

OLCOTT AND PIERCE WORKS CONTRASTED

Democrat Full of Promises but Record Is Shown.

COST GAIN IS DENIED

Governor's Tax Board Pointed to as Evidence of Effort to Cut Government Expense.

THE DALLES, Or., Oct. 20.—(Special)—Reckless statements and promises of tax reduction not in keeping with his record as a member of the Oregon legislature were charged to Walter Pierce, democratic candidate for governor at the November election, by T. H. Kay, ex-state treasurer, in an address given before a crowd of more than 1000 in the public auditorium here tonight.

Mr. Pierce's promises have been general in character, said Mr. Kay, and as yet he has failed to make any concrete plan for retrenchment. In contrast to these promises the legislative record of Mr. Pierce shows that he voted more than 95 per cent of the appropriation bills introduced while he was a member of the state senate, and was responsible for approximately \$3,000,000 of the taxes for the year 1922.

Right to Vote Questioned. "In view of his record Mr. Pierce put forward a single argument whereby you as citizens ought to vote for him, and that is, 'I am some other man.' If his record is not such that it will support the arguments he has made during the past few weeks what right has he to come forward with your suffrage on the grounds that he will save you hundreds of thousands of dollars?"

Governor Olcott, in contrast to the promises of the democratic candidate for governor, has had the tax problem under consideration for a long time. Prior to the 1921 legislature Governor Olcott appointed a voluntary committee to report on the tax subject. This committee made its report to the governor with the result that the legislature a year ago created the tax investigation commission.

Cost Gain Denied. "Mr. Pierce has given out the statement that the state government expense has increased 200 per cent in six years. This is false, and Mr. Pierce knows it. The increase of 200 per cent alleged by Mr. Pierce to have been raised by state levy for administrative expense, there was a two-mill elementary school tax. This two mill tax, which raised \$2,040,000, was for public school purposes and was never taken out of the counties or district in which it was raised. This is a part of the 200 per cent or the \$9,000,000 that Mr. Pierce says our state paid for administrative expenses.

"We will go one step farther. Mr. Pierce, while a member of the legislature, introduced what is known as the market roads measure. Under the provisions of this bill there is raised for market roads \$1,020,000 by state levy. The law provides that any county in this state must match this money, therefore the full amount of the one-mill tax, or \$1,020,000, is returned to the counties and is used, not for state roads, but for market highways.

Millions Voted by People. "Adding to this the soldiers' bonus tax amounting to approximately \$1,000,000 a year and \$416,000 raised for the operation of the soldiers' sailors and marines educational law, there is eliminated approximately \$5,000,000 from the \$9,000,000 which Mr. Pierce alleged is necessary to conduct the state government for one year. Not one cent of this \$5,000,000 is used by the administration of the state, and neither the governor nor the legislature is responsible for any of it. These amounts were voted by the people.

Governor Olcott in his address said that while the cost of the state government had increased 40 per cent, the expenses of the ordinary family had increased 75 per cent. "I want to say to you, without apology, without regret, with all candor and frankness and with pride in the fact," said Governor Olcott, "that every dollar of the taxpayers' money coming under the control of the executive department or its branches has been spent honestly and well. My administration has been through the peak of high costs.

"Now a word about the highways. I have put three men in charge of the highway work, the largest job the state has ever undertaken. They have proved themselves equal to the occasion and have effected no interference from the executive office. I am going to take some of the credit for the good work that has been accomplished. I have not allowed political road legislation to interfere with their plans. I have vetoed every effort at legislation of that sort and will continue to veto it as long as I am governor.

Market Road Work Favored. "And I want to add that I favor a continuation and development of our market roads. I want to see the Roosevelt highway finished. The coast has been getting a share of the highway money and will continue to do so, as will other sections of the state. In a few years we have started an immense system of highways. The work will go ahead to develop laterals and market roads and other roads as the money may be granted."

The speakers were introduced by Judge R. B. Butler, who declared that the people were called upon to weigh Governor Olcott in the balance with Walter Pierce, and indicated that he believed that the result could not but favor Governor Olcott.

"On the one hand you have Governor Olcott, whose record is one of honesty and efficiency," said Judge Butler. "On the other hand you have 100 per cent Andy Gump Pierce, with his empty promises. En route from Pendleton to The Dalles Governor Olcott and his party visited at Echo, Stanfield, Hermiston, Irrigon, Boardman and Arlington. Tomorrow Governor Olcott and Mr. Kay will go to Hood River, where they will close their eastern Oregon campaign tomorrow night.

ROSEBURG HEARS HAWLEY Congress' Activities in Cutting Taxes are Recounted. ROSEBURG, Or., Oct. 20.—(Special)—Representative W. C. Hawley spoke to a fairly large crowd tonight at the Douglas county courthouse. He arrived in this city early in the afternoon and spent the day visiting with friends here. He

SALVATION ARMY LASSIE ARRESTED AFTER PREACHING TWO YEARS IN ONE PLACE.



CAPTAIN RHEA CRAWFORD.

Captain Rhea Crawford of the Salvation Army, formerly of Atlanta, Ga., marched triumphantly from the west side court, New York, after having been acquitted of obstructing the traffic. For two years Captain Crawford, who is as eloquent as she is beautiful, has been attracting crowds of a thousand or more, filling Forty-sixth street from curb to curb at her Sunday night meetings outside the Gaity theatres. But last Sunday Patrolman Emerson Taylor ordered her to move on, and when she refused to do so, acting under orders from Lieutenant Sheehy, handed her a summons on a charge of obstructing the traffic.

After some further strategy on both sides she arrested her and took her through Times square to the West Forty-seventh-street station, accompanied by a crowd of some 4000 sympathizers, who hissed and booed the police and created such a jam that the reserves were called out. The girl was promptly set free.

was the guest of the county central committee at a dinner given at 8 o'clock and then went direct to the hall where the political meeting was held. The speaking programme was augmented by orchestra and vocal musical selections.

Mr. Hawley gave a number of interesting statistics concerning the activities of congress in tax reduction, and urged support for the administration by the electors of the republican governor and republicans to congress. He attacked the campaign of Walter M. Pierce for governor and besought the electors of Douglas county to support the republican candidate.

Mr. Hawley to Speak in Coos. MARSHFIELD, Or., Oct. 20.—(Special)—Representative William C. Hawley of the first Oregon district will be entertained in Marshfield on his campaigning visit to Coos county, when he is to speak in behalf of his own candidacy and that of Governor Ben W. Olcott. Representative Hawley is given credit here, in conjunction with other members of the Oregon congressional delegation, with obtaining the jettty appropriation of \$3,500,000 for this port and the feeling among the electors toward him is found to be cordial. His date in Marshfield is for the evening of October 23, and at Bandon the next night.

TRADE MISSION FORMED SOUTHWESTERLY WASHINGTON TRIP IS ORGANIZED. Seventy-five Portland Business Men Will Compose Delegation to Open Up Markets.

Seventy-five Portland boosters will leave the union station by special train tomorrow night for a five-day excursion through southwestern Washington under the auspices of the Chamber of Commerce. The trade and commerce department of the chamber, Paul de Haas, chairman, and E. N. Weinbaum, manager, will be in charge of the junket, which is expected to take the party closer to a big, rich trade territory that has already important trade relations with this market.

In all the cities visited a cordial greeting is assured. The people of southwest Washington want to show Portland what it has to offer and Portland business men are just as eager to be shown. There will be banquets for the excursionists at Aberdeen, Olympia and Chehalis and luncheons at South Bend, Hoquiam, Centralia and Kelso. At the last named place the Lons-Bell Lumber company will join with the citizens of Kelso in giving the party a hearty welcome. Everywhere there will be trips about the various places to view industries, scenery and other interesting phases of life in this section of Washington.

Manager Weinbaum said yesterday a few reservations remain for the trip but they must be taken at once, as the limit of the excursion train capacity is certain to be reached. The expedition will return to Portland Friday afternoon in time for dinner.

Portland persons already signed for the junket are as follows: I. Aronson, W. S. Babson, R. B. Bain Jr., A. J. Bale, W. H. Beharrell, J. B. Burchard, T. J. Burdick, Hermann, O. C. Calhoun, A. M. Clark, Louis G. Clark, D. G. Crankshaw, Walter M. Day, Marshall S. Dana, Paul DeHaas, George A. Dunham, Edward Ehrman, Fred Fogarty, Thomas Follis, Henry J. Frank, Charles H. Grayson, J. C. Hamilton, E. C. Hester, V. C. Hibbard, R. S. Howard, F. W. Howell, H. W. Hurd, J. M. Walker, E. N. Weinbaum, Lane, D. Levine, Thomas C. Luke, Charles E. Mace, H. J. MacKenzie, Milton Meyer, O. W. Mielke, A. G. Miles, Ralph F. Monte, H. Neustadter, R. W. Price, S. F. Prier, S. G. Hammussen, L. J. Ryan, Charles H. Stewart, E. C. Sammons, Nathan Strauss, Fred W. Vogler, J. M. Walker, E. N. Weinbaum, E. N. Welch, H. Wessinger, F. W. Wheeler, Frank W. White, Shelby Wick, W. W. Williams, H. Williams, Wintemute, Alfred E. Young, George H. Young, Sam J. Young, William Young and John A. Zehnhauser.

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LITTLE HOPE SEEN TO PROCURE CARS

Commerce Body Inclined to Keep Out of Snarl.

RAILROADS IN BAD SHAPE

Traffic Expert of Washington Public Service Commission, Tells About Conditions.

OLYMPIA, Wash., Oct. 20.—(Special)—The interstate commerce commission is not inclined to assume control of the railroads of the United States in an effort to untangle the snarled condition caused by the congestion of freight cars on eastern roads and the consequent shortage in the west. This the Washington state department of public works announced today, following receipt of a detailed statement of a traffic expert of the interstate commission.

O. O. Calderhead, traffic expert of the department, who has been in Washington, D. C., for the last two weeks, to render whatever service he could toward obtaining cars for western shippers.

The commission apparently believed that no good could be accomplished by assuming control of the car situation, Mr. Calderhead says, on account of the peculiar conditions existing and which differ materially from those heretofore experienced during car-shortage periods.

Conditions Held Serious. Mr. Calderhead's communication gives the first detailed information received on the coast as to the actual condition of congestion and lack of motive power on eastern railroads, which is resulting in an inability to obtain cars for the west.

The conditions of some of the important carriers are very serious, and there appears to be no immediate hope of return to a satisfactory performance, Mr. Calderhead says. "As an illustration, the Baltimore & Ohio had an accumulation of loaded cars on their line September 1 which they were unable to move on account of the railroad's own disability, of approximately

11,500 cars. This accumulation was reduced to 10,000 cars on September 23. Embargoes have been placed against the loading locally or receipt from connections of freight not included in priority orders. The New York Central, on September 15, had 45 per cent of its power in bad order and there was an accumulation of some 3000 cars in that territory.

The Lehigh Valley had an accumulation of more than 13,000 cars in transit freight and, on September 15, 29 per cent of its power was in bad order, with increasing deterioration. Some of the traffic is being diverted to other lines in order to assist this road.

The Erie in Bad Shape. "The Erie railroad has been in pretty bad shape apparently throughout the entire month of September. On September 10 40 per cent of its motive power was in bad order, while there was an accumulation in excess of 10,000 freight cars on its lines. A part of its traffic eastbound at least is being diverted to the New York Central, the Pennsylvania, the Lehigh and Lackawanna, the Erie Limited perils, but conditions on that line are not at all bright and do not indicate an immediate return to satisfactory operating performance.

"It will be noted that the carriers serving the territory between Buffalo, Pittsburgh and New York are in very bad condition. Some of this is due to the enormous volume of freight taken to the markets of New York and New England and some of it is due to the accumulated burden of handling the winter's coal supply.

"If cold weather reaches us within a few days the situation will be decidedly worse for the reason that locomotive efficiency will be materially decreased. The conditions naturally bring about an unprecedented car shortage in the producing territories of the west.

"My own idea is that everything should be done by the shippers and the railroads in the states of Washington and Oregon, Idaho and Montana to retain the cars that we now have in that territory for local use. The situation will grow more serious, at least for a short period, if the cars are permitted to go east and be swallowed up by the eastern lines, which can't move the loads they have, let alone hauls around with empties.

"Joseph M. Teal is here also worrying somewhat about cars and it has reached the point where members of the commission are wondering if the western people know anything else but the word 'cars.' It is having its effect and everyone is now on his toes trying to devise means of getting the cars quickly to the length of time it will take for the coast to feel the effects of the westward movement."

Shooting Occurs in Timber. On the day of Major Cronkhite's

NEW FACTS DUG UP IN CROWKHITE CASE

Repudiation of Confession Reported False.

MOTIVE DECLARED FOUND

Major Said to Have Reprimanded Captain Several Times Before Shooting.

TACOMA, Wash., Oct. 20.—What purported to be new facts in connection with the death at Camp Lewis in October, 1918, of Major Alexander P. Cronkhite have come to light here following the arrests in the east of Roland R. Pothier and Robert Rosenbluth on charges of murder. The two men were arrested yesterday on warrants issued as the result of the secret indictment returned last week by a federal grand jury.

"I have learned that Pothier never repudiated the confession he made some time ago in which he declared he shot Major Cronkhite at the instigation of Captain Rosenbluth," Albert Johnson, representative in congress, declared today. "I have also learned that the shooting of Major Cronkhite did not occur on the target range or during target practice."

Captain Is Reprimanded. Major Cronkhite at the time of his death was in command of the battalion of which Captain Rosenbluth's company was a part. He was but 34 years old and Captain Rosenbluth 40. Because of this difference in age Captain Rosenbluth is said to have resented some of the orders issued by his superior.

On several occasions, it was learned from authoritative sources, Major Cronkhite publicly reprimanded Captain Rosenbluth for what he termed the inefficient handling of the company in his charge and at one time went so far as to temporarily relieve Captain Rosenbluth from command and to place a sergeant in charge of the company.

ROSENBLUTH PUTS UP BAIL. Alleged Murderer Released on \$40,000 Bond.

NEW YORK, Oct. 20.—Captain Robert Rosenbluth, who was looked up in the Tombs prison last night charged with the murder of Major Alexander P. Cronkhite at Camp Lewis, Wash., in October, 1918, was today released in bail of \$40,000, furnished by Felix M. Warburg, banker, who gave as security his Fifth avenue home valued at \$400,000.

At a hearing before a federal commissioner next Thursday Rosenbluth's counsel will fight to prevent his removal to the western state for trial.

Pothier Hearing Postponed. PROVIDENCE, R. I., Oct. 20.—Hearing on the question of removing Roland W. Pothier, indicted for the murder of Major Alexander P. Cronkhite, to Tacoma, Wash., was postponed today until either tomorrow or Tuesday. Pressure of federal court business was the reason.

DEATH RECORD IS SMALL. One Fatality Out of 595 Mishaps During Week, It Is Reported.

SALEM, Or., Oct. 20.—(Special)—Although 595 accidents were reported to the state industrial accident commission during the week ended October 19, there was but one fatality.

The man who lost his life was Weeden Mosher of Scio, a sawmill employe. Of the total number of accidents, 544 were subject to the provisions of the compensation act, 33 were from firms and corporations that have rejected its provisions, and 18 were from public utility corporations not subject to the act's provisions.

Students Express Pleasure. WILLAMETTE UNIVERSITY, Salem, Or., Oct. 20.—(Special)—The student body today adopted resolution and ordered it sent to Robert A. Booth of Eugene and E. S. Collins of Portland, expressing the students' appreciation of their generous pledges of \$100,000 each to the Willamette forward movement.

WILTED GROGER IS SUING EX-FIANCEE ASKED TO PAY FOR TIME WASTED.

Disappointment and Injury to Health Valued at \$15,400, Says Complaint.

EDENBURG, Pa., Oct. 20.—George Abraham, Franklin grocer, said in a breach of promise suit on file here today that his love affair wrecked him "physically and financially."

He set out in his petition asking for \$25,000 that he used two motor cars and "nearly all of his time" in wooing Mrs. Mary S. Albert of Conemaugh. When she promised to marry him he gave her a \$1600 diamond engagement ring, he said, which she now refuses to return.

He itemized his "lost love" costs as follows: Use of two automobiles by defendant for "her pleasure and convenience," \$2000. Diamond engagement ring, \$1600. Profits lost in grocery store by not remaining on job, \$500. Disappointment and loss of his health, \$15,400.

USE OF GAS INCREASES. Since gas can be utilized more efficiently than any other fuel, its field of use is growing larger year by year. In the not distant future one can expect to see all our farms gasfied and applied in this form, and the use of solid and liquid fuels condensed as wasteful. By this change in the methods of fuel application not only are production costs lessened, but our natural resources are conserved. Scientists now tell us that the end of some of our most valuable fuel resources is in sight. It is important, then, to work together for the conservation and the economical utilization of our fuel resources.—Adv.

LEBANON BUDGET \$22,500. The budget committee for the Lebanon school met this week and made the estimate for school expenditures for the ensuing school year. The total amount estimated to be required for the district is \$40,553, and of this sum more than \$20,000 must be raised by a direct tax on the property of the district. This sum includes the reduction of the school debts during the year in the sum of \$7000. The city of Lebanon budget committee also held its annual session this week and asked for about \$22,500.

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"The Old Homestead" advertisement featuring a large illustration of Uncle Josh and other characters, with text describing the film and listing the cast: Theodore Roberts, George Fawcett, Harrison Ford, T. Roy Barnes, Fritz Ridgway, Ann, Reuben, Happy Jack, Aunt Matilda, Si Prime, and Lem. The ad includes promotional text like 'We consider this to be one of the best pictures we have ever shown at the Columbia' and 'The greatest of all character actors, Theodore Roberts, playing the beloved "Uncle Josh," heads a perfect cast.'