

COLBY'S SUFFRAGE NOTICE DUE TODAY

Tennessee Governor Sends Official Certification.

22,000,000 WOMEN WAIT

Battle Over Legality of Ratification May Be Transferred to Washington.

WASHINGTON, Aug. 24.—(Special.)—A proclamation by the state department formally announcing ratification by three-fourths of the states of the suffrage amendment is expected by suffrage leaders within 24 hours.

Their prediction was based on Secretary Colby's announcement that he was prepared to issue the proclamation as soon as he received the official notification from Governor Roberts of Tennessee, which, dispatches from Nashville said, was placed in the mails today.

NASHVILLE, Tenn., Aug. 24.—(Special.)—Tennessee's ratification of the federal suffrage amendment was en route by mail tonight to Washington. On its receipt there by Secretary of State Colby late tomorrow or Thursday suffrage advocates expect issuance of the formal proclamation making the amendment a part of the organic law of the land and placing 22,000,000 American women on an equality with men at the ballot box.

Injunction Set Aside.
Governor Roberts placed the certification in the mail today after receiving from Attorney-General Thompson an opinion that a writ of certiorari and supersedeas issued last night by Chief Justice Landis of the Tennessee supreme court in effect set aside an order temporarily restraining the governor from taking such action.

The injunction was obtained Saturday by citizens of Nashville opposed to suffrage on the plea that action on the amendment by the present legislature was in violation of the state constitution. The action may transfer to Washington the battle over legality of ratification, and the plea that the Tennessee supreme court for an order restraining Secretary Colby from issuing the proclamation. So far as court action in Tennessee is concerned the only thing in prospect is to repeat the individual action of Justice Landis. The court meets in Knoxville September 2.

Both Camps Upset.
Announcement that Justice Landis had issued the writ, followed by the statement that the governor had mailed the certification, was a bombshell in the camp of the anti-suffrage forces and a surprise to the suffragists. Attorney-General Thompson filed the petition for the writ with Justice Landis at his residence last night on behalf of Governor Roberts and other state officials. The names of Seth Walker, speaker of the house and opposition leader, and John Green, speaker of the senate, also named in the injunction, were not on the petition presented to the justice. Mr. Thompson argued the case before the justice and the writ was granted. The petition was filed with the clerk of the supreme court this morning and twenty-five minutes later the certificate of ratification was in the mails.

GIRL DRUG USERS TESTIFY

FOUR MESSENGER BOYS BOUND OVER TO GRAND JURY.

Violation of Harrison Narcotic Act Alleged—Young Women Are Held to Be Cured.

Seven girls, all drug addicts, who owe their downfall to an underground traffic, yesterday testified to the United States Commissioner Drake as witnesses against four messengers employed by the City Messenger Service, charged with violation of the Harrison narcotic act. The youths—Buck Chapin, Arthur Rhinehart, Arthur Van and E. C. McKean—were bound over to the grand jury. The girls were held for cure.

The girls were relatives of prominent men and women, practically all from families of good standing. One said she had started using heroin when she was 18. She has been addicted to drugs four years.

Another girl, 20 years of age, said she had acquired the habit from a lover, Latorre, recently sent to jail.

E. C. McKean, one of the messengers, had not been reported up with this case, but after testimony of one woman his attorneys waived examination and McKean was bound over with the others.

SET TREES, SAYS BENSON

HIGHWAY COMMISSIONER HAS ROADWAY SUGGESTION.

Proposal Made for Legislative Action Looking to Decoration of Public Thoroughfares.

SALEM, Or., Aug. 24.—(Special.)—Legislation empowering the state highway commission to condemn a strip of land, the width to be determined, on either side of state highways for parking or such other purpose as is deemed necessary, is suggested in a letter received by Governor O'Connell today from Simon Benson, chairman of the Oregon state highway commission.

Mr. Benson's letter was in reply to a communication sent to the highway commission recently urging that body to assist in preserving the natural resources of Oregon, especially the forests along the scenic highways.

"I wish personally to assure you of not only my hearty co-operation in your efforts in this direction but to express my gratitude that you have taken the initiative in this fine enterprise," said Mr. Benson's letter to the executive.

Five years ago when the Baseline road leading to the Columbia river highway was completed, I planted some trees along a block of land of which I am the owner and I was grat-

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President Gompers amplified his statement by saying that the Pennsylvania Railroad company told him the laying off of 12,000 men was necessary because the men were not needed and 10 days later, he said, the company issued orders that it would have to shut down in the handling of freight, because there was a labor shortage.

"We shall see further such attempts as the weeks go on until election day," he declared. "If such attempts were made, he said, he was convinced that the working people of the United States would answer: 'Either take off your coercion or you'll have to do your own work.'"

It also was decided at the conference, according to Mr. Gompers, to make the reclamation of lands a national issue and thereby attract the support of many of the southern states. The plan is to organize a campaign similar to that now being conducted in Oregon and other western states.

On his way home from Utah Mr. Gompers visited Pine Valley, Baker county, where he conferred with persons connected with the organization of what will be known as the Pine Valley irrigation district. This district will comprise 25,000 acres and water will be obtained from Pine creek.

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The ruling would make it impossible to convict an agitator who came to this county from another state and was clever enough to avoid other provisions of the law, such as assembling with, or helping to organize the I. W. W.

The latter provision of the law was nullified by a decision of Circuit Judge Harry H. Belt, of Dallas, last winter in the Joe Laundry case, when he held that a paid organizer of the I. W. W. did not help to organize the I. W. W. unless he was in the territory by establishing a branch or new organization.

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MEADOWS RAILROAD SELLS FOR \$190,600

Pacific & Eastern Sold to Michigan Man.

LINE MAY RESUME AT ONCE

Six Billion Feet of Best Timber in Butte Falls Section Will Be Tapped.

MEDFORD, Or., Aug. 24.—(Special.)—Notwithstanding the report that the Miller Grier Construction company of Portland intended to bid, the Pacific & Eastern railroad, the Hill interest line of 33 miles between here and Butte Falls, was sold this afternoon to M. D. Olds of Sheboygan, Mich. The only bid was for \$190,600.

The sale was conducted by Robert F. Maguire, Portland attorney, special master for the United States court. Mr. Olds' bid was the exact amount set by the United States court. The sale was made by the United States court, which is a Michigan lumberman, held a large block of the Pacific & Eastern railroad bonds.

The railroad had an estimated scrap value of \$438,000, according to W. E. Turner, its receiver, who is vice-president of the Spokane, Portland & Seattle Railway company and system lines. He was here for the sale and before departing for Portland tonight with C. H. Hart, attorney for the receiver, said that the Hill interests agreed to this sale and auction at the minimum price by the United States court rather than see the Pacific & Eastern scrapped.

The new owner refused to discuss the future of the railroad, but it is understood, because he has made extensive purchases and leases of timber along the railroad for the past year that Mr. Olds plans to put the road into operation at once. With big new mills to be erected in Medford, the road will be used chiefly as a logging railroad. The line taps 6,000,000,000 feet of the best timber in the Pacific Northwest, 60 per cent fir and 40 per cent pine.

Road Built in 1910.
The Pacific & Eastern was built in 1908 and 1910 by the noted engineer John F. Stevens, now in Siberia, and was then intended to complete the link of the Hill interests between Bend and California. The road has been in the hands of a receiver for more than a year and half. It was forced to suspend operations when railroads went under government ownership.

The Miller-Grier company had intended to bid in the road at today's sale. This foreman G. M. McDowell of Portland, secretary and treasurer, said that if his company obtained the road it would see that it was operated to develop the great timber territory east of Medford. He also left for Portland tonight.

The rolling stock of the Pacific & Eastern, which went with the sale, consists principally of two engines, two passenger cars and six flat cars.

WATER RIGHTS ARE ASKED

Supply From Booth Spring Branch Sought by Myrtle Creek Man.

SALEM, Or., Aug. 24.—(Special.)—Charles A. Rice of Myrtle Creek has filed application with the state engineer to appropriate water from Booth Spring branch for the irrigation of lands in Douglas county.

Emma Koz of Fossil would appropriate water from the John Day river for the irrigation of a small tract in Wheeler county.

Henry Schaeffer of Wallowa asks the appropriation of water from an unnamed spring for the irrigation of a small tract of land in Wallowa county.

Charles Crow of Enterprise seeks water from Hurricane creek for the irrigation of 23 acres of land in Wallowa county.

E. F. Jacob and T. R. Murray of Enterprise seek to appropriate water from Hurricane creek to supplement the irrigation of the irrigation of 130 acres in Wallowa county.

Threshing Season Dovetail.

ALBANY, Or., Aug. 24.—(Special.)—There will be no lapse in this section of the state between seasons for threshing fall and spring grain. Ordinarily the threshing of fall grain is completed a week or ten days before spring grain is ready to thresh, but the unusually warm weather this summer has ripened the spring grain so that it will be ready for threshing as soon as the fall runs are completed. Threshing operations are proceeding rapidly in this section now.

Commissioner Barber Plans Trip.

SALEM, Or., Aug. 24.—(Special.)—A. C. Barber, state insurance commissioner, will leave Salem within the next few days for points in southern California, where he will pass two weeks on his annual vacation.