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AN INDEPENDENT NEWSPAPER

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Who dares think one thing and another tell, my heart detests him as the gates of hell.
—Pope.

BRINGING THEM TO JUDGMENT

ANOTHER case of broken covenants has come to judgment. The courts are beginning to give posterity some chance against big land grabbers. The Coos Bay Wagon Grant is judicially decreed to be like the railroad land grant. Judge Wolverton held yesterday that the wagon road corporation broke its covenants the same as the railroad corporation broke its covenants, and decreed that the title to the wagon road grant lands is vested in the corporation, but that its ownership is limited to $2.50 per acre and that Congress is to determine what should be done with the value above the corporation's equity.

There are 105,121 acres in the Coos Bay grant. Much of the grant is timber land of the highest value. The story of how the grant was made to the state of Oregon, of how the legislature of Oregon in turn granted it to the wagon road company and of how every term of the grant act was violated, is told in an article from The Journal elsewhere on this page. The article also gives interesting information on how a recent Oregon legislature took the side of the wagon road corporation in legislation proposed for recovery of the lands by the state for school purposes.

Judge Wolverton's decision is a judicial finding that indicts, the processes by which public domain, the heritage of all the people, has been seized and held under various processes in Oregon. It is a court condemnation of the practices by which public properties of incomparable value have been legislated away in reckless disregard of the public's paramount rights, and in complete disdain of the fact that these robberies of the public ultimately press down with heavy hand upon the people, narrowing opportunity, closing the gates to progress and laying heavy burdens upon the citizen body.

The most dismal chapter in our history is the plundering of the public domain. The Coos Bay grant was made on condition that the lands be sold to actual settlers in lots not to exceed 160 acres and at not to exceed $2.50 per acre. Every covenant in the grant act was spurned and every provision ignored. The practices carried on openly and with immunity, would, if practiced by average men in the smaller affairs of life, have been treated as crimes, and the perpetrators would have been haled into courts of justice and been given the limit of the law.

For a long time, The Journal has directed public attention to these practices, and for its action therein has been attacked, misrepresented, condemned and vilified. Judge Wolverton's decision yesterday is one more judicial proof that the paper has been right in its contentions.

WEEDS.

TRAVELING through the immense wheat fields of Eastern Oregon one is impressed with the increasing extent of the weed pest. The roadside is lined with the tumbling mustard, commonly called the "Jim Hill" mustard, the Russian thistle and the tar weed. In some areas land formerly under cultivation has been surrendered to them entirely.

In a recent bulletin issued by the Oregon Agricultural college Professor Scudder says: "There are many farms in Eastern Oregon where weeds reduce the yield fully fifty per cent. The taxes paid by farmers do not begin to equal in amount the toll in crop yields and extra labor that the farmers pay in the way of losses through weed pests."

Where proper methods have been used it has been found possible to eradicate the weeds in a great measure but to wholly do so will require both individual and communal effort.

It is not enough to destroy them on the individual farm. One foul piece of land will infect thousands of acres surrounding it. Hence, it is necessary that districts be organized to clean the roadsides and to force careless or unwilling farmers to take action.

Until the organized effort of the community as well as the persistent effort of the individual farmer is put into practice, says Professor Scudder, the weed proposition will remain one of the most serious the Eastern Oregon farmer has to face, and undoubtedly it will steadily grow more menacing until a radically different type of farming will be required as the only way out.

AFTER CELILO.

RESPONDING to the request of the Lewiston Commercial club for advice relative to the further improvement of the upper Columbia and Snake, J. N. Teal, in Sunday's Journal, recommended the following program of procedure:

1—A study and survey for the improvement of the rivers for more adequate navigation above Celilo.

2.—In the improvement to keep in mind all the uses to which the waters may be put.

Elaborating this program, Mr. Teal said:

You should secure through your senators and congressmen at the next session of congress and as a part of the rivers and harbors bill provision for survey and report by the engineer corps of the army of these rivers above Celilo, covering their improvement on the lines outlined above. The engineers should be directed to report at the earliest practicable date and it is altogether likely the report could be ready by the time the congress following convened.

The congressional delegations of Oregon and Washington would join with your representatives in securing the adoption of such a provision, and I see no reason why the effort would not be successful. This step is, however, absolutely necessary before the next step is taken. Congress will not act without a report from the engineers. The engineers cannot act without direction from congress.

Along both rivers, there are thousands of acres of lands that can never be brought under successful production except by the application of water. Under irrigation, they can be made enormously productive.

They cannot be irrigated by gravity. But under canalization, cheap hydro-electric power can be developed by the same process that makes the river navigable, and by use of that power water can be profitably pumped upon the land, and a great triple purpose be served by a single improvement project.

It requires no great exercise of the imagination to vision the benefits to arise from such a process. It is a plan that makes the Columbia river and its tributaries a resource of incomparable value, makes it, indeed, the biggest single asset to all cities within easy reach of its banks of any general public work to which community endeavor can be applied.

It is perfectly fitting, as suggested by Mr. Teal, that the initiative for this survey should come from Idaho. The work ahead is not a one-state project.

It is an all Northwest project, and its potentialities are such that its importance is not halted by, but extends beyond the Canadian border.

THE BELL AND CHANGE

THE actual presence of the Liberty Bell on the Pacific coast emphasizes the wonderful changes that have taken place during its existence.

When it pealed out the tidings of American independence 139 years ago the great west was an unknown region and there were no white men's ears to catch up the echo of its clang as it spread across the mountain ranges and through the forests to be swallowed up in the larger sound of the dashings of the Oregon.

Even 60 years after the historic occasion of its ringing there were eminent men in the halls of the American Congress who declared there was nothing beyond the great American deserts to compensate for the effort required to surmount the mountain barriers that lay between the Missouri and the ocean of the west.

Little did they dream of that great empire which was destined to be the greatest exponent of the spirit which the Liberty Bell symbolized.

Little did they dream that within a few years the bell itself would be taken on a journey to that far distant shore to set the seal of ceremony upon the continent-wide extension of advancing democracy which it had proclaimed.

Marvelous and wonderful is the growth and development that the old bell has witnessed.

"These good sons of America
Call the Liberty Bell ancient;
But I who come from the oldest of all lands,
A student of the philosophy of ages,
Know what the bell speaks
Is of Heaven's wisdom.
Millions of centuries before the earth was born,
It repeats the heart words of the gods;
It repeats, only repeats;
But let it do so to the end."

A HEAVY PRICE.

"IT IS a heavy price to pay," said a young man with a slight German accent, and the words were made stronger by the severe lines on the face and the gathering tears in the blue eyes.

Four of his brothers have fallen in the trenches, two on the western war front and two in the operations against Russia. The first two were in the regiment of famed Prussian guards composed of men of giant stature and imposing mien. It was a regiment that all Germany was proud of, but flesh and blood, however magnificent, cannot stand against modern weaponry and the famous organization has been annihilated, the two giant brothers among them.

The news of the loss of the four brothers came in a letter from the father, and the twitching of the heart strings of a sire in writing such a message are a grim sidelight on the tragedies of the war.

And the wife in the home of this Portlander has had her bitter news from the war front. Three of her brothers are among the slain, making a total of seven of near kin torn out of the life of this little Portland family by the merciless exactions of the trenches.

It is to save the fathers and mothers and sisters and brothers of America such sacrifices, that Woodrow Wilson is doing everything in his power to keep our nation in the paths of peace.

THE WAY TO FAILURE

"I AM perfectly willing that the state of Oregon should have all the profit in the Oregon and California railway land grant," said United States Senator Smith, of Arizona, in Sunday's Journal.

Senator Smith is chairman of the Senate committee on reclamation, which adds weight to his views. If enough senators and congressmen can be found with preconceived opinions like those of Senator Smith, Oregon's problem in obtaining for this state all value above the railroad's $2.50 per acre would be easy. The fact that even one strong senator from an outside state is so disposed is, however, encouraging.

But Senator Smith himself sounds a note of warning to Oregon. He says Oregon is likely to encounter opposition from the delegations from reclamation states. The secret of their opposition is that revenues for reclamation come from sale of public lands, and reclamation delegations will hold that surrender to Oregon of the public interest in the grant lands will be surrender of reclamation revenues.

Senator Smith also points out that "the strongest opposition to any proposal for Oregon to receive these lands will come from the senators and representatives who sit off on the eastern coast and think the land is theirs." This is a warning of opposition that Oregon people may set down as opposition that is certain to be encountered, and it will be both a powerful and aggressive force. It is realization of the strength and character of this opposition that has led The Journal all along to insist that there should be no differences at home if that great desideratim—the securing of the benefits from these lands to Oregon—is to be won.

There is no use to go to Congress with divided ranks, no use to go with a factional division at home, no use to go with a lot of pettifoggers playing politics with the issue. That kind of a procedure will have but one result, to-wit—failure.

THE FIRST SACRIFICE.

THE charred skeleton of Frank Billyer, 60, was found in the ruins of his home which was destroyed by fire in Portland Sunday morning.

It is the first life sacrificed in a Portland fire this year. It is to prevent such destruction of life and property that the fire department is engaged in a fire-prevention campaign, the first campaign of its kind in the history of Portland.

Sixteen persons were burned to death at fires in Portland last year. Because of that loss, the firemen led by Fire Marshal Stevens have, for several months, been making a strong appeal to the people to remove from their premises everything that increases the chance of fire. In the department, a school has been conducted at which the firemen themselves study the various causes of fire and the kind of precautions that tend to decrease the danger of fires. To spread the information public addresses to the number of 60 have been made by the fire marshal, and members of the department are visiting all the buildings in the city and spreading the gospel of how to reduce fires to the minimum.

With co-operation by the people, the firemen are confident that the property loss can be reduced to one-tenth its present large figures, and life loss be almost wholly, if not entirely, obliterated.

In the death of Frank Billyer at Sunday's fire, the first six months of 1915 shows one life lost so far against 16 lives sacrificed during the 12 months of 1914.

The record for long distance flying is held by the Arctic Tern. He is the champion among birds and is on the wing 20 weeks of the year, during which time he covers 22,000 miles in his journey from pole to pole. When it is winter at the North Pole he is basking in the sun around the South Pole and when the sun goes under the horizon he follows it to the North Pole. As a result he has 24 hours daylight for eight months of the year. But then, who wants to be a Tern?

Cast originally in England, the Liberty Bell was brought to Philadelphia in 1752. When given a trial it cracked and had to be recast. This may be regarded as symbolic of the breaking of connections with England and the recasting of the nation which followed in a few years.

The federal government is doing much to popularize the injunction to "see America first." The national parks are being improved and as an additional stimulation the geological survey is preparing a series of guide books of western states. The first of these just published describes the old overland route from Omaha to San Francisco. It embraces a profusion of maps, illustrations and a large fund of information. Others are to follow the Northern Pacific and Santa Fe routes and a fourth will deal with the Shasta route and the Coast line. These will be valuable to the intelligent tourist and make him a better patriot.

Because the Shriners disturbed the quiet of a Portland Sabbath they must not be considered an ungodly lot. When at home they are staid and respectable citizens and the pillars of society. Once a year they go on one big frolic and throw aside the restraint of pulpit, office and counting house and indulge in a little horse play. Sociability is their creed. Those who passed through the city showed so much appreciation of their reception that we hope they will come again.

ALASKAN RAILWAY AT INITIAL STAGE

Washington Correspondence New York Evening Post.

THE announcement of the route to be followed by the government railroad in Alaska has already resulted in a rush of Alaskans to the tidewater terminus of the road equaling, in part, the famous gold stampedes in the territory since the Bonanza Creek discoveries. Already more than 3000 persons have assembled at the mouth of Ship Creek, on Cook's Inlet, which will be the main base of operations, and the town thus established has been dubbed "Anchorage." A newspaper has begun publication, and recently a single sheet "extra," about the size of a handbill, announced that the government would soon begin the sale of town-site lots.

A preliminary report has been received by Secretary of the Interior Lane from Lieutenant Frederick Mears, who is in charge of the work, which shows the steps taken by him to head off raids on the government treasury by persons who would have taken advantage of the lack of dock, lighterage, and unloading facilities at Ship Point. Lieutenant Mears arrived there on April 26, bringing with him a force of engineers and assistants, and immediately began the landing of materials and supplies. Apparently he anticipated, as did those who prepared themselves to relieve the treasury of any surplus that might have to be expended to accomplish the work, the conditions at Ship Point.

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How Lieutenant Mears met the situation and how he avoided demurrage amounting to $200 a day on large freighters, is set forth in his report, which, in part, is as follows:

"I brought up with me a complete piledriver outfit and an experienced crew, and started them to work as soon as the equipment could be landed and set in place. We now have the dock practically completed on the right bank of Ship creek, near the mouth. This dock is equipped with a 15 ton stiff leg derrick, operated by hoisting engine, which takes the loads out of the scows in nets and large packages, and places them on the dock or flat car. I constructed what is called a 'gridiron' with pile foundation, to furnish level bases for the scows to rest upon when lying at the dock at low tide, and by this method we are enabled to unload our lighters at all stages of the tide.

"Realizing the situation at Ship Creek I made definite arrangements before I left Seattle to provide the necessary lighters and scows to handle freight from ship to shore. I knew there would be heavy demurrage, $150 to $200 a day, on any freighters which were held at Ship Creek longer than the accustomed time, and I also knew that a private company had provided a big barge, a floating dock, and would charge the commission $2 a ton for every ton of freight which passed over their barge. I therefore purchased a 1000 ton barge from a towboat company in Seattle, and had it delivered at Ship Creek at their risk, the price to be paid on receipt. I loaded on this big scow three smaller scows secured from the Puget Sound navy yard, and also shipped up, knocked down, one 200 ton scow, built by the Seattle Dry Dock Construction company. This gave me a floating dock, which enabled a ship to discharge its cargo, and also a fleet of lighters with which to transfer the cargo from the ship to the shore. We have had no demurrage to pay. On May 26 the steamship San Ramon came into the harbor with 912,000 feet board measure of lumber, and we discharged this cargo in three days, by working night and day.

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"We have been blessed with the most beautiful weather since my arrival here that I have ever seen. It has been bright and pleasant nearly every day, and this has been a big factor in keeping up the spirits of our working force and the station men waiting to secure employment.

"We have now contracted with about 400 station men and are employing about 100 men on force account handling the terminal work and constructing wagon roads. I expect rapidly to increase this force to 1500 or 2000 men as fast as material and supplies can be shipped in here to accommodate that number. By utilizing water transportation along the east side of Knik Arm, we are able to attack the line at various points. We already have an active construction camp at Eagle River, a point 12 miles up the coast, and another has been started at Peters Creek, a point about 10 miles further north. We expect to continue this system of establishing camps along the tidewater, close to the line, as fast as the final location is completed and the necessary construction arrangements are made.

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"I noted the wishes of the president, as expressed in the executive order, regarding the care of the sick and injured employes, and, realizing the importance of providing necessary facilities to care for our injured men as soon as possible, I purchased a partially constructed log building since I arrived here and started carpenters to work putting it in shape so that it could be utilized as a field hospital. The necessary equipment was also ordered at the same time, and within two weeks I expect to have a suitable place to care for the injured men. There are now two or three men in camp who have suffered minor injuries from axe cuts, etc., and, doubtless, as more men are employed, there will be more of these cases to care for. I have not gone into any elaborate expenditure for this hospital. It is a plain log building, 26x50, which I purchased for $850. I think it will answer all of our requirements for some time to come. This is a pretty healthy country, and we have had practically no sickness, but there are bound to be some few cases of injury from time to time on work of this character.

• •

"All of our work is being done by station men on a unit basis. Numerous gangs of station men have moved into Ship Creek, seeking work on the railroad. We have had no difficulty whatsoever in securing all of the station men that are required. In fact, they have been coming in much faster than we could place them."

The Once Over

BY REX LAMPMAN

WILLIAM C. ANDREWS—of Rochester, N. Y.—who has come to be known as "Merry" Andrews—on the Shriners' western hegira—was in town the other day—on his way to Seattle—wearing a red fez—and a few souvenir pennants and things—he had collected en route.

—and he seemed to be making the most of everything.

—and he got acquainted easily—with the other men—with red fezes—and with newsboys—and everybody.

¶And in the Imperial hotel—he asked Charley Weiside—who baedekers for the passing throng—if it were true—that there are a number of wild camels—in a park at Seattle.

—and Mr. Weiside said—he was sure he didn't know.

—and Mr. Andrews said—"Well—if there are any—I'll bet they're wild—anyway."

—and Mr. Weiside wanted to know why.

—and Mr. Andrews said—"I had to stay in Seattle—nearly a week—one time.

—"and the camels don't know—if they're ever going to get away."

¶And then he went over—and embraced the paper mache camel—that stood in the door—with young Phil Metschan—to welcome the red-fezzed horde.

—and after that—he asked everybody—to help him hunt a Benson fountain.

¶He said he just wanted—to look at one.

¶And now all the Portland nobles—are up there at Seattle—looking at the Smith building—and asking policemen questions—and boosting for Bill Bristol's election—as imperial deputy potentate—or grand assistant aligazam—or something—of all the Shriners.

¶And they took Joe Hammersley—deputy district attorney—to sing second tenor—in the Al Kader quartet.

—and Joe wanted to sing bass—saying—"I talk in court a good deal—and my voice—has a bass tendency.

—"and anyway—I'd rather sing bass—than anything."

—and they promised—Joe—if the first tenor broke down—he'd have a chance to sing—in his place.

¶Joe used to sing everything—down at Gold Hill—where he was the town banker—until the city fathers—passed an ordinance—and—

¶LISTEN—The strategy board—handling Bill Bristol's campaign—are holding Joe in reserve—until after Bill is elected—and then they don't care.

Letters From the People

(Communications sent to The Journal for publication in this department should be written on only one side of the paper, should not exceed 300 words in length and must be accompanied by the name and address of the sender. If the writer does not desire to have the name published, he should so state.)

"Discussion is the greatest of all reformers. It rationalizes everything it touches. It robs principles of all false sanctity and throws them back on their reasonableness. If they have no reasonableness, it ruthlessly crushes them out of existence and sets up its own conclusions in their stead."—Woodrow Wilson.

"The Happy World."

Myrtle Creek, Or., July 9.—To the Editor of The Journal—Much indeed to be desired is the "Happy World," so enthusiastically declaimed on your editorial page, July 3. But what right has a political state to give industrial employment at $3 a day or any other sum, that would secure industrial justice? Political governments were not chartered to secure industrial justice; hence they cannot do it. The following definition of government may not be orthodox, but will bear criticism: "An incorporeal personality, existing in the mind of the judiciary, the form, characteristics, duties and powers of said personality being discerned by the courts, through their inquiry into the charter of the cities and the constitution of the state or nation."

As long as we retain our present constitution and charters the courts on inquiry therein discern their political form; hence they are political and are not adapted to industry or industrialism, but live off industry by exploiting the industrious; both the capitalist and laborer. Did not Mr. Mellen, president of the New Haven & Connecticut railroad, testify under oath that his company paid to the New York politicians $3,000,000 as nuisance value?

Is it not common knowledge that labor gets less than one-fourth of what it produces? It is the burden and corruption of the political system that keeps the world from being happy. It will always be thus until society changes the form of the incorporeal personality that now is, namely, political form to an industrial form, by amending the constitution so that the courts on inquiry therein will discern the industrial form of said personality. By amending our state constitution providing for a department of industry the political personality non-existing will dissolve and another personality will be born, namely, an industrial personality. Then society will be free from politics because the political form of government or personality would be dead. The "Happy World" of which you wrote so enthusiastically would be obtained, because society used its organization, known as the state, to obtain industrial justice by making the state an industrial one.

The above is not an advocacy of reform, but it does advocate a new birth, i. e., a society newly born.

D. M. BROWER, M. D.

Putting Questions to Financiers.

Portland, July 12.—To the Editor of The Journal—I have seen it heralded with emotions of joy from the financial classes that we are now undergoing a transition state in which the notes are to be replaced by federal reserve notes to be issued by the government, they to be secured by 40 per cent of gold and then their face value in commercial paper be accepted for rediscount. This will call for some $300,000,000 of gold on top of the 15 per cent required to protect some $21,000,000,000 of deposits in our banks, which together means a lock up of over three and one-third billion dollars of gold, which is twice the total gold in the United States. Will Mr. Cockingham, whom I believe to be the best spokesman for the bankers, advise us where this gold is to be procured, and what extent of deficiency the banks are now in to protect the deposit account, taking into consideration the 28,000 banks in this country, and whether or not the new order does not lead to actual money contraction? CHAS. P. CHURCH.

The Sacajawea Statue Fund.

Portland, July 12.—To the Editor of The Journal—My attention has been called to a statement in your columns, "What Can Be Seen Around Portland?" Referring to the Sacajawea statue, you state, "Presented by the Sacajawea Statue association and Henry Altman."

The money was raised by the Sacajawea Statue association, but was contributed by the women of the United States—every state in the Union as well as Alaska, Porto Rico, Cuba, the Philippines and Hawaii contributing. The copper used in making the bronze was contributed by Dr. Henry W. Coe and his wife, Dr. Viola Coe, and amounted to about $250. This and an equal amount contributed by T. B. Wilcox, of Portland, and several $100 and several $50 contributions, were the only large sums contributed by anyone. The statue cost approximately $7000.

Henry Altman was a good friend of the movement to erect this statue, owing to his interest in a copper mine in Montana called "The Sacajawea." He at one time asked "the privilege" of contributing the copper from this mine, but certain conditions arose with him which made it impossible to furnish it.

His interest, however, did not abate and he, like many other friends in every part of the country, took a lively interest in having friends and acquaintances send us the membership fee in the association, which was 50 cents, and by which method most of the fund was raised.

We were deeply grateful to Mr. Altman for his interest, and this is in no way meant to reflect upon his generosity, but simply to do justice to those who made the statue possible by their liberal financial support. SARAH A. EVANS,
Secretary Sacajawea Statue Association.

Everlastingly at Magna Chartas

From the Boston Globe.

Magna Chartas are being signed every day of our lives, in private and in public. Trades unionism was one of the Magna Chartas of the 19th century; suffrage is a Magna Charta of women in the 20th century. The more common people we take into partnership of power, the safer the country. History reeks with distrust of the common people by those in authority. History gleams and glows with the worthiness of the common people to be trusted. The main task of the world is to get its Magna Chartas signed. More than one distinguished voice has said that the European war was started, in no small part, because the common people of Europe were getting their Magna Chartas signed too rapidly to suit the powers that were.

Seven hundred years in the Magna Charta business and still at it! Discouraging? Quite the reverse. Our best hope is that 700 years hence will find our children in the same business and doing it better than we did.

Knows in Advance.

From the Toledo Blade.

The man who has a corn on one foot and bunion on the other looks at the weather predictions merely for confirmation of what he knows is going to happen.

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Oakland Tribune: If a sturdy voice is the sign of the eugenic baby the science of eugenics is "old stuff."

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Pittsburg Chronicle Telegraph: Denizens of the prairie states are finding the Liberty bell all that it's cracked up to be.

• •

Charleston News and Courier: The Mexican famine would appear less grievous to Americans if it extended also to Villa and Carranza.

• •

Atlanta Journal: When it comes to Wilson, New England appears to be willing to unbend from the rigidity of the rock-bound Republican attitude.

• •

Cleveland Plain Dealer: Even the late secretary of state might approve of that gunboat used against the Haitian rebels. Its name is Pacifique.

• •

Los Angeles Times: They are fighting all around in Egypt, but so far the Sphinx has failed to say a word about the war. He, she or it is still neutral.

• •

Philadelphia Inquirer: The manufacturer who says women will soon be wearing sensible shoes, may know shoes, but he evidently doesn't know women.

• •

Chicago Herald: Chicago's fine Fourth and Fifth of July record shows that we had two holidays for a good deal less than the price previously paid for one.

• •

Lewiston Tribune: Our advice to the 10 submarines which are going from Canada to England under their own steam is that they go under water also.

• •

Chicago Post: War has its paradoxes. A submarine is built to sink, and yet when one is sunk it is lost; likewise, a flying machine is licked when it is put to flight.

• •

Pittsburg Press: One of the Wall Street papers says it is remarkable how many women are investing in railroad stocks. We know now where the money goes that we leave at home to do the marketing.

OREGON SIDELIGHTS

The Canyon City Eagle asserts that Grant county now has automobiles enough to justify the organizing of an automobile club.

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Joyous prognostication in the Medford Sun: "Don't be downhearted. Think of the time when the Bullis interurban will connect Medford with the cold sea waves. Oh, you clam bake!"

• •

One more is added to the long list of Hermiston project specialties. The Herald says: "Some of the finest apricots ever seen anywhere are now being marketed here. Hermiston fruit is all early and of excellent quality."

• •

Ione Journal: "It has been stated that the rabbits are not as thick this year as they were last year and no definite reason accounts for this. It would seem that the scarcity of coyotes due to the high bounty would have left more rabbits, yet such seems not to be the case.

• •

The Coquille Sentinel has no intention whatever of "boosting" when it says: "A rancher who is cultivating some of the reclaimed willow swamp south of the river says he has sold as high as $200 worth of potatoes from an acre of such land, and he doesn't think land that will produce like that is overrated at $200 an acre."

• •

"The vast amount of timber adjacent to Molalla, will, in all probability," predicts the Pioneer, "commence to move when the lumber market justifies logging activities. There is probably not another place in the state with the same amount of merchantable timber that has the highly developed farms and as much land available for agricultural purposes."

• •

Weston Leader: The Main street fountain has been rebuilt. Set in the rubble is a variety of ore specimens furnished amidst much laughter and acclaim by local investors in mining stock. These are expected to furnish a permanent and valuable object lesson for the growing generation. The certificates would be pretty and effective, too, but are hardly durable enough to qualify as "watered stock."

COOS BAY GRANT LANDS LIKE O. & C.

Journal Editorial, July 1, 1915.

The land grant decision raises an interesting legal question with regard to the title of the Coos Bay Wagon Road company grant, extending from Coos Bay to Roseburg. This grant is in all substantial respects like the railroad grant just passed on by the United States supreme court and its value is very great.

Comprising 105,120 acres, the lands were granted by the United States to the state of Oregon in 1869 to aid in the construction of a military wagon road from Coos Bay to Roseburg. There were also the same conditions of sale to actual settlers and limitation of tracts to be sold, to 160 acres as in the case of the railroad grant.

The state granted away its interest in the tract to private parties shortly afterwards on the same conditions expressed in the federal grant, but there has never been any effort to comply with the terms of the grant. Settlement of the lands had been disregarded and the lands have been withdrawn from entry and purchase to all except large buyers.

In 1913 Governor West sought to have action taken by the legislature that would have thrown the lands open to entry and settlement and provided for turning all the revenues above $2.50 per acre into the state school fund. His plan was to pay out of the state treasury $2.50 per acre to the holders of the lands and in addition such sums as had been paid by them for taxes and other proper charges, the state then to resume title, open the grant to entry, and get the lands settled up and take for itself the large revenue which they were expected to bring.

Ex-Senator Joseph Simon, one of the attorneys for the Southern Oregon company, holder of the title to the tract, wrote a letter to State Senator Gus Moser, who was chairman of the senate judiciary committee, protesting against the bill and the senate defeated the measure on a majority report signed by Senator Moser. The record and roll call is to be found in the Senate Journal for 1913 at page 517. It is as follows:

MAJORITY REPORT.

Salem, February 18, 1913.

Mr. President: Your Committee on Judiciary, to whom was referred Senate Bill No. 229, having had the same under consideration, respectfully report it back with the recommendation that it do not pass.

GUS C. MOSER,
L. E. BEAN,
R. R. BUTLER,
JOHN A. CARSON,
W. LAIR THOMPSON.

On the same page of the 1913 Senate Journal, there is a minority report which is as follows:

Salem, February 18, 1913.

Mr. President: Your Committee on Judiciary, to whom was referred Senate Bill No. 229, having had the same under consideration, respectfully report it back with the recommendation that it do pass.

CLAUDE C. M'CULLOCH,
W. A. DIMICK.

Moser, for the purpose of killing the bill, moved that the majority report be adopted.

McCulloch moved that the minority report be substituted for the majority report.

On the motion to substitute the minority report for the majority report Dimick and McCulloch asked for a roll call.

The roll was called and the vote was:

Yeas—11.

Dimick, Hollis, Joseph, Kellaher, McCulloch, Miller, Neuner, Patton, Ragsdale, Smith (Coos and Curry), Stewart.

Nays—17.

Barrett, Bean, Burgess, Butler, Calkins, Carson, Day, Farrell, Hawley, Hoskins, Kiddle, Moser, Perkins, Smith (Josephine), Thompson, Von der Hallen, Wood.

Absent—1.

Lester.

Not voting—1.

Mr. President.

So the motion to substitute the minority report for the majority report failed and the bill was killed.

There seems to be no reason now why efforts should not be renewed to settle up this large tract in the interest of the people, just as it is proposed to do with the railroad grant lands, first doing full justice to the holders of the lands by paying them $2.50 per acre, all that the laws, state and national, under which the grants were made, ever contemplated that they should be allowed.

The authority for such a course is the recent decision of the highest court in America in the land grant suit.

THE OREGON COUNTRY

"IN EARLY DAYS"

By Fred Lockley, Special Staff Writer of The Journal.

"I was born on Wolf river, then in the Indian country now a part of Kansas, in the spring of 1844, as my parents were on their way to Oregon," said Mrs. Melissa Klinger of Dufur. "My father 'Dick' Woodcock, came from Ohio, and my mother, Keziah Bunton, was a southerner. They were married in Missouri. Father was 21 years old when I was born, and I was the third child. My oldest sister was born when my father was about 18. Coming across the plains with three small children, the oldest 3 years old, is something of an undertaking. There were three companies started in the spring of 1844, one under Neal Gilliam, one under Nathanial Ford and one under John Thorp. We were in Gilliam's train.

"Michael T. Simmons was the colonel under Gilliam, and there were four captains, R. W. Morrison, William Shaw, my father, 'Dick' Woodcock, and my mother's father, Elijah Bunton. My father took up a claim at what was then called 'The Corners,' now known as Molalla. He was a justice of the peace, and used to marry a good many runaway couples. I remember seeing him marry one couple in the lane in front of our house. He didn't much more than pronounce them husband and wife before the girl's father came and forbade the marriage. It was too late then, however. In those days marriage licenses were not required. As a matter of fact, I was married at 16, in much the same manner. My husband here, Louis J. Klinger, and I were married on March 28, 1861, by Justice of the Peace Taylor.

"In 1863 we moved up to Wasco county, and took up a place on Eight Mile creek. In 1888 we sold our farm and moved to Dufur, where we now live."

"I was born on October 18, 1847, in a German colony in Missouri," said Mr. Klinger. "I was 10 years old when we started across the plains, in 1847. I learned to talk English on the way across the plains."

Mrs. Klinger told me many interesting and intimate details about the later life of some of those who came in the same train as she did. There were a considerable number in the emigration of 1844 who helped make history both in Oregon, Washington and California.

John Minto, who did much for the advancement of Oregon's interest, in speaking of his fellow emigrants of 1844, said "The emigration of 1844 was composed for the most part of frontiersmen, who kept in advance of the settlements. There were men from most of the states both east and north, but the largest number traced their origin to the Scotch covenanters who had settled in Virginia, Georgia and North Carolina. As pioneers of the settlements of Kentucky, Tennessee and Missouri, they told the traditions of the fight at King's mountain, of the battle of New Orleans and of the Indian fights of Kentucky, and the borderland to their children about the campfires of an evening. Their pride was to be on the western edge of the frontier. They were the sons of the sons of frontiersmen, and were bred and inured to the shifts, privations and dangers of frontier life. The women of these pioneers were such as were fitted to be the wives of such men. They started from different points, under different leaders, and never united, but, on the contrary, divided up still more as they traveled, a man sometimes separating himself from an entire company under the settled conviction that they were all too contrary for him to keep company with any longer."

"Mr. and Mrs. Sager, Thomas Vance and Mr. Barnette of the emigration of 1844, died on the way. At Fort Hall 13 wagons turned southward to California, the first emigrants to take wagons from the United States to the Mexican state of California. These left the main body of emigrants to go to California were John Britain and T. Greenwood, John Sullivan and his brother, a man named Murphy, with his four sons, James Montgomery, Dennis and John Martin, and Messrs Townsend, Jackson, Stevens and Hitchcock.

"Colonel M. T. Simmons spent the winter at what is now Washougal, where in April, 1845, a son, whom they named Christopher, was born to Mrs. Simmons. In July Colonel Simmons, with William Shaw, David Crawford, Seyburn Thornton, David Parker, N. Everman, and George Waunch, explored the Puget sound country. In October, 1845, Colonel Simmons took his family along and settled at the head of Budd inlet, near the falls. He called his settlement Newmarket. It was later called Tumwater. Those settling with him were James McAllister and family, Gabriel Jones and family, David Kindred and family, George Washington Bush, a negro, and family, and Sam Crockett and Jesse Ferguson. This was the first serious effort to make settlement in the Puget sound country.

"In 1845 a party of about 40 of the emigrants of 1844 went from Polk county to California. A few years later one of these emigrants, James Marshall, discovered gold at Sutter's mill, and made California the mecca of the world. John Flemming, also of 1844, printed the first paper published in Oregon, and M. G. Foisy of the same emigration, worked for Rev. H. H. Spalding, at Lapwai, setting up the New Testament in Nez Perce, in the winter of '44 and the spring of '45. Joseph Watt sent the first cargo of wheat around the Horn, and in 1857, at Salem, started the first woolen mill on the coast, and, with John Minto, was a pioneer in improving the sheep for wool industry. The immigration of 1844 did much to bring credit to the home of their adoption—Oregon.

Very Careful.

From Judge.

City Editor: For a beginners that new reporter seems very particular not to make mistakes.

Assistant: Yes; I told him to write on one side of the paper, and he wanted to know which side.

Interned.

From the Yonkers Statesman.

Mr. Crimsonbeak: I want to go to the club tonight.

Mrs. Crimsonbeak: Well, you cant go.

"That means I must be interned or fight."

INDEX OF ADVANCING TIDE OF PROSPERITY

Gary, Ind., July 12.—(U. P.)—For the first time in two years, the American Sheet & Tinplate company's plants, the largest mills in the world, are operating to full capacity. Hundreds of idle and unemployed men have been given work.