other, Joseph Beddall, a leading merchant, was beaten to death, two policemen were shot, one fatally, and more than a score of strikers were shot by policemen and Deputy Sheriffs. Sheriff Beddall arrived at 7:15 P. M. from Pottsville with a posse of deputies. He has taken up his headquarters at the Ferguson Hotel. To an Associated Press reporter he said he had asked Governor Stone to send the militia. The Governor wired that if the citizens of the town petitioned for troops, he would send them. The trouble started about 6 o'clock tonight, when Deputy Sheriff Thomas Beddall attempted to escort two nonunion workers through the strikers' line of pickets. The workers were dressed in their street clothes, but one of them carried a bundle under his arm, and this aroused the suspicions of the strikers. The bundle was torn from him and when it was found to contain a blouse and overalls, the man was taken from the deputy and beaten almost to death.

In the meantime, Beddall opened fire on the mob which had gathered and emptied his revolver. Two of the shots took effect, one man being shot in the leg and the other in the foot. The deputy and the other strike-breaker were now compelled to fly for their lives, and took refuge in the Philadelphia & Reading Railroad station. The station was soon surrounded by an angry mob of 5000, which was becoming more threatening and demonstrative every moment.

Joseph Beddall, a hardware merchant and brother of the Deputy Sheriff, was seen making his way through the crowd in an effort to reach his brother, and the mob, divining that he was carrying ammunition to those inside the station, struck and beat him with clubs and bills. In a few moments, however, the police fired a volley, dispersing the crowd for a brief period, and the engineer turned full steam on and got away.

Stones were thrown thick and fast about the heads of the police, whereupon Chief Frye gave the order to fire. At the first volley the mob fell back and several were seen to fall.

The retreat, however, was only momentary. They turned, and with revolvers, stones and even shotguns, charged on the line of policemen and made them fly for their lives. The policemen turned in their flight at short intervals and fired volley after volley at their merciless pursuers, but the mob seemed thoroughly infuriated and revolvers seemed to have no terrors for them. When the Lehigh Valley Railroad crossing was reached, a passing freight train blocked the progress of the police, two of whom were caught and brutally beaten. One of them, Stiney Yacopich, will die.

It is estimated that more than 1000 shots were fired, and the wonder is that more fatalities did not result. More than 20 strikers, all of whom were foreigners, were shot, and at least two of them will die.

The doctors of the town dressed the wounds of nearly 40 strikers, all of whom were foreigners whose names could not be ascertained. It is known at midnight that five or six policemen were shot. Chief Frye received a slight wound in the hand; Yacopich was shot in the neck and may die; Ringelster was shot in the hand and back, not seriously; Larutale was shot in several places and cannot recover.

The following printed notice was posted by the Mineworkers' all over the town tonight:
"In view of the disturbances that have occurred in Shenandoah within the past 24 hours in utter disregard to the teachings and principles of the United Mineworkers as an organization and contrary to the explicitness of the leaders, we call upon all members of the United Mineworkers at once to do all in their power to suppress lawlessness, and to aid the officers in every way to maintain peace and good order."
"JOHN FAHEY,
"President District No. 2."

All last night fully 1000 men and boys were on the march. They first visited the West Shenandoah colliery and drove the nonunion workmen from the engine pump and fireworks. The strikers assailed the breaker with stones, doing considerable damage to window glass. From the West Shenandoah mine the mob proceeded to Indian Ridge colliery, where they were confronted by a body of special police, whose presence prevented violence. At Shamokin hundreds of striking miners lined the roads to the collieries today and prevented the nonunion men from going to work. John Shipman and son, nonunion men, were beaten. Strike leaders are busily engaged in trying to calm the strikers, who have grown more restless.

TROOPS ORDERED TO THE SCENE.
Fifteen Hundred National Guardsmen Sent to Shenandoah.
HARRISBURG, Pa., July 26.—Governor Stone has ordered the Eighth and Twelfth Regiments and the Governor's troop of the National Guard to Pennsylvania, in command of General J. P. S. Gobin, to proceed immediately to Shenandoah, the scene of tonight's rioting. General Gobin left here shortly after midnight in a special train, and it is expected that all the troops, the combined strength of which is 1500, will be on the ground by daybreak.

CHIEF OF PEO, OF UMATILLA INDIANS



SAYS HE HAS A GRIEVANCE AGAINST UNCLE SAM, AND PROPOSES TO AIR IT.

PENDLETON, Or., July 26.—(Special.)—Chief Poo, of the Umatilla Indians, proposes to raise an interesting point of law involving the question whether the Government agent can take charge of the affairs of an allotted Indian, without having been given special authority by the courts. At the bottom of the whole affair is the Chief's love for strong liquor. Chief Poo is the owner of 320 acres of land on the Umatilla Reservation, over which he exercised full control until about a year ago. For the last year, Agent Charles Wilkins has been collecting the rent from Chief Poo's tenant. Being without money did not deprive Poo of his thirst, so when he wanted a drink he would pawn his clothes until he ran narrow risks of being arrested for exposure of person. About a year ago, while on a drunken spree, Poo sustained a blow which left him paralyzed on one side and caused the loss of speech. Now he has recovered his power of speech somewhat, and is desirous of attending to his own affairs.

Poo is one of the most picturesque characters on the Umatilla Reservation. When a comparatively young man, during the Banquo invasion of 1847, he organized and led a party of 40 friendly Umatilla against the hostile, pro-McKay Creek, raiding party in the rear, while the regular settlers and other reservation Indians attacked them in front, on the plain, near the agency. His bravery and military skill on this occasion gained him great praise from the whites. But he suffered for the stand he took. When the Banquos found that Poo was against them, they set fire to and destroyed the house, outbuildings and personal property belonging to Poo and his father, Chief Win-Nam-Soot, entailing a loss of \$1200. Poo laid in a claim against the Government for the loss incurred by hostile Indians in time of war against Indians who were fighting for the United States Government, but was never reimbursed, and has ever held that he had a grievance on this score against Uncle Sam. Now that he thinks he has second cause for complaint, he will make trouble if he can.

Poo has been to Washington City several times as a delegate for the Indians, and had considerable influence with the Indian Department. A life-size portrait of him, in full war dress, embellishes the main window of the corridor adjoining the Commissioner's office, in the Interior Department building, at Washington. Poo is now a "has been," and no longer exerts influence at Washington, or among his own people. Before his breakdown he was the ablest orator of his tribe, and was noted for his business sagacity and shrewdness in driving a bargain.

A RAILROAD FIGHT

Now Agitating Washington State Politics.

GOVERNOR M'BRIDE'S PROPOSAL

He Would Put the Railroads Under a Powerful Commission, and is Forcing the Fighting in the County Conventions.

SPOKANE, July 26.—Here in Washington they take politics as they take most things more seriously than we do in Oregon. Interest is more intense, passion runs higher; money flows freer, a campaign fills the air to the exclusion of all other things. They begin earlier, too; and already, though the election is more than three months ahead, the "fight" is on. One willing to be deceived might easily believe all this heat and fury to be the offspring of an earnest and strenuous patriotism, for the talk of principle and of the public welfare is heard enough, but, probed to its foundation, Washington politics is found to rest curiously upon a mixture of financial and personal interests. The political pool in Oregon is none of the cleanest and sweetest, but compared with the politics of Washington it is a very model of propriety and decency. Each political campaign in Washington is a special fight for or against something or somebody; and this year it is a "railroad fight," complicated with the Senatorial ambitions of several citizens whose willingness to serve the state has not in previous years lacked aggressive presentation.

To comprehend the situation thoroughly it is necessary to go a little into history. Washington has always had a railroad issue ever since it has had a railroad, for the wheatgrowers of the interior have always wanted cheaper rates, and the railroads have very naturally always sought to defeat legislation to this end. Such a contest, continuing over a long course of years, has brought the railroads into politics, as they have never been in Oregon since the Ben Holladay regime, and I wish to speak gently—has developed a situation very much at variance with the fine pioneer ideal of a government "unswayed by influence and unbribed by gain." Since time out of mind there has been a powerful and very generally a dominant railroad lobby at Olympia, and it has at times run things with a high hand. Its methods I don't need to describe; it is

enough to say that they have been sufficiently varied to appeal to every type of character, and with a single exception—in 1897—they have never failed to win "protection" for railroad interests.

There was the usual railroad fight in the constitutional convention in 1889, the radicals wanting a Railroad Commission with powers of a large kind like those exercised by the Railroad Commission of California, while the conservatives, fearful of frightening capital and preventing the construction of much-wanted new lines, were for referring the whole matter to a future date. With this latter view the railroads naturally fell in. The outcome was a compromise provision to the effect that "the Legislature shall pass laws establishing maximum rates of charges for the transportation of passengers and freight, and to correct abuses and to prevent discrimination and extortion in the rates of freight and passenger tariffs," and shall enforce such laws by adequate penalties.

From the enactment of this provision until now, a period of nearly 12 years, there has been constant agitation more or less active for action under its mandate. The proposals have been in many forms. Some have wanted a Railroad Commission, others have urged direct "remedial" legislation. The "cliché" bill, too, in one or many forms, has figured in nearly every Legislature; that is, a measure aimed to draw the opposition of the railroads in such forms as to yield profit to corrupt members of the Legislature and to a hungry lobby. It has been an agitation conducted both to injure the railroads and the public, and above all to debauch the politics and the legislation of the state.

Never but once, as I have stated, has any practical result come out of all this continuing turmoil, and that was in 1897, when a Popular Legislature passed an act cutting grain rates from the Palouse and Big Bend districts to tidewater from \$4.25 to \$4.25 per ton. The railroads fought this proposal in the Legislature, but they quietly accepted defeat and have ever since done business at the legal rate. By voluntary act some two years ago they—with one minor exception, justified by special conditions—reduced passenger rates throughout the state from the old rate of 4 cent per mile to 3 cents, which is now the universal rate.

But there has never been a time when the farmers of the Eastern country have been satisfied, and never a time when the attitude of the railroads towards the general politics of the state has not been more or less of a scandal. The grain rate is universally believed to be too high, its average from Eastern Washington points being something like 75¢ cents per bushel, and agrarians in contrast with the lower rate from Walla Walla, which takes the easy grade down the Columbia River to Portland, while the Washington roads must climb the heavy mountain grades by which they reach ship to Puget Sound. Proposals in the form

MOHR ROAD IS SOLD

Northern Pacific Is Said to Be the Purchaser.

WHAT USE WILL BE MADE OF IT

Property Cost \$900,000, and Now Has \$133,000 of Liens Against It—Negotiations in Progress to Clear Up the Title.

If reports in railroad circles are to be believed, Paul F. Mohr has sold his portage railroad enterprise at the gallop of the Columbia to the Northern Pacific Railway Company. It is said that the deal was arranged when President Mellin was last in Portland, about six weeks ago, conditioned upon the delivery of a clear title to the property. This, under the circumstances, is not an easy thing to do. It is understood that fair progress is being made, however, and that the transfer is likely to be consummated unless some unlooked-for obstacle shall be encountered. There is no official confirmation of this information, but it is fairly deduced from the movements of men interested in the Mohr project. There is good authority for the statement that a number of the claims against the property have recently been liquidated, and all claimants are said to have been assured that they will get their money in due time.

There is much speculation as to what this latest move in the portage railway enterprise may mean. Some say that it is only an attempt by Mr. Mohr to get something out of a bad investment. Others think the advantage to accrue to the Northern Pacific through control of this strategic point on the Columbia is the most significant feature of the transaction. There is no doubt that if this transfer had been made three years ago, when the relations between the O. R. & N. and the Northern Pacific were not so agreeable as they are now, there would have been blood on the moon instantly. Now it seems probable that the Northern Pacific has taken the property to keep it out of hostile hands rather than with any intention immediately to make use of it to bring the O. R. & N. to terms. Not that the Northern Pacific would hesitate to use the advantage which possession of the portage railroad gives it, if necessary; but it is believed that the understanding subsisting between the Harriman and the Hill lines is such that neither will be driven to coercive measures against the other. Common use of track from Lewiston to Wallula is believed to mean that there will be common use of track between Wallula and Portland in due season. This would rob the transfer of the Mohr property to the Northern Pacific of present significance. It may, however, be a move to secure the future against trouble—that future when adversity shall cause the big railroad combinations to fly in pieces, each of which will seek its own welfare against all the others.

Possession of this portage railway is valuable for two uses. It might be used in connection with steamboats to "bear" freight rates from the Inland Empire to tidewater, to the discomfort of present transportation agencies, and it might be used as part of a line-down the north bank of the Columbia to the sea. There is said to be a position demanding a road down the north shore of that stretch of the river. Therefore, if the portage railway should be in hands unfriendly to the Northern Pacific and that company should find it in a position demanding a road down the Columbia it would be forced back from the river where a water grade would be impossible. Possession of the portage railway, therefore, is a move to secure the Northern Pacific fee more comfortable, even though there be no immediate necessity for clubbing its vigorous competitor, the O. R. & N. Co.

Nothing is known publicly of the terms of the sale to the Northern Pacific. The Columbia Railway & Navigation Company put into the portage railroad a little more than \$900,000, and was then forced to stop. Then the Central Navigation & Construction Company was organized to continue construction. It put in another \$200,000, and then fell into trouble. But it left 10 miles of railroad, practically completed, that is the property as it now stands. Against it are claims more or less secured amounting to about \$133,000. Other creditors hold unsecured claims, believed to be \$200,000. The unsecured claims, at least, must be extinguished before a valid title can be transferred. To this duty Mr. Mohr is said now to be applying his energies. Personally he will lose heavily in the enterprise, any settlement it is possible to make.

DEVERY'S BIG PICNIC.

Entertains Between 15,000 and 20,000 Women and Children.

NEW YORK, July 26.—Between 15,000 and 20,000 women and children were the guests of ex-Chief of Police William S. Devery on a water picnic today. Devery is a candidate for Democratic leadership of the Ninth Assembly District, and the monster outing was a feature of the spectacular campaign he has been conducting. Men were excluded and the six shiploads of excursionists consisted of women and children from the Ninth District. It was the biggest excursion ever handled in this city.

Two large steamers and four large barges were required to handle the crowd and Devery was personally in charge. Ten physicians, a corps of trained nurses, lifeguards, an opera company, a vaudeville troupe and four bands were taken along and refreshments served in unlimited quantities.

The chief commissary of the expedition had 150 assistants and the lists of supplies was as follows: One thousand and one hundred lbs. of corned beef; 500 pounds of ham, two barrels of sugar, four tubs of butter, 20 barrels of potatoes, 25 crates of tinners' tomatoes, 10 crates of raw tomatoes, 300 heads of cabbage, 250 pounds of coffee, 2500 loaves of bread, clam chowder for 20,000 persons, 1500 pounds of fancy cakes, 300 gallons of ice cream, 500 quarts of milk, 250 boxes of soft drink, 10 barrels of orch beer, 1400 bags of pop-corn and candy.

White House Strike Settled.

WASHINGTON, July 26.—The differences between the striking electricians and the New York contractors having in charge the electrical work at the White House have been satisfactorily adjusted and the men have returned to work.