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JOHN ZIEGLER'S CAREER LARGELY ONE OF PROTEST



John Brownlow Ziegler.

By F. L.

John Brownlow Ziegler is a type. Professional politicians say he is a crank and should be suppressed. Certain ones who are willing to take advantage of public apathy to their own advantage say he is an agitator and should not be tolerated. Certain others who are too busy attending to their personal affairs to have time for the public's interests say he is a nuisance. Here and there you will hear some one say he is devoted to the public interests and that he is one of Portland's most useful and public spirited citizens. Being unable to harmonize these diverse views, I hunted Mr. Ziegler up and asked him to explain himself. "Business is my native state," said Mr. Ziegler. "I was born in a little town called Athens on March 29, 1861, and I was named John Brownlow, after Parson Brownlow, the war governor of my native state. I chose medicine for my life work. After being graduated I practiced medicine for a while, but gave it up. The practice of medicine had so many men in it who were fakers that an honest man who wanted to be thorough had but little show against the fakers who were good bluffers. I found no pleasure in the practice of medicine, and rather than stay with what had become distasteful to me, I did the only honest thing I could do, which was to quit.

"I was 21 years old and I decided to come west. I came to Oregon in 1882, and went to ranching. I took up a place on Siletz bay. We needed a road from Newport to Siletz bay, but we were a mere handful without political influence, so the county court refused to recognize that we had any rights. We were voters, home builders and American citizens, and to be ignored and sneered at aroused my indignation. That we were not taxpayers was the county's excuse. I began a campaign that resulted in the legal establishment of the needed road. I laid out the road, Captain William R. Wakefield, one of the county commissioners, helped me and in spite of the adverse attitude of the other members of the county court, we won out. I soon had a good ranch on Schooner creek, but the children were getting to an age when they needed good schools, so I sold out and came to Portland.

"When I came to Portland and bought a home on Holladay avenue, I found that the hard surfacing of that street was a pawn in the political game. The improvement of this street had become a personal controversy between the Oregon Real Estate company, who had nine blocks subject to assessment, and Herman Wittenberg. For two years the matter had dragged along. I took hold of it and within three months the public became aroused and the improvement of the street was ordered. Thereafter the Oregon Real Estate company submitted to the policy of street improvement.

Rights Street Vacations.
"Shortly thereafter the O. R. & N. company moved to have the ends of 14 east side streets vacated for terminal purposes. I saw that a gross wrong to the public was to be perpetrated and that no one seemed willing to take up the fight to protect the public in its vested rights of having access to the river. The council under the old charter was given the right to vacate a street on application of two-thirds of the abutting property owners if such vacation were not prejudicial to the public interests. The council had established the doctrine that the street belonged to the abutting property owners, thus ignoring the rights of the general public who were the real owners of the streets. I found the rights of the public throughout the city in all such property were being ignored and a steady divestiture of public property along the harbor had gone on since the organization of the municipality. I wrote what is known as the Ziegler amendment forbidding the vacation of streets within 2000 feet of the harbor. I suggested putting this on the ballot. To secure action I put a resolution before the East Side Business Men's club, asking them to authorize the appointment of a committee, the securing of an attorney and the printing and circulating of a petition to have this placed on the ballot. The resolution was passed and I was made chairman of the committee. There was some question as to the club paying the men who circulated the petition so I paid for this work out of my own pocket, the club later reimbursing me for one-half the expense incurred. The measure went on the ballot and won out. Meanwhile the O. R. & N. company withdrew its applica-

tion for the vacation of the streets and substituted a blanket franchise which would secure the same result. All franchises on commercial railroads under the old charter were subject to the common user clause. This blanket franchise would give them exclusive rights as a water was inserted which provided that the city waived the right of common use upon any part of the track that passed over their own property. This old dodge had worked in the past to defeat the common user clause. It was such a palpable fraud and such a worn out dodge that I laid siege to the committee revising the charter until I succeeded in securing the insertion of a clause prohibiting the evasion of the spirit of the law.

"The clause inserted in the charter provided that a franchise for any track occupying streets wholly or in part shall be subject to the common user clause throughout their full extent within the city limits. This spiked the guns of that dodge.

Water Front Abuses.
"In investigating public easements on the water front I found that the public rights had been more ruthlessly abused on the foreshore than on the streets and that it constituted a greater abuse. I began an agitation for the protection of the public rights through the columns of The Journal.

"In addition to the anti-street vacation amendment which I secured I also secured an amendment to the same, permitting street vacations for public purposes, also the curing of the defect of the common user provision in the charter, the clause in the charter that requires committee meetings of the council to be public as well as the meeting of the council itself, the common terminal amendment which has proved its merit by the fact that the diverse industrial interests on North Front street have compelled the application of this principle to North Front street as the only possible basis of agreement and under which the S. P. and S. Railroad and the N. P. Terminal companies are conceding the withdrawal of their main lines from the street. Another of my measures passed in 1909 was the revision of the old charter curing the defect by which public utility corporations evaded making quarterly reports to the city auditor.

"A good many business men say I

PRESIDENT WILSON IS REGULAR PATRON OF THEATRES OF CAPITAL

Hottest Days Do Not Deter Him; He Likes Vaudeville Shows, Too.

(United Press Special Wire.)
Washington, Sept. 20.—President Wilson is setting a new presidential record for theatre going. Moreover, he isn't particular in his selections of the kind of entertainment. He likes the "legit" as well as the musical comedy, the vaudeville as well as the problem play—just so they are clean shows. And he evidently intends to be a regular patron this season.

All summer long the President has gone regularly to see the two stock companies here. No matter how hot it was, he seemed to enjoy it. And the other day, when Keith opened his new vaudeville theatre, the President had his first taste of that kind of entertainment. He had never seen a vaudeville show before. Folks who saw him that night say he enjoyed himself immensely.

An old-fashioned slap-stick team of comedians tickled the Presidential risibilities so much that he actually got red in the face from chortling his glee. Now, the theatre has placed a box at his disposal for the remainder of the season.

The president goes to the theatre just like common folks. Like as not, he will walk down from the White House. He always gets there early enough to hear the orchestral overture, and in time to read his program and see who's who. And he never leaves until the curtain goes down.

There have been other presidents whose coming kept the theatre management in a fever because they had to hold the curtain—or thought they had—until the chief executive put in an appearance. President Wilson also disdains private entrances and exits from the theatre and walks in and out with the crowd through the main entrances. Of course he is surrounded by his usual secret service guard, but he will bow and smile at fellow theatre goers and enjoy himself immensely.

The president hasn't yet "dressed up" for the theatre. He may put on a "spike-tail" this winter, but he certainly didn't inflict that discomfort on himself during the hot weather. He came in his famous white suit and looked cool and comfortable. Dr. Cary Grayson, naval aide at the White House, was his usual companion, with James Sloan, chief of the White House secret service guard and perhaps Secretary Tumulty as the third member.

Also the president has taken in a couple of moving picture shows—views of the Panama canal and the Capt. Scott Antarctic movies.

should attend to my own business, that I am a 'have not' and am attacking the 'haves.' I will tell you what I have observed. The big business man is usually the poorest man you can put in public office. He subordinates the public interest to his own interest and often through his lust for money or for power he is led to betray those who have elected him to serve the interests of all the public. And another thing I have observed is that a good man who is weak and who fails to be vigilant in the public defense is as bad as a vicious man, for in both cases the public interests are exploited. Men who are engaged in politics as a profession and who receive the rewards are not the ones who institute political reforms. They are opposed to reform lest it interfere with their privileges or position. They are not interested in the science of politics, but are interested in the business of politics."

Englishmen Want Channel Tunnel.
London, Sept. 20.—The Dover Chamber of Commerce has unanimously approved a resolution in favor of the proposed channel tunnel. Mr. Finze, marine superintendent of the Northern of France railway at Dover, was of opinion that the construction of the tunnel would quadruple the cross channel traffic in the first year.



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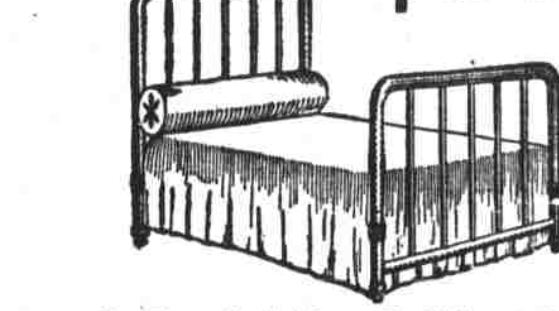
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