

THAT'S SAUCE FOR THE GOOSE



ADOLPH ADLER INDICTED FOR ROBBERY

Proudfoot, Holt, Johnson, Gill and Furth Are Named by the Grand Jury for Various Misdemeanors—Two Not True Bills.

Indictment Quashed and Alleged Extortionist May Never Face a Jury Again, Having Been Once in Jeopardy.

Five indictments and four not true bills were returned by the grand jury this morning. Fred Proudfoot, charged with criminal assault, is held in \$2,000 bonds. The crime is alleged to have been committed September 29. The girl in question is Madge Parmenter, 15 years of age. Leonard Holt, is also held for robbing the East Side high school building. It is alleged that he took money and other articles of value. His bond is placed at \$1,000. Ed Johnson and Charles Gill, both of whom are alleged to have forged checks, each being a separate case, were also held; bond \$1,000 each. The other indictment is against Oscar Furth for larceny. It is said that he entered a dwelling house and made off with a suit of clothes, a shirt and some underclothing, the property of W. F. Smith; bond \$500.

The extortion case against Adolph Adler is to go before another grand jury. Adler was indicted on a charge of having attempted to extort \$400 from Sigmund Stabel by means of a threatening letter. On motion of counsel for the defendant the indictment was quashed. Judge Morrow in the circuit court this morning and the jury instructed to find the man not guilty. Most of the morning was taken up by argument by counsel for Adler, who contended that the indictment was defective. His argument was that the paper which Adler had handed Mr. Stabel was not addressed, that Adler had not made any statement himself about extorting money and that all in all the indictment was insufficient to cover the charge made against the man. The letter alleged to have been handed to Mr. Stabel by the defendant called for \$400 at once and said further that unless it was forthcoming Mr. Stabel and his family would be murdered. Mr. Stabel refused the demand for money and called the police. Just previous to the beginning of the argument on behalf of the defense, the jury to hear the case had been passed upon by both sides. It is understood that Adler's attorney will now claim that the prisoner has been in jeopardy, the jury having returned a verdict in his favor. According to law, the charges against Adler cannot again be placed before another grand jury. A question of law, however, and will be argued some time next week.

FREE IF SHE GETS DIVORCE Mrs. Pearl Ross Dismissed From Court for Passing Bad Check.

This girl is more to be pitied than censured, said Deputy District Attorney Hennessy this morning in police court in moving for the dismissal of the charge against Pearl Ross, a girl accused of having passed a forged check on Olds, Worthman & King. She is married to a man who would allow her to go wrong. She went into Olds, Worthman & King's yesterday and passed a bogus check, buying a hat with it. But she has made good the amount and the complainants are willing to let the matter drop. As a result, I think the girl is more to be pitied than censured, and I think this is one of the cases where the mantle of mercy should be draped around a fortunate woman. I ask for the dismissal of the charge and the continuance of the case without day. Divorce Demanded. And Judge Van Zante made it a condition of his dismissal of the charge that Pearl Ross get a divorce from her husband. This she indicated to do and was allowed to go free and return to her father, who is a member of the jury which arraigns Martin for the murder of Wolf.

JOSSLYN SAID TO HAVE RESIGNED

An unverified rumor has been current in financial circles for the past week that President B. S. Josselyn of the Portland Railway, Light & Power company, who is at present out of the city, resigned his position as head of the company during his recent stay in New York. According to those directors and officers of the company who reside in Portland, there is absolutely no foundation for the rumor. Assistant to the president E. F. Barbour denied the rumor most emphatically this morning. "I am sure that if there was any intention of such an action on Mr. Josselyn's part, he would have notified me," said Mr. Barbour. "He will be back Monday morning to speak for himself in the matter. I can state positively that he has not resigned and does not intend to."

MORE TICKETS SOLD FOR FAIR

When the heads of committees of the guarantee fund for the next race meet of the Portland County Club and Livestock association met in the Commercial club this afternoon they announced that \$2 more tickets had been sold during the morning, making the total sold up to date 14,000. E. J. Thompson, chairman of the committee, reported 21,000 tickets sold from the creamerymen; 22,000 from the stockyards; and 10,000 from the farmers. In addition to those reported by committees, the Journal received subscriptions for 5 from Charles E. West of 60 Front street and for 10 from James E. Smith of 111 Sacramento street. These make a grand total of 15,000 tickets disposed of up to this afternoon.

BRYAN'S CLOSE IN ILLINOIS

Chicago, Oct. 10.—National Chairman Mack announced this afternoon that William J. Bryan would be here October 31, when the Democrats will hold a great rally that will mark the culmination of the campaign in Illinois. Bryan has it all over Taft down on Montgomery street No. 2. Yesterday afternoon two men, one a Republican and one a Democrat, took a straw vote at the docks among the employes who resulted in 10 votes being cast for Bryan and 8 for Taft. Last night the same two men, one a Republican and one a Democrat, took a straw vote on St. Johns car which gave 14 votes to Bryan and 12 to Taft.

BRICK, LAND AND TRUST COMPANIES

Articles of incorporation filed with the county clerk this morning are as follows: St. Peter Clay Brick company, William R. Hill, G. W. Archibald, G. D. Ealing, capital, \$25,000. Over Home & Land company, Gus E. Over, J. R. Hodson, Lewis H. Boring, John O'Neil, capital, \$10,000. Building Trust company, J. H. Cole, William W. W. H. P. Davidson, capital, \$100,000.

NEW CIVIL SERVICE PLANS IN MIND

The committee which has been working out a plan for a civil service commission has revised the charter which will be submitted to the next meeting. The commission has been going over an immense amount of material and it is not probable that it will be ready to report until next week. It is believed that the commission will recommend a system of civil service which would be similar to that of the United States.

STEWART'S CASE UP TO PRESIDENT

Washington, Oct. 10.—Late this afternoon President Roosevelt approved the report of the retiring board recommending the retirement of Colonel William Stewart, the First Great Willing, from the army.

WHAT WOULD HAPPEN IF MAN SHOULD FLY?

Simply That Civilization Must Be Recast to Meet Conditions as Novel as If the Earth Itself Were Made Over—The Problem—Its Solvers.

By FREDERIC J. HASKIN. (Copyright, 1908, by Frederic J. Haskin, Washington, Oct. 10.—The age of flight seems to be at hand. Although one of the aeroplanes of the Wright brothers lies a wreck at Fort Myer, Va., its duplicate is flying successfully at Le Mans, France. The inventors are not discouraged. They claim that a mechanism at Fort Myer was a fault of principle, after 50 centuries of effort, man seems at last to have conquered the air, and on the principle on which the Wright brothers have built their queer craft they and other aviators will build, and build again, until man shall fly some day as easily as the birds that he has envied and longed to emulate since the days of the cave dwellers. At Fort Myer an aerodrome nine tenths of a mile around was circled by Orville Wright nearly 300 times in the first flight he made, beginning with the first flight on September 3 and ending with the disastrous one of September 17. Taken altogether, he was in the air 19 hours, 11 minutes and 40 seconds, and must have traveled approximately 307 miles. Herring is expected to have completed a 70-pound dirigible at Fort Myer this week. DeLagrange has made another record at St. Louis and Congressman Butler Ames is said to have completed a 70-pound dirigible which he claims will add another proof to man's mastery of the air. Air Also to Be Conquered. At Fort Myer the air will doubtless come some day, just as has come the conquest of the two other great elements, fire and water, and we of this generation may live to see a man with a kite and a brass door-key chained the lightning and gave us the great motive power of the air. Another man with a bit of wire strung on a pole sent out a metallic tick-tack representing words and letters. A one-time newsboy with a bit of soap spread on a cylinder has imprisoned the human voice until words of our great opera singers and orators will go on forever in the hearing of men. A tow-headed English boy has made the air his own and down with the imprisoned power and straightway made a slave of that great force which drive the countless wheels of industry. Where once we of this nation sat as we may doubt Thomas when a scientist told us we could talk by wire to our friends miles away, where once we heaved at the idea that messages could be sent without wires or messengers, where once we believed it a fairy tale that we might press a button and a word would be sent to our friends miles away, where once we scoffed at the idea that messages could pass along on radio waves, where once we believed that an all-smelling oil could propel our carriages; where once we scoffed at the theory that wireless waves could do the work of wires in the homes and of men in the fields, we now see that the theory has been demonstrated and we expectantly await new proofs, new ideas, new conquests of the elements. Where the skin-covered boats of good Saint Brendan swung clumsily westward with a handful of men a thousand years ago, the Lusitania with thousands on board sails swiftly today, teaching, perchance, the very parallel he sought. Even as the conquest of the sea has been accomplished in this way so in this age of wireless travel we may expect to see the conquest of all continents—the completed ship, with the mastery of the winds and the charting of the skies in the hands of the aviator. What It Would Mean to Fly. Suppose the flying machine is a possibility, do you realize what it means? Do you know that if man should fly it would mean the practical revision of the limitations set by diversified languages and the apothosis of arbitration, as the greatest argument for peace? Do you know it would bring a new warfare, a new commerce, new manufacturing industries, new education, new sciences, new literature, new laws. One hundred and twenty-five years ago one Montgolfier stood in open-mouthed astonishment as a gust of wind lifted a balloon from his wife's clothesline near the fire, inflated it and swept it up the chimney. He set to thinking. He was manufacturing paper bags for a living, and with one of these bags and hot air generated by burning rags and straw, he demonstrated the idea of the great balloon, the most of the world has stood open-mouthed watching these queer craft, and even as his early commerce-seeking ancestor of Phenicia and his conquest-seeking ancestor of Norway quested the stars for guidance in their sea-ravings, so has he studied them. But what do we know of the air itself, beyond what the weather bureau of the government has taught us gleaned from its meteorological survey? What do we know of the winds beyond the fact that they blow? What do we know of the thousands of little currents that ever chop and change, wave above and below the stratum, making the navigation of the skies a thousand times more dangerous than the navigation of the sea? If man shall fly, it will be an achievement bought with great sacrifice, but what sacrifice? It is not been bought this way, what success has not been purchased at a great price? Lillibeth and his disciple, Plicher, in an effort to prove their theories, just as did Lieutenant Selfridge at Fort Myer, few weeks ago, just as did the nameless inventor in the days of Nero when he and his flying machine fell headlong to earth. It is the big, pathetic price that mother nature demands of her children before she will give up her secrets. The airship that will successfully defy wind and gravity must be of a stronger build, relatively, than the ship that goes to sea. It is the big, pathetic price that mother nature demands of her children before she will give up her secrets. In Norway, as well as in the other parts of the world, the government assists their fishermen by loans which are returned in 10 years; first installment being made in three years, then annually with interest. The whole amount is paid back American motor manufacturers are urged to participate in the exposition to be held at Trondheim this summer.

RESOLUTIONS AS THEY CAME FROM THE COMMITTEE

San Francisco, Oct. 10.—Today was "resolution and debate day" at the Trans-Mississippi congress. The resolutions committee on resolutions which embodies the real work of the organization and is an expression of the sentiment of the delegates from 20 states, two territories, Alaska, Hawaii and the Philippines, was presented at the opening of the session. The resolutions committee recommended and those left out in the report of the committee. The demand for a Pacific coast were by far preponderant in the long list of resolutions presented to the congress for approval. The first resolution related to the far east and the question of American supremacy on the Pacific ocean found expression in resolutions which were adopted by a large vote in the Pacific ocean, the improvement of nearly every harbor on the Pacific coast and the betterment of the improvement of the rivers of the Pacific coast. These demands and the demand for speed, sustaining power, strength and material efficiency of the engine and other elements of success are fixed and determinate, and can not be changed except by new scientific discoveries, quite outside the power of the inventor to make. So the success of the pioneers in airplane sailing—Maxim, Curtiss, Langley, Lillibeth, Plicher, Curtiss, Farman and the Wrights—has been chiefly due to the fact that they skinned on the currents of air as an expert skater skims over thin ice. Their speed has saved them. Large upsets Newton's theory that the power expended in flying must increase so rapidly with the speed that mechanical flight was impossible. Langley proved that a surface in the air can be driven with less power at high than at low speeds, and this principle became a law. He might have proved more things had not death stilled his hand and brain. Experiments of two young American fellows proved on the Kitty Hawk sands of North Carolina and on the fields of Dayton, Ohio, that the principles of aviation can not be built by plans far sky navigating on the same hypotheses on which they built for sailing the sea, and with other things they are yet firm in their faith that they will make good their own theories. If man should fly, it would not essentially bring about a new order of administration. Possibly a new portfolio would be added to the cabinets of various nations. To our own cabinet might be added a secretary of aerial affairs. He would take the reports of the department of state, the department of the treasury and police the air with skillful hands. He would take the reports of the weather bureau, the department of agriculture, special mail from the postoffice department, and the wireless telegraph stations from the department of war. He would be one of a great international board of arbitrators, the members holding similar positions in other governments. All these would have been brought together under the great slogan: "Federation of air" for the machine which conquers the air will rule the world. Clothes Do Make a Difference. "Sometimes I go shopping in my working clothes," said the impeccuous girl, but not again. They are not exactly overalls, but I just can't get the clerks interested enough in me to wait on me when I have them on. The other day I went in to buy a pair of little Turkish slippers to wear about the house, slippers that I have bought at that place for years. The girl walked on me wearily. She took off my right shoe as if she were suddenly very tired. "I have given you your size," she said. "I know," said I, apologetically, "but sometimes when I get them home they don't fit me unless I try them on." "Then I was afraid to ask her to let me try on the left slipper, awfully afraid, but I finally screwed up my courage and tried it." "Her indignation knew no bounds. 'There are no rights and lefts to these slippers, she said, and she was afraid the floorwalker would come and arrest me.' "I know," said I, hastily, "but my feet are not mates. Unless I try on the left slipper sometimes when I get them home I can't get them on." "The slippers were only a pair of them, and I had on my working clothes. I was just about to try them on with me, and I left the shop with them under my arm, never once daring to suggest to her that she have them sent to me."

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