

# CRANFORD IS CELEBRATED

## Sixty-fifth Anniversary of the Founding of Oregon Government.

### MEET ON HISTORIC SPOT

#### Pioneers and Their Descendants Gather at Village Where Provisional System of Home Rule Was Adopted in 1843.

At Champoug, a small settlement on the Willamette River between Salem and Oregon City, the 65th anniversary of the establishment of provisional government in the Oregon country was celebrated yesterday by a gathering of pioneers and their descendants from various parts of the Willamette Valley. While the weather was not at all favorable to the celebration, deterring many of the older pioneers from venturing out and seriously interfering with the plans of those in charge, over 1000 people were present and participated in the exercises.

The boats from Salem and Portland arrived at the ground soon after noon, bringing large parties of excursionists. People from the neighboring towns had gathered earlier in the day and by 2 o'clock, when the exercises began, the grounds were crowded. The programme was in charge of F. X. Matthieu, Native Son of Oregon, of Butteville. Owing to the illness of Ralph Moody, of Portland, the orator of the day, his place was taken by Joseph D. Maloney, Joseph Buchtel, who was to have acted as master of ceremonies, was also unable to be present. E. M. Croshaw, of Salem, presided. A feature of the occasion was the presence of F. X. Matthieu, the only survivor of the memorable assembly and the man whose vote decided the new government should be controlled by the United States.

**Only Survivor Present.**

Mr. Matthieu, who celebrated his 90th birthday on April 2, was in the best of health and spirits, and keenly enjoyed the attentions he received from the visitors. An arbor had been erected on the grounds near the spot where the members of the convention gathered 65 years ago. The rain, however, compelled an adjournment to a neighboring building. The programme was opened with music furnished by the Parrott Mountain Band. Prayer was offered by Rev. J. E. Walker, one of the oldest native sons of Oregon. Mr. Walker is the son of the late Rev. and Mrs. Eliknah Walker, who crossed the plains in 1838 as missionaries to the Indians. A vocal solo was rendered by Mrs. Riley Schreier, of Butteville. An address was then delivered by Mrs. Whitten, of Newberg. Mrs. Whitten eulogized the pioneers of this state and dwelt upon the advantages which have been gained through their sacrifices. She urged that a deeper interest be taken in the pioneer history of the state.

"All honor to the Oregon pioneers," said Mrs. Whitten. "All honor to those brave men who in the face of perils and hardships came into the wilderness and founded a new commonwealth. All honor to those loyal women who left their homes of plenty and came here to this new and untried land and stood shoulder to shoulder, through hardships and privations, with the men they loved. They helped to make our state what it is, and we of the younger generation are proud to know them, to offer them the respect, yes the love, of our hearts. In the annals of our great American history may their names stand, a record of love and devotion along with the men of the Cumberland, of Bunker Hill and Gettysburg."

**Condemns the Solons.**

P. H. D'Arcy, of Salem, also spoke briefly. He referred to the bill, killed by the last Legislature, which provided that an assembly hall be erected on the grounds at Champoug. He deplored the unpatriotic action of that body, and also expressed the opinion that a larger and more elaborate monument should be erected. The exercises were concluded last night with a ball at Butteville.

Among the pioneers who attended yesterday's celebration were the following: A. S. Conk, Aurora (1846); George H. Himes, Portland (1852); Frank F. Sealey, Wilsonville (1857); Mrs. W. P. Short, Portland (1852); S. A. W. Noblitt, Oregon City (1852); S. A. D. Meek, Glenwood (1857); W. E. Her (1847); Mrs. W. S. Rilea, daughter of E. V. Short, pioneer of the settlement on the five surviving members of the Constitutional Convention; W. J. Humphrey, Portland (1854); T. J. Spooner, Jennings Lodge (1858); Mrs. Ella A. Spooner, Jennings Lodge (1854); daughter of the late Berryman Jennings, who came to Oregon in 1844; Mrs. Nettie Calmes-Matthieu, daughter-in-law of F. X. Matthieu; L. E. Bergvein, Portland, daughter of F. X. Matthieu; John M. Crawford, Dayton (1854); P. H. D'Arcy, Salem (1857); E. M. Croshaw, Salem (1852); David McCully, Portland (1852); H. L. Kelly, Oregon City (1852); Mrs. H. L. Kelly, Oregon City (1852); W. J. Clarke, Gervais.

Mr. Maloney's address was in part as follows:

**Mr. Maloney's Address.**

Prior to the historical day, May 2, 1842, when the Provisional Government was created, there had been numerous meetings relative to the attitude the people should take with regard to their government. There were in some respects similar to those that once obtained on the Atlantic Coast, when our fathers were fighting for independence, there were Tories that protested against the American regime, contending for a government to be ruled over by some foreign power. So far as the Americans were concerned, on those days there was no King in Israel and every man did whatever was right in his own eyes. This condition was said of the British subjects. In all matters pertaining to the police and trade regulations, the Hudson's Bay Company exercised authority as absolute and controlling as the Czar of Russia.

Because of this dual situation the American emigrants were from time to time defeated in their desire to have control of equitable laws to govern them, and frequently felt as if they were a people without a country. Though separated from their birth, separated from their kind and kin, surrounded by restless and hostile tribes of Indians, impatiently and cruelly preyed upon by the natives, suffering the privations and hardships incident to a pioneer's life, their own country neglectful of their wants, that spark of liberty and freedom planted in their hearts and lives in earlier days, if at times seemingly dormant, at last asserted itself and made of them a people to be revered and admired through succeeding years.

**Begin Move in 1840.**

As early as 1840 petitions were addressed by them to the Congress of the United States, representing the fact that they were citizens of the Oregon Territory, a part of the public domain, and that they should be assured the support of the Government and the blessings of free institutions. In the course of events the first meeting was held on these grounds, now sacred to the memory of those heroes, on the 7th day of February, 1841, for the purpose of "consulting upon the steps

necessary to be taken for the formation of laws, and the election of officers to execute them." The meeting was somewhat informal but served as a nucleus around which would gather the momentum of a stronger and a more centralized public action.

We must not forget that at this time the country was inhabited by the citizens of the United States and the subjects of Great Britain; that the latter were installed here for commercial gain and would not retire from the field by entreaties and requests, that they were willing to resist to the very last any attempt to take from them their supposed rights.

**Land Broad Foundation.**

At the first meeting the pioneers planned wisely. Like those who came over in the Mayflower and founded Harvard College, in order that their sons might be molded into men with wisdom sufficient to meet the conditions of which they were a part, the early pioneers of Old Oregon laid their foundation broad and deep. In that they provided for the future and the education of their children, they have played their part in our exalted civilization, giving to our great commonwealth men and women who are proud to stand at the head of the parade with the freedom that they possess. So long as we adhere to first principles our country will flourish and its perpetuity is assured.

Other meetings followed until the memorable second day of May, 1842, when there came together friends and foes of free government and the first provisional government of this Northwest. One of the principal objects contemplated in the formation of this civil government was to preserve the peace and promote the prosperity and happiness of the people, and to maintain the friendly relations which it was felt ought to exist between the citizens of the United States and the subjects of the British Queen.

**Session Had No Quorum.**

The last session of the Legislature of the provisional government was held on the 5th day of February, 1849. It was a special session, the regular session having adjourned to such date. Many of the members being absent in California, drawn thither by the gold excitement, a quorum was lacking and no business could be transacted.

I cannot refrain from speaking a word of Robert Newell, whom F. X. Matthieu considers was the ablest man among the organizers of this early government. He was remarkable in his conception of affairs, generous and large-hearted in his dealings with his opponents and always known for his generosity to his friends and neighbors. When the waters of the Willamette washed the homes of the people from the ground upon which we stand at the present time, the home of Robert Newell and his wife and their all refugees were cared for.

I shall not take your time to further speak of the many heroes that have gone into history has recorded many of their achievements, but still there is much to be told of the Oregon pioneers. It is an inspiration to all who read it. If we are to reap the benefit of the pioneers' labors we must take up the work that they left off for better government, for the exemplification of those principles planted in the beginning and the maintenance of their laws and policies that will redound to all future generations.

## NECK BROKEN 35 YEARS

### SENATOR GOES UNWITTINGLY WITH VERTEBRA MISPLACED.

#### Struck by Bullet in Civil War Battle and Falls From Horse—Trouble Successfully Remedied.

WASHINGTON, D. C., May 2.—(Special.)—The fact that Senator Money, of Mississippi, passed through life for 25 years with a dislocated neck and did not know it, became known to some of his associates today.

At the first battle of Franklin, in April, 1863, Mr. Money was a cavalryman in the Confederate service. He was struck by a bullet and fell from his horse. Some time ago he went to New York, accompanied by his son, and visited a physician to be treated for neuritis. Almost the first remark was: "Why, Senator, you have had your neck broken."

The physician declared that one of the vertebrae had been entirely pushed from the top of the column supporting the head and was in a wrong position. He demonstrated that the muscles on

## APPOINTMENTS ARE MADE

### BISHOP HOGUE FILLS FREE METHODIST PULPITS.

#### Ridicules Compensation of Pastors More Money Spent for Pet Dogs and Chewing Gum.

The closing session of the annual Free Methodist conference at the First Church, East Mill and Ninth streets, was made interesting by the announcement of the pulpit appointments for the coming year. These were read as the last item of business at 5:30 P. M. Bishop Hogue delivered a lecture to the preachers in the afternoon. The conference closed before the appointments accept the appointments in the right spirit, and especially that the churches throughout the conference receive their new pastors in the most cordial manner. Bishop Hogue said the average compensation of pastors in the Free Methodist Church had been \$250 per annum, but had been raised to \$300. He declared that it ought to be much more; that more money was spent on pet dogs than was paid all the preachers in the United States, and that if the preachers received all the money that was paid for chewing gum they would be far better compensated.

He paid a high tribute to the heroism of the minister's wives, on whose shoulders fall such a large part of the burden of the churches. The bishop's reading is following appointments for the conference year:

Portland district—W. N. Coffee, presiding elder; Portland and St. John, John Gidd; Central, W. J. Johnston; Houlton and Bethany, J. F. Lewis; Graham, Etacada and Pleasant Valley, O. N. Blair; Damascus and Sunnyside, E. F. Fitts; Fort Stevens and Boro and Dilly, E. W. Hillis; W. Barrett, J. W. Bowman and T. H. Symms, superintendents.

Salem district—W. N. Coffee, elder; Salem and Aunwille, J. A. Hopper, supply; Albany, Lizale Walker; Lacombe, H. A. Walker; Falls City, H. J. Blair and Mrs. Minnie Blair; Dayton and Newberg, S. G. Roper; Woodburn and Hubbard, H. E. Krieder; Harmony, to be supplied; Beaver and Tillamook, H. V. Salsman, S. J. Cook, presiding elder; D. Cook, Cyrus Cook, E. L. Smith, superintendents; Eugene, F. D. Helm, with appointment; Eugene district—E. W. Walker, presiding elder; Eugene and Springfield, E. J. Harrington; Parsons Creek, Marcola and Wendling, W. W. Gattis; Roseburg, to be supplied; Myrtle Creek and Converseville, F. Smith, presiding elder; Comstock, C. S. Rambo; Marshfield, to be supplied; E. D. Blackman, evangelist.

Grants Pass district—N. Walker, presiding elder; Grants Pass, Woodrith and Seldon, to be supplied; Murphy and Missouri Flat and Williams Creek, A. W. Countryman; Ashland and Tangent, L. B. Blackman; Phoenix and Central Point, H. E. Kreider; Klamath Falls, F. B. Cressy; J. H. Brown, conference missionary; J. O. Hockett, superintendency.

The Dalles district—D. W. Cook, presiding elder; The Dalles and Hood River, to be supplied; White Pine and Bala Owen, to be supplied; Opel Franke, G. W. Bonnamy.

The services for today will be as follows: Love feast at 9 A. M.; preaching and ordination of elders at 10:30 A. M., by Bishop Wilson Thomas Hogue; ordination of deacons at 1:30 P. M.; sermon by the bishop at 8 P. M.

## CALL MONDAY

At Le Palais Royal if you want bargains in ladies' suits. Every tailored suit will be on sale at prices you cannot resist, Monday, 275 Washington street.

## RECOVER BODY OF AYER PSCHERER.

KELSO, Wash., May 2.—(Special.)—The body of Arthur Pscherer, better known as "Kelso," was recovered from the waters of the Cowitz River, near

## APPEAL TO COURTS

### O. R. & N. Co. Will Fight Distributive Rate Order.

#### PLANS INJUNCTION SUIT

##### Corporation's Lawyers Assert That State Railroad Commission Violates the Regulations of Interstate Commerce.

Strong efforts will be made by the Oregon Railroad & Navigation Company to have the recent order of the Oregon Railroad Commission lowering distributive rates out of Portland set aside by the courts. Suit will be filed within a few weeks attacking the Commission's order. The plan of the railroad attorneys is to bring suit to restrain the Commission from putting the revised tariff schedule into effect and an injunction will be asked.

W. W. Cotton, general counsel for the O. R. & N., and H. F. Connor, of Mr. Cotton's legal staff, are at work on the case and the bill will be filed within a short time. The order of the Commission reducing the distributive rates between Portland and Eastern Oregon distributing centers becomes effective 20 days after April 23. It is likely that the injunction suit will be filed before that time.

The Commission's order will be attacked on the ground that the reduction of freight rates to Eastern Oregon points from Portland is really an attempt to regulate interstate commerce. It is held that the relation of the rates from Portland to the interior is so close to the transcontinental rate that any attempt to change one necessitates the equalization of the other.

"There are two reasons why we will contest the rate orders of the Commission," said W. W. Cotton yesterday. "The first is that the rates from the East to interior Oregon points are in the main equal to a combination of the transcontinental rate to Portland plus the local rate from Portland to destination."

"In the second place, the rates from San Francisco to Eastern Oregon points are mainly equal to a combination of steamship or rail rates to San Francisco plus the local rate to destination in the interior."

"The rates from San Francisco and the East to Eastern Oregon points are interstate rates and have to be filed with the Interstate Commerce Commission and cannot be changed by the railroad company except upon giving notice of change. The Commission's order reduces the rates from Portland to Eastern Oregon points."

"Owing to the manner in which the rates are made from the coast and San Francisco, the order would necessarily produce one or the other of the following results, either of which affects and regulates interstate commerce."

"First, the order would compel the company to reduce its rates from the East and from San Francisco to Eastern Oregon points to an amount equal to the reduction in local rates from Portland to the same points."

"Or, in the second place, all direct shipments from the East and San Francisco to Eastern Oregon points and met there by higher the shipper was willing to pay a higher rate for the direct shipment to destination than he would be compelled to pay if he shipped the goods to Portland and rebilled them from Portland to destination."

## LION CLOTHING CO

166-168 Third Street.

## REMOVED TO FIFTH AND STARK

### CARPETINGS

#### Our stock of Floor Coverings, including scores of exclusive patterns, is unusually complete. Rugs—American, European and Oriental—are shown in every size and color. We have just received 2000 yards of the finest imported Linoleum, in hardwood effects.

### FURNITURE

#### All our Furniture has character. It stands for simplicity, dignity and fine workmanship. Anything in furniture, from splendid mahogany pieces to Old Hickory Porch Furniture, is to be found in fine designs and at reasonable prices.

### DECORATIONS

#### Our Drapery Department contains the usual fabrics in profusion, as well as many stylish new things not found elsewhere. The services of a New York decorative salesman are at the disposal of our patrons.

## J. G. MACK & CO.

FIFTH AND STARK



This is the month when every man and boy who has the human instinct of desiring to look his best, will find our store an interesting spot, because now we can show the most attractive things to wear ever displayed in this city. Not only have the clothing designers made their patterns more spicy, but our new facilities have given us the chance to pick out the best.

Period Chippendale

## LINES IN PAN-AMERICAN

### REPORT OF COMMISSION HANDED TO STATE DEPARTMENT.

Compiled by Charles M. Pepper and Shows About 3600 Miles Yet Uncompleted, \$2500 Done.

WASHINGTON, May 2.—(Special.)—Mr. Pepper says that the railway lines of the Argentine Republic have reached to the borders of Bolivia, a distance of 1200 miles from Buenos Ayres. This will be continued to the town of Tupiza, and met there by a line built by the Speyer City Bank Syndicate of New York. The first section of this line will be completed by July. Out of 540 miles that constitute the Bolivian link in the Pan-American, 177 remain to be completed, and these are divided as follows: 119 miles that only 177 miles of a total of 1749 miles are needed to fill the gap between Buenos Ayres and Lake Titicaca.

In Chile, the cross-continental line has a break of only four hours' stage ride in a continuous rail journey from the Atlantic to the Pacific. The spiral tunnel to complete the junction of the Tehuantepec Railway, the German and the trans-oceanic line in Guatemala, is also completing a trans-oceanic line, as is Nicaragua. Summing up, Mr. Pepper says the Pan-American line from New York to Buenos Ayres is 6630 miles, and of this distance 2500 miles is of railway over which trains are running, while there is an additional 400 miles under actual construction. This leaves a little more than 3600 miles for the future, Chairman Davis comments on the beneficial effects of the Pan-American project and its influence.

## PERSONAL MENTION.

J. W. Bageroff, of Newberg, is a guest at the Hotel Lenox.

Mrs. Leon M. Brown, of Burns, is registered at the Portland.

J. C. Moreland, of Salem, Clerk of the Oregon Supreme Court, is at the Danmore.

Horace E. Thomas, a well-known newspaper man, and his bride are guests at the Hotel Lenox.

James T. Hayward, a prominent cap-

## GOING EAST

Those contemplating a trip to the East should try the New Soo-Spokane Route. Up-to-date equipment, electric lighted, fast time, excellent service. Apply at local office, 142 Third street, for rates and full particulars.

## COMB OUT?

Better be on the safe side. Ask your doctor about Ayer's Hair Vigor. Then do as he says. He knows what is best.

## Ayer's Hair Vigor

NEW IMPROVED FORMULA

Is your comb telling a story, the story of falling hair? Not a pleasant story, is it? It ends badly. The story we tell is pleasant—the story of Ayer's Hair Vigor. Promptly stops falling hair, destroys dandruff, keeps the scalp healthy. Does not color the hair.

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## J. G. MACK & CO.

FIFTH AND STARK

## PORTLAND RAILWAY, LIGHT AND POWER COMPANY

### Bulletin No. 2

#### THE RUSH-HOUR PROBLEM.

We intend to discuss in this bulletin, first, the nature of the rush-hour problem; next, some of the greatest difficulties incidental to this trying period of the day; and lastly, how we are meeting this problem.

Briefly stated, this rush-hour problem is that of handling the traffic at the hours of heavy travel, between 6 and 9 o'clock in the morning and between 5 and 7 o'clock in the evening.

Between these hours every man in the city who is earning his living in this work-a-day life is on the move and anxious to reach his destination promptly and conveniently.

Our most difficult problem is in the evening between 5 and 7 o'clock. Between these two hours everyone who has been brought down town in the three morning hours, and many more who have come down later in the day, start for home, and are in the typical American hurry to reach it.

An illustration will make it easier to understand the difficulties of furnishing transportation for a great crowd.

#### BASEBALL GAME AS ILLUSTRATION.

You have all been to a baseball game, where there were 5000 rooters. You know how we line the cars up outside the grounds waiting for the end of the game. Forty cars, each carrying 100 people, are necessary to move this crowd, which means a line of cars standing ten feet apart, almost half a mile in length.

When the crowd piles on the cars after the game, even with this line of cars ready, it takes fifteen or twenty minutes to load them all, and bring the last car up from nearly half a mile away. If everyone waited for a seat the crowd wouldn't get home until long after dark.

#### THE DAILY PROBLEM.

With this explanation we will take up our daily problem. The office buildings, wholesale houses and shops around Washington, Third and Morrison streets pour hordes of people into the streets at 5 o'clock, again at 5:30 and again at 6 o'clock.

It is not a question of handling 5000 people, but the number is approximately 50,000. We are not allowed to line our cars up as at a ball game, but must keep them moving. The streets are filled with slow-moving wagons, some of whose drivers think that they are punishing the company by delaying 50 or more people in a car.

#### STOP AND THINK.

It takes 15 to 20 minutes to move 5000 people at the ball grounds, where we can line up our cars. How much greater is the problem when there are ten times that number to be moved, taking into consideration the difficulties mentioned above.

We wish to emphasize two difficulties encountered in grappling with this problem:

First—There are the delays to traffic caused by interruptions of service across the bridges.

Second—The attempts of passengers to get on board cars that are already crowded, when by waiting a few seconds they can board other cars which are not filled.

#### HOW THIS PROBLEM IS BEING MET.

We are always at work on these problems. We have increased our equipment over 30 per cent, and during the rush hours our carrying capacity is doubled.

This rush-hour problem is not local, every city has it. It is more difficult here for the reasons given, but ask the people who travel how our service compares with that of other cities at these hours—that is a fair test.

This bulletin is to convince you that we are endeavoring to give you good service, and to give you a broader understanding of our underlying difficulties, so that we will have your co-operation and encouragement.

If this sketch appeals to you, try not to kick if you don't get a seat in the evening or if someone casually walks over you. Think it out, and realize some of our difficulties.