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PORTLAND, SATURDAY, APRIL 24, 1909.

OREGON'S SMALL COLLEGES.

The persons who have charge of the distribution of Mr. Rockefeller's educational fund have decided that the colleges in the Willamette Valley ould not be proper recipients of his bounty. The reason assigned for excluding them is that they are too close When one remembers that there are eight denominational colleges located within an area not more than 150 miles long and containing hardly more than 100,000 population, it can hardly be denied that some of them might be dispensed with and education be none the worse. The probiem is to decide which shall perish and which survive. Or, to take a less radical view of the subject, which shall be merged with their neighbors? The natural reply of the friends and faculies of these struggling schools will be that they all ought to be encouraged to continue their work. Some benevolent person should be persuaded to bestow upon each an endowment large enough lift its debt and place it beyond want for the future. But no such person is likely to appear. Every man en gaged in the business of endowing colleges, and there are several such, who has investigated the needs of the denominational schools in Oregon, has decided that it would be unwise to

spend money upon them. Forest Grove, to be sure, has recolved a gift or two from Eastern sources, but even with that aid the necessities of the school are still pressing, though the future is promising enough. As for the others, they are so poorly supplied with means that it requires some charity to believe that they can provide youth with an education suitable for the times. Always in want, falling deeper and deeper into the quagmire of debt, competing with each other and with the state institutions for a yearly supply of new students which could be amply served by two good colleges, what is to become of these foundations? Why not merge them into a single strong university? The separate endowments are very small, but united, they would amount to a respectable sum, enough certainly to attract gifts from the East. dowments, like other possessions, follow the scriptural rule, "To him that hath shall be given." A large endowment tends to become larger by natural increase, while sensible people can rarely be induced to bestow bequests where they will be of little use. If the institutions at Salem, McMinnville, Newberg and the others bined at some point, no matter where, the trustees of the Rockefeller fund would not hesitate to aid the new and promising foundation. It would have every prospect of healthy growth, both in means and students, and could accomplish many times as much good as the separate schools will ever effect while they feebly compete and their energies in driving the wolf from

the door. The objection that the colleges are founded to propagate different creeds is unworthy of the name "Christian," which they all assume. The differences in their creeds never were of any consequence and the progress of modern ideas has rendered them still more negligible. What essential distinction is there between the religious belief of the faculty at McMinnville and the one at Salem? Is the gulf between them wide and deep enough to warrant paralysis of educational effort for all time? Have they not enough in common to make it possible for them to occupy the same classrooms and instruct the same students? Why not fix their gaze upon the points of argument and forget their differences, if they have any differences? Some of these colleges are proud to assert that they have risen above mere denominational ideas and become non-sectarian If this is the case with them, what sound reason is there why they should persist in ruinous competition when union would benefit them so enormously? If they are united in faith, why not unite in works and thus construct an efficient instrumentality for The denominational character injurious to a college in many ways. Not to speak of its influence in narrowing instruction, it has become a severe aindrance to the betterment of college Sectarian professors cannot share in the benefits of the Carnegie pension fund, the Rockefeller benefactions are withheld from them also, at least in Oregon, while it is a matter of common knowledge that private individuals are loath to leave bequests to colleges which are strictly bound to a creed.

The best proof which our struggling colleges could furnish of a resolution to escape, once for all, from denominational impediments would be to federate their resources. Oregon might thus be provided with a strong university, independent of the Legislature therefore, free from politics, which would occupy a field left vacant by the state schools and of great importance. It is not well that the education of the young should be confined entirely to the state. Other points of view are essential to the best results. The religious idea in education is a sound one and should be worked out under broad and happy conditions. Of course, the religious idea is not the same as the denominational and conditions, for it never can become broad and happy while it is imprisoned in poverty and fettered by debt. lenominational educators owe it to the cause they represent to overcome their divisions and unite their resources in do that, "Christian" education in Oreyou will become something more sub-

state schools for a modern education.

THEIR REAL OBJECT

If a group of five persons or ten persons has the right to name or suggest a candidate for public office, why should the same right be denied a group of 500 persons? Yet that is precisely what the politicians who are howling against the tate Republican assembly are doing. They uphold the action of little companies of men in meeting secretly by themselves and fixing up a slate, but they repudiate the action of an open assembly of Republicans, freely, fairly and impartially named, met to express their preference for candidates or their wish that the Republican primary select some one at their suggestion.

The candidate for Mayor recently elected by the Republican assembly was Joseph Simon. He was not in any real sense nominated, nor was it pretended that he was. He was ierely recommended, with others. That is all the Republican assembly could do. That is all it tried to do. The decision as to Mr. Simon, and other candidates suggested by this assembly, must remain with the primary. If Mr. Simon's nomination is not acceptable to the Republicans of Portland, the primary will reject him, It has the freest, fullest and fairest opportunity, so to do on May 8. The action of the primary is not, and cannot be, in any sense impaired or restricted by the assembly. How could it be? Then what reasonable objection can be offered to the methods pursued by the assembly? There may be objection to the candidates. If there Republicans who want other candidates may say so and will say so on May 8.

The truth is that all objection to the Republican assembly, or any political ssembly, is a denial of the right of any political party to organize. It is an assertion that the primary is and must be a free-for-all scramble for office by self-nominated candidates and by no others. Yet the primary law professes to have for its first purpose the maintenance of political parties. The so-called "friends of the primary" have no such purpose. Their scheme destruction of political parties or of the Republican party.

ONLY SPEED MANIACS UNDER BAN. automobilist, Dr. G. E. Watts, to rush into print in defense of the reckless What the ardent advocate has driver. to say in his astonishingly weak brief is published today in another column, His attitude on the subject under discussion is more curious than his tacit plea of guilty to every charge that Mr. Geer presented in the scathing indictment. No one demands that motor cars be put under the ban. Not prohibition, but strict regulation, is the public cry. The speed maniac must

Dr. Watts sings loud praises to himself because he turned his machine quickly and missed maiming or killing a man who had stepped off a streetcar which had stopped a short distance ahead of the auto. It was his plain duty when he saw the car stop in his path to slow down. Doesn't he know why the car stopped? Mustn't he reasonably expect that a passenger will alight and step into the street? Neglect to consider the necessity for such precaution constitutes the bulk of reckless motoring. Reduce speed to four or five miles an hour on busy streets and you eliminate 99 per cent of the chances for committing homicide or murderous assault. Will the course of empire be changed if you ach your destination enteen seconds later?

There cannot be divergent opinions on the matter of the pedestrian's right at crosswalks. It is equal to the vehicle's. The walker and the driver each must exercise reasonable caution, but clearly the larger duty in this re gard rests on the common sense and the conscience of the man in the motor, because he moves so much faster. He is never in danger from the man on foot; the pedestrian is always in danger from him. His machine is deadly. Motor cars are here to stay. No one opposes them. With longer experience in their manufacture, more stability, less liability to get out of order and much lower cost of production, their number will increase very fast. Within a few years there will probably be three on the streets of Portland where now there is one. Consequent natural danger will increase proportionately The Oregonian appeals to every owner not to put his car into the hands of an ardent, hot-headed boy; it begs men who drive cars to be careful at crossings, in turning corners and when approaching streetcars that have stopped. If persuasion will not suf-fice for reform, then other means. Portland will hobble the speed maniac.

MANCHESTER TO MONTREAL.

Early in May a new steamship line, rganized at Manchester, England, will has developed its marftime commerce so rapidly that last year it shipped more wheat to Europe than was sent from all American ports on the Atlantic. The inauguration of this new service is particularly interesting, for the reason that both of the termini of the new line are inland seaports. treal is situated nearly 250 miles from the ocean, and yet great ocean freighters drawing more than twenty-five feet of water have no difficulty in making their way to the wharves of the city and back to the open sea with full cargoes. Manchester is in a class by itself as one of the world's greatest seaports that has been actually manufactured

to order. To enable deep-water shipping to reach its docks, Manchester spent more than \$80,000,000 in building a canal which converted the inland city into an ocean seaport; and so remarkable has been the increase in the business of the city, since the canal was built, that the citizens all consider the million and more per mile which the canal cost as money well expended. On the other end of the new steamship line conditions are in degree similar, for when the Canadians began the work of improving the St. Lawrence River so that large ocean carriers could reach Montreal, vessels of twenty feet and even less draft were unable to get up and down without much delay and danger of grounding.

The work which the Canadian government has performed in opening up deep-water channel from the sea to Montreal, and the work of the Manvisions and unite their resources in chester people, is not dissimilar from single, powerful school. When they carried on by the Port of Portland in

deepened has cheapened the cost of getting the products of a vast empire to the world's markets by way of the ocean routes. The results achieved have been satisfactory, and will be even more so in the future. The only unsatisfactory feature of the work is that it is manifestly unfair that the City of Portland, alone and single-handed, should be obliged to perform this public work from which the entire Pacific Northwest profits.

Neither Manchester nor Montreal is obliged to bear all of the burdens of water improvements, in the profits of which the entire country tributary has shared. The Canadian government contributed handsomely to the Montreal improvements and the British government has done the same for the Manchester waterway. Eventually the magnificent Columbia, which the enterprise of Portland has changed from scant eighteen feet depth to more than twenty-five feet at dead low water, will be appreciated by the people of the Inland Empire, and they will join with Portland in still further improving the channel. Ships here, as at Montreal, Philadelphia, New Orleans and other of the world's great ports, will go as far inland as they can find water sufficient to keep their keels off the ground. To this world-old rule of maritime commerce was due the selection of Portland as the seaport for the Columbia basin, and the prestige of location, aided by the work of our people, will retain this prestige for all time.

SCHIVELY AND THE PRIMARIES.

The indictment of J. H. Schively for embezzlement adds nothing to the public assurance that he has managed his office unworthily. As Insurance Commissioner he acted partly for his own interest, partly for the advantage of a number of unreliable com-If he ever did anything to panies. benefit the people who paid his salary, it has not been discovered. The vot-ers of the State of Washington knew these facts as well a year ago as they do now. There could hardly have been a man in the state who did not know that Schively was an unsuitable person to act as Insurance Commissioner. Everybody had been informed of his irregularities. Everybody had een told of his lax character. this knowledge before them, how did Ex-Governor Geer has roused one the voters treat Mr. Schively at the primaries? Surely if he was nominated it was by the skin of his teeth. The intelligent citizens of Washington would not cast their ballots for a man whom they all knew to be a rascal, would they?

Facts are harsh things. They play hob with some of our preconceived opinions now and then, but after all they must be faced. The staring, miserable fact about Mr. Schively is that he received 15,000 more votes at the primaries than any other candidate Insurance Commissioner. Does this prove that the people of Washington do not want an honest man in that office? If it does not prove that, what does it prove? Mr. Schively's vote in the primaries came pretty near being the largest cast for any candidate before the people. Bell, for Attorney-General, received only 2000 more than this acknowledged grafter. Hay, for Lieutenant-Governor, re-

ceived 3000 less. Such facts as these do not tend to upbuild one's faith in the direct pri-If they simply increase the prestige of grafters and make it easier for such fellows to slip into office, it will not be long before they are abandoned. If the people wish to retain the right to nominate candidates, they nust prove that they can make a better use of it than they did in the case of Schlvely. If the vote for him was an accident, it was too ominous to bear repetition.

SENTIMENT AND ECONOMICS.

The overwhelming extent to which sentimental hysteria has figured in the wheat market for the past week is not dissimilar from that which is noticeable in a run on a perfectly solvent For more than two months the entire wheat trade of the world has had a fairly accurate line on the size of the crops in Argentina and Australia, the two big exporting countries from which the bulk of the European supplies is secured in the Spring, The Argentine crop was known to be small, and the high prices were drawing it out quite rapidly. Last week, either through a delay in loading vessels already chartered and known the world over to have been chartered, or for some other reason, the weekly shipments declined to small figures compared with the corresponding week last year.

Then staid old London and Liverpool, forgetting that the actual size of the Argentine crop, already accurately estimated, could not be changed either by large or small shipments, marked prices up about 5 cents per bushel on account of "decreased shipments from the Argentine." The market steadied begin a regular weekly service to at the top for a brief period and then Montreal, Canada. The Canadian port started down in sympathy with liquidation in this country. This movement was accelerated by the receipt in Europe Thursday of news that the Argentine shipments would show a

large increase. The Europeans,, having advanced prices when Argentine shipments were small, quickly marked them down when the shipments became larger. This was consistent, perhaps, but it was purely a sentimental and not an conomic situation that caused the change, for the available supply in Argentina had not been increased or de creased, nor will it be changed until a new crop comes on next December. Meanwhile the Russian ports which had been icebound were opened, and a rush of wheat which could not reach the market earlier began coming out The existence of these stocks in the icebound ports was well known to the trade, and they had actually been figured on as absolutely necessary to fill in after the United States and Canada ceased shipping heavily.

For all that, the European markets In the lead, and the American markets following, accepted this news of increased Russian shipments with all of the surprise that might have been noticeable if an airship load of No. 2 red winter had just got in from the planet Mars. The wave of hysteria showed signs of passing yesterday, and Liverpool acknowledged Chicago's decline of 4 cents on Thursday with a drop of less than 1 cent per bushel. Chicago markets were steady, with cash wheat selling at \$1.40 per

"In arriving at the rates fixed we deepening the river between this city we established a materially higher turned off-

stantial than a mere name and stu- and the sea. Every foot that the chan- rate from Chicago than from St. REVISED SERVICE ANNOUNCED CLUB STANDS BY RUSHLIGHT Paul," writes Interstate Commerce Commissioner Prouty in explaining his reason for releasing the Harriman lines from the Commission's order in the Spokane rate case. This enables the Harriman lines to meet the Hill rates at Spokane, if they so desire, and it also makes it more profitable for them to give Walla Walla, Colfax and other intervening points a lower than will be given Spokane. Helena and Missoula, on the other side of Spokane, by this ruling must also have lower rates than Spokane. This will enable the outside cities east and west of Spokane to get better rates than Spokane can get, and incidentally do a jobbing trade right up to the city limits of Spokane. Of course this was what Spokane desired when she started the fight that has cost her a protected jobbing zone and has given smaller cities on both sides of her lower rates than Spokane is legally

> Governor Hay and the State Board of Control, over in Washington, are inviting trouble over their grain bags, according to an Olympia dispatch, which says they will sell 3,000,000 bags, delivered in any part of the state, at 6 cents each. This is nearly a cent under the best rate that can be by the importers of Calcutta bags, and, as present crop prospects indicate i demand for approximately 10,000,000 grain bags in Washington, it seems quite clear that about two-thirds of the Washington farmers will be obliged to pay more for their bags than those who are fortunate enough to secure 6-cent bags from the state. Grain bags at present prices are a considerable charge against the price of a bushel of wheat, especially if the market should be low next year, and it would help matters considerably if the duty should be removed from the bags which are imported.

Citizens of every section of the country are public economists upon the question of a reduction of Government expenditures. But when it comes to denying the appropriations asked for the improvement of their local rivers and harbors, new postoffice buildings, custom-houses and other pet items that eat into the revenues from every community, they are not willing to abate one jot or tittle of their demands. It is the old story with purblind selfishness in the title role, the adjustment of the magnifying glass to personal desires and the application of the inverted field glass to the wider view. Simply stated, it is human nature in its most familiar phase.

The Interior Department has approved the maps and surveys covering the first forty miles of the Harriman railroad up the Deschutes canyon. This is encouraging for a starter, and all Oregon will hope that there will be no delay in passing on the merits of the remaining ninety miles of the proposed route. As the Deschutes would be of very little value either to the railroad or to Central Oregon until it reached the upper end of the canyon, the railroads will quite naturally object to proceeding with construction work until they have some assurance that the line can be built the entire length of the canyon

The Coroner's jury at Eugene failed to fix responsibility for the death of the 15-year-old boy who was polsoned by drinking wood alcohol, thinking it whisky. In this connection it proper to remark that too many men are being fined for drunkenness in Eugene, which is in a "dry" county ebody is remiss in official duty and is not helping the cause of moderation by winking at violation of law or inability to see it. The University City is too good a place in which to live and has too good a reputation to tolerate these things much longer.

Just to dispel any hazy ideas as to what the Gothenberg system is, it may be defined as a scheme by which all the saloons of a city are to unite under the ownership of a high-minded and virtuous concern like the American Distilleries Company, championed and represented by that eminent for the Demon Rum, Mr. E. S. J. Mc-Allister. With certain unnamed partners.

The Lewis County committee on exhibits at the A-Y-P Fair has, through its secretary, Dan W. Bush, of Che halis, issued a folder that will attract the attention of visitors and colonists seeking a location. Lewis County is one of the great fertile spots of Washington, and the idea of this booklet is to lead people to it.

Dustin Farnum is playing the gentleman's part. He is another polite witness who never, no, never, saw Mrs Gould drunk. By careful management the attorneys of the lady ought to be able to summon numerous other witnesses who have not, in all their lives, seen Mrs. Gould drunk, or sober.

Now they are going to hang a Chinaman for killing another Chinaman The world moves. Formerly we occaionally hanged a Chinaman for killing a white man. Some day there may be white man hanged for killing a Chinaman.

Principal Curtis, of the Sunnyside school, thinks a little thing like sixty cases of scarlet fever among the Sunnyside children is no occasion for alarm. That ought to make at least sixty Sunnyside families feel better.

Those worthy persons who are going to see that we have a vote on the question of making the state dry in 1910 will, of course, keep a wary eye out to prevent their petitions from being reinstelned. The Seattle bankers have set aside

\$5000 a day for the entertainment of delegates to the Tri-State Bankers' convention. There will be 500 delegates or less. Figure the rest out for Now is the time when the City

Health officials should turn the Willamette-water germs out to graze and get a firm hold on the scarlet fever epidemic, which may or may not be light. The decision of the Young Turks to

let the Sultan hold his job for awhile longer will cause a vast sigh of relief to go up. Just think of a homeless Sultan with a harem on his hands!

Now if that Sunnyaide scarlet fever epidemic had broken out on the West were guided largely by distance, and Side just after the Bull Run water was

Temporary Changes on North Bank Road Next Month.

Officials of the North Bank Railroad vesterday announced a temporary revised service over the Hill line up the Columbia River which will prevail beginning May ? antil May 23. It includes a 12 hour and 60 minute service between Portland and Spokane over its new Pasco-Spokane line. There will be two trains a day each way, as at present, and the only change in the of arriving and departing at Portland will be that the day train from Spokane will reach Portland at 9 P. M. instead of 5:25 P. M., so as to allow the train to run through from Spokane.

The Inland Empire Express will leave

ortland at 9:15 A. M. and reach at 10 P. M. Its equipment will consist first and second-class coaches, smoke dining-car and parlor observation car. Train No. 1, the westbound daylight train, leave Spokane at 8:30 A. M. rive in Portland at 9 P. M. The equipment of this train will be the same as that of the Inland Empire. Train No. 4, eastbound night train, will leave Portland at 5:40 P. M. and will arrive at Spokane at 6:30 A. M. Train No. 3, westbound, will leave Spokane at 5:30 P. will leave Spokane at 6:30 P. M. and will arrive in Portland at 7:30 A. M. The equipent on No. 3 and No. 4 will consist first-class coaches, one standard and one urist sleeper, one compartment observation car and a diner.

POLAND STICKS TO HIS JOB Receiver of Prairie City Bank Refuses Any Compromise.

BAKER CITY, Or., April 23 .- (Special.) -Receiver J. R. Poland, while passing through Baker City tonight on his way to Prairie City, said that the contest be tween himself as receiver of the Stockmen & Traders Bank at Prairie City and the state banking department would be fough

Determined to hold the position gives him by the Multnomah County Court. Mr. Poland did not hesitate to state that so far as he and a number of the creditors promise and if the State Bank Cor sioner secured possession of the failed bank's business it would be through a legal fight which might be taken to the

reme Court.
s said there are wealthy creditors of the institution who hold themselves in readiness to guarantee all depositors from loss, provided the business can be wound up hurrledly.

SEVEN DENTISTS PUT IN JAIL Seattle Toothpullers Accused of Violating State Law.

SEATTLE, Wash., April 23 .- (Special.) For violating the state law requiring icensed practitioners, informations for ten dentists doing business in Seattle were sworn out today and seven were rrested in their places of business and odged in jall pending ball. Ball has lodged in jail pending ball. Ball hannot yet been arranged. Following ar the names of those who were arrested E. J. Brown, A. C. Littoy, H. A. Wise G. Thompson, A. C. Froom, E. C.

Phelps, A. R. Long. E. J. Brown is one of the most prominent dentists in the city and is a leade of a faction of the Socialist party op posed to Herman C. Titus. He gained considerable notoriety here last Winter by defying the police and was lodged in fall for street speaking. The arrests to-

PARK BOARD PUT ON GRILL Tacoma Grand Jury Probing Ex-

travagance Charges. TACOMA, Wash., April 23.—(Special.)— The probing into public affairs by the grand jury called at the instance of Counilman Jamieson to investigate the allege graft charges against the city adminis tration, is taking a peculiar turn and the Metropolitan Park Board is now under the microscope. Just what the results will be is a matter for conjecture, but so thoroughly are the affairs of the City Park Board being investigated that it is ersistently rumored indictments sensational nature may follow. The grand jury has visited all of Tacoma's parks and each member has displayed an astonishing curiosity in the whys and wherefores of many pleces of faulty work for which extravagant prices were paid.

ALBANY IN AUTO RACE PATH Promoters of Cross-Continent Run Arrange Route in Oregon.

ALBANY, Or., April 23 .- (Special.)-The route of the big Guggenhelm auto-mobile race from New York to Seattle may cross the Cascade Mountains by the Willamette Valley & Cascade Mountain wagon road. Local automobile men have wagon road. Local automobile men have received word from the promoters of the race that the routes across the moun-tains in Washington are not satisfactory and that the road from Prineville to Albany is being considered. effort will be made by local people

to have the route mapped out this way, the racers to turn northward at this city on the final course of the race,"

WORK FOR NESMITH COUNTY Solicitors Place Initiative Petitions

in Circulation. COTTAGE GROVE, Or., April 23,-(Spe cial.)—People of Southern Lane and Northern Bouglas counties are again ask-ing for the creation of "Nesmith County," this time by the initiative. Men have been sent out to get names in various sections of the state. sections of the state, and when the requisite number have been secured, the peti-tions will be submitted to the Secretary of State. The question will then be voted on at the general election next year. The solicitors are meeting with splendid suc-

LEONARD WILL GET REWARD Three Hundred Dollars Due Him to

Capture of Train Robbers. SALEM, Or., April 23.—(Special.)—Sheriff Stevens, of Multnomah County, was in the city today with some convicts for the Penintentiary and while here took occasion to look up the law relating to the reward of \$300 due Deputy occasion to look up the law relating to the payment of the reward of \$300 due Deputy Sheriff Archie Leonard from the state for the capture of the chief of the Troutdale O. R. & N. train robbers, While the code provides for the payment of this reward there is considerable red tape involved in its collection. rolved in its collection.

SALEM PUTS ON CITY AIRS Streetcars Will Hereafter Run Until Midnight at Capital.

SALEM, Or., April 23.—(Special.)—The Portland Railway, Light & Power Com-Portland Railway, Light & Power Com-pany has promulgated a new set of rules to go into effect Monday, April 26, which will do away with all smoking on street-cars in Salem and with patrons riding on front or rear platforms. A large number of new men have been added and here-after cars will be operated in nine-hour shifts instead of 12. Hereafter cars on all lines will be run until midnight, in-stead of 10:55 o'clock. stead of 10:45 o'clock.

Brooklyn Republican Body Promotes Candidacy for Mayor.

At a special meeting of the Brooklyn Republican Club Thursday night, in the hall on Powell and Milwaukie the campaign of A. G. Rushlight for the nomination of Mayor was launched by his friends. A. L. Keenan presided and A. L Barbur was the secretary. Rev. Father Gregory started the speech-making by a plea for Mr. Rushlight and reviewing his work in the Council, ending by deciaring that Mr. Rushlight would be the right man for Mayor of Portland. Remarks were made by L. S. Dane, Waldemar Seton, A. L. Keenan and several others. Chairman Keenan asked all who favored the nomination of Mr. Rushlight for Mayand would work to that end to stand, when the entire audience arosa

At this showing, Mr. Rushlight expressed his gratifude and said as hoped its friends in the Seventh Ward would stand by him in the con est, for he realized that not being an experienced politician he had a hard fight on his hands Mr. Rushlight said that he stood for the primary law and an economical administration of the affairs of the city, and re ferred to his attitude on the various sub-jects that had come in the City Council since he had been a member.

J. J. Jennings, candidate for Council-man-at-large, addressed the meeting briefly, principally in behalf of Mr. Rushlight. At the end of the talks Mr. Rush-light's candidacy for Mayor and Mr. Jen-nings' candidacy for Councilman-at-large were indorsed. It was decided that thos present should act as a committee of the whole in pushing Mr. Rushlight's candi-

NORMAL BOARD TO MEET

Operation of Schools for Next Year to Be Decided On.

SALEM, Or., April 23.-(Special.)-Sec etary C. L. Starr, of the State Board of Normal School Regents, today sent no-tices to all the members of the beard that a meeting of the board will be held at the Capitol at 10 A. M. on May 8, "for the purpose of considering the policy of the board relative to the operation of he Normal Schools for the school year of 1909-10, and for the consideration the meeting.'

One or two of the college presidents and some of the students are anxious to have the schools continue next year under the direction of the Board of Regents, who would, of course, act in a purely advisory capacity and without compensation, with all the expenses of maintaining the schools borne by private contribution. The executive committees did not care to take the responsibility of making any uch arrangement, and so the Govern has decided to call a meeting of the full board to consider the request of the edu-cators and the students.

The presidents of the three Normals have been advised of the meeting of the board and requested to be present if they have any suggestions to make regarding keeping their schools open next year.

WIND CHANGES, TOWN IS SAVED Fire Threatens for a Time to Wipe

Out Village of Summerville. LA GRANDE, Or., April 23 .- (Special.)lull in a strong wind blowing over St merville, 15 miles from here, saved that own from destruction late last evening When the flames were spreading and the citizens were appealing for help from La Grande the wind went down and the bucket brigades were able to successfully

cope with the conflagration. At 10 to-night the flames had abated. Three automobile loads of chemical exlinguishers were sent out from La

The fire originated in the Chatin meat market and quickly spread to the Chatin residence. From there it went to the allispy store building, uno ster to two Donaldson buildings. five were destroyed completely. The Choate and Rinehart merchandise stores The were saved by the efforts of farmers and Summerville residents, who had rushed to Losses are estimated at \$5000.

FATHER ORDERS SON'S ARREST

Accuses Own Child of Being Too Lazy to Provide for Self.

TACOMA, Wash., April 23 .- (Special.)-Charging that his son is lazy and refuses either to work or pay board. Reuben Shade, an employe of the Northern Pacific Railroad Company, today caused a warrant to be issued for the arrest of his son Oscar, aged 27 years, on a charge of respassing on the premises of the family

When the elder Shade appeared before a Justice of the Peace, he said his son refused either to support himself or help support the family, and that in the face of his orders to leave home and never return again, the young man returned and continued to eat from the family larder. Mrs. Shade favors the son and anxious that he shall remain at home. She became very indignant on learning of her husband's action.

OLD ROGUE INDIAN DIES

Martha, Well-Known Aborigine Near Oregon City, Passes Away.

OREGON CITY, Or., April 23.—(Special.)—Martha, a well-known Indian woman, was buried here this afternoon. She died at midnight Wednesday in the She died at midnight Wednesday in the Indian settlement south of town. She was the wife of Joseph Andrews, commonly called "Soosap," and was nearly 70 years of age, having been born in Jacksonville, Or. Martha was a member of the Rogue River tribe. She was married to Andrews about 35 years ago. Five years ago she was made totally bilind by an attack of Bob Gardner, a degenerate character, who was sentenced to 20 years character, who was sentenced to 20 years in the penitentiary and is now in the state insane asylum.

Forest Grove Farmer Dies.

FOREST GROVE, Or., April 23.—(Special.)—William Busch, aged 50 years, and for many years a fruitgrower on David's hill, expired suddenly at his new home, on the Henry Schmale dairy ranch yesterday morning. He leaves a widow and nine children. Only three days ago he moved on this dairy ranch for which he had paid \$500. Mr. Bush died of heart failure, while in his granary, his wife reaching him a minute or so before the end came. end came.

Chehalis Streams Stocked.

CHEHALIS, Wash., April 23.-(Special.) -Within the past week about 50,000 trout have been planted in the splendid fishing streams near this city. Senator Fish back received a consignment of 20,000 which were placed in Mill Creek. Representative Leonard received 20,000 which were placed in the South Fork of the Newaukum. Newaukum. Another consignment of 10,-000 were also placed in the North Fork of the Newaukum.

City to Bridge the Wiliapa.

RAYMOND, Wash., April 23.-(Special.) Preliminary steps were taken at the City Council meeting last night for the indende the indended in the cost of city bonds to cover in part the cost of construction of two bridges cars on across the Willapa and South Willapa rivers at this place. The estimated cost of the two structures is about \$30,000 each.

AS AN AUTOMOBILIST SEES IT. Let the Public Look Out, for That Is Its Business.

PORTLAND, April 22 .- (To the Editor.)-In your issue of April 21 appears an article, by T. T. Geer, about automobiles which I consider very unfair and I am surprised that some one more interested and competent than I does not answer it, and many other articles both editorial and otherwise that have appeared lately against automobiles and automobiles

In the first place, those writing the articles are very decidedly unfamiliar with the handling of automobiles; so their with the handling of automobiles; so their opinion is not worth much. And in every age of our history you find the old fogles blocking, to the best of their ability, every advancement. The saw-mills kill too many men; go back to the rip saw. The railroads kill too many men; go back to the ox team. The electric cars kill too many man, so back to the cars kill too many men; go back to the horse cars. The linetype machines put too many men out of employment; go back to the typesetters.

The autor The automobile business is one of the argest industries of our country but the copy farmer wants to put them all out of pusiness and go back to the horse so that can raise hay for them

The automobile is the safest vehicle on

The automobile is the rafest vehicle on the highways according to statistics, so why should it be called "juggermaut" and "death dealing" machine when there are more people injured every year by horse vehicles and streetcars in proportion to the number in use. Why not rule them off the streets too and let the pedestrains have the whole street sidewalk and all? off the streets too and let the pedestrains have the whole street, sidewalk and all? They might at least make the streetear company put in single tracks on busy business streets. Why is it necessary for Burnside bridge cars to loop down Washington street where three other lines run making cars about 50 feet apart on the making cars about 30 feet apart on the busiest and narrowest street in town? In regard to the "right of way," pedestrians have the right of way on the side-walk and there should be an ordinance compelling them to look both ways before stepping off the curb, and
should they cross the street in the
middle of the block, or any other place
except at crossings, they should do so at
their own risk. Why should automobile
drivers do all the "looking out" and the
pedestrians destrians walk along asleep with an air of "run into me if you dare?" The sooner the people wake up to the fact that sooner the people wake up to the fact that Portland is no longer a little country town where they can go down the streets star gazing or asleep, but is a city, and a busy city at that, with mighty busy

streets, and that not only automobile drivers but horse men, streetcar men, pedestrains, and everybody else traveling on our narrow busy streets has got to be on the alert, the sooner accidents will diminish If pedestrians and everybody else kept as sharp a look out as automobile drivers, there would be very few accidents be-cause most of the accidents or marrow escapes are due to pedestriane stepping off the curb in front of automobiles without looking where they are going, or step-ping from behind another vehicle or streetcar without looking. If the truth were known everybody who gets hil by an automobile knows, down in his own mind that he was going along thinking about something and not paying attention to where he was going, and if he had paid attention he could have avoided the accident. Of course, he is mad and won't admit that. Then lots of those so-called "narrow escapes" are not narrow escapes at all although the pedestrians and bystanders may think they are; the auto-mobile driver knows the control he has over his machine and stops probably four or five feet away which is just as sufe

as if he had stopped half a block away.

The prediction that automobiles will be ruled off the streets in the business dis-trict rather surprises me coming from a man of Mr. Geer's supposed or claimed intelligence. It would be just as reasonable to rule him on a farm and keep him there all his life, more so because he is attempting to block progress. A man's rights are his own whether he is afoot, in a buggy or an automobile reason why an auotist should leave his vehicle in the suburbs than anyone else driving a different and much vehicle, for any horse vehicle, even if is only driven in a walk, is more danger ous than an automobile if handled, for you never know when a horse will take fright and do damage. An automobile at 15 or 20 miles an hour is safer than a horse going in a jog be-cause it can be stopped quicker if necessary. I will admit that there are times when the autoists are in the wrong but many more times when pedestrians are in the wrong, so do not drive us all off the streets because one or two fools get into our ranks. Pedestrians have been known to go insane but that is not a reasonable excuse for sending all pedestrians to the insane asylum.

What we want most is a fair faw, made by people who are familiar with the subject, in place of a lot of one-sided, unfair laws. One place the automobile gets the worst of it is in the writeups they get in some of the papers. A streetcar or horse accident, if mentioned at all in the newspapers, is given an inch or so at the bottom of the column, while an automoblie accident is put in big head-lines at the top of the column, and probably clear across the front page. Take for instance "Mrs. Sherman in Danger," in the morn-ing paper of April 21. A runaway horse endangers her life while she is in an automobile. Had site been in a buggy and struck by an automobile and endangered to the same extent, it probably would have been in big head-lines clear across the front page instead of an inch and a half at the bottom of the column.

half at the bottom of the column.

A short time ago on Williams avenue I passed a streetcar just as it stopped to let off passengers. I passed on the left according to law. A man jumped off the front platform and ran around in front of the car to cross before it started and ran right in front of me. I avoided him only with an effort and chance of wrecking my machine. Had I been as careless in my machine. ing my machine. Had I been as careless as he was we would have collided. I was clearly in the right; yet what thanks did clearly in the right; yet what thanks did I get? He swore at me and abused me. Now I am almost sorry I did not let him run into me. If I had known how dirty he would be about it I don't think I would have taken the chance of wrecking my car to avoid him; he was not deserv-

About a year ago I attempted to pass a man in a buggy on the road. He would not give me any of the road but when got down on the side and was just ! the act of passing him, he turned right down in front of me. Now I could have hit him square and probably injured non and his horse very badly and with very little risk to myself, but I turned so short that I tipped my machine over and was injured and crippled for life in was injured and crippled for life in an effort to avoid hurting him. What thanks did I get for it? A damage suit. What should I do next time under such circumstances? I would avoid accident if possible. If not, I would come through

looking out for number one The people know juries, and the peo-ple who have no machines are prejudiced against them. They employ blackmailing attorneys, perjure themselves and bold out for big damages, knowing they have all the best of it on account of these predjudices. Let Mr. Geer, and a few of the other howlers, drive a car for s while and learn what control you have of it and have it handed to them by every body else on the highways, law-makers juries, etc., like the rest of us get it, and they will how a different tune altogether. There are two sides to this question and all we ask is to be treated fairly.

Cottage Grove Given Day at Fair.

DR. G. E. WATTS.

COTTAGE GROVE, Or., April 23.-(Special.)—The Woman's Club met last night to set a Cottage Grove day at the A-Y-F Exposition at Scattle. The day was set for Thursday, July 29, when a large Jele-gation from here will be present.