Oregon DAILY Journal

AN INDEPENDENT NEWSPAPER

C. S. JACKSON..................Publisher

[Be calm, be confident, be cheerful and do unto others as you would have them do unto you.]

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> Man is the artificer of his own happiness. Let him beware how he complains of the disposition of circumstances. * * * This was the pith of the inscription on the wall of the Swedish inn, "You will find at Trolhate excellent bread, meat and wine, provided you bring them with you!"—Henry D. Thoreau.

ARRIVED

THERE seems to be no question that the senate of the United States has won its place in the sun for which it has so long striven. At least, it appears to have its place during this administration.

In his correspondence with Hamilton Holt relative to the League of Nations, Mr. Hughes virtually admitted that the senate is the body that is making entrance of this country into the league impossible. He says that no matter what his personal desires might be, any attempt to put this country into the league would have to be undertaken in the constitutional way. That is to say, even if the secretary desired to make this nation a member, the senate would have to give its approval. And this country is making no attempt to enter, apparently because administrative heads believe the senate would block such an endeavor.

It was a long fight. Many a good measure had to be defeated before the senate could proclaim to the world that it had a place in the sun. But the senate undertook that task and the senate seems to have accomplished its purpose. It is beginning to look as though the late Boies Penrose knew whereof he spoke when he said "it makes no difference who is secretary of state, the senate will direct this nation's foreign policy."

Disabled war veteran with fractured skull, diseased cheek bones, leaky lungs, shattered back, bayonet-stabbed stomach, seven machine gun bullets in left leg and silver plate substitute for heel shot away, was recently declared 10 per cent incapacitated by United States veterans' bureau. What a marvelous man the rest of him must be!

THE FERRY ACCIDENT

THE pilot on the Willamette river ferryboat Webster last Sunday afternoon had a permit which was an evidence of his experience and his ability to guide the craft.

The engineer had a similar permit. Without it he would have been penalized for laying his hand upon the throttle.

The ferry itself was subject to inspection and its operation to stringent rules and regulations. It could have been stopped at any moment that a question as to its safety arose.

But the driver of the automobile which went backward off the ferry slip had no evidence that his experience or ability to drive the machine had been looked into. If he was obeying the law he carried a driver's license which the state issues and which may be revoked after infraction of law has occurred.

This man who threw the gear into reverse when he should have gone forward; who crowded on the gasoline when his foot should have been on the brake—he and a hundred thousand others in Oregon may drive a car without experience; may take the lives of others into their keeping and fail in the trust.

Three little boys were left at the bottom of the Willamette river when the automobile backed off the ferryboat. True, had the staychain been higher it might have been stopped. That is a matter to be investigated. But, above all other considerations, why are people who lack experience or training in the operation of motor cars allowed to take lives in their charge and perhaps sacrifice them when such a privilege is allowed in no other law-controlled function of life?

An annual convention recently held in New York will hereafter be held elsewhere, particularly in some place where there are no intersecting subway stations and modern traffic signals. Not only were all the delegates worried in their efforts to get about the metropolis, but two from the Far West wandered two days trying to find the convention hall and finally reached it just as the meeting adjourned sine die. The best place for conventions is at Portland, where the weather is fit and all meeting places easy to find.

HIS WAY

CONCETTA CORNACCIO is a beautiful Italian girl. Although only 18, she is in this country attempting to earn her living by working in an Eastern office.

After she came here, she met Cosimo Coricelli. He fell in love with her and pressed his suit. Coricelli was not only very much older than Concetta, but he falsified to her about his age, and otherwise prejudiced the girl against him. She refused to marry him.

The girl was en route to work a few mornings ago. At a corner she was stopped by Coricelli. He again asked her to marry him, and was refused. Enraged, the suitor pulled a razor from his pocket and leaped for the girl's throat. He yelled that no other man should have her if he couldn't.

When she was rescued, Concetta's throat was badly mutilated. Several times Coricelli had ripped the razor deep into her flesh. It was his way of gaining the girl he wanted.

Coricelli, of course, will go to jail. He will join there scores of other men from his own and other lands who have come here with European customs, disobeyed our law, and slashed, hacked and shot their way to a place behind prison bars.

Fifty per cent of the inmates of our institutions for criminals, delinquents and insane are either promiscuous immigrants, mostly from Southeastern Europe, or their descendants, recent statistics indicate. And it is because of the slashings, the hackings, the shootings, the cost of trials and imprisonment, and the waves of crime, that the United States will do well to examine very carefully the men who come here to live before they are admitted, and to employ every effort to assimilate them after they are here.

Wouldn't it be quite as economical to put municipal match-scratchers on much used building corners as to pass ordinances which are never enforced against promiscuous match scratching?

CUTTING THE ACCIDENTS

FOR the week ending Sunday night, traffic accidents in Portland fell to 214 from the 297 for the week preceding.

The result is attributed at the police station to the cleanup campaign of Lieutenant Ervin and his squad of four motorcycle men. Instead of eight hours, the squad has been putting in around 16 hours a day in the effort to check the murderous list of accidents. A cut of 93 for the week is the outcome.

The campaign is to be continued. If future results are as satisfactory, we shall know that vigorous attacks on violators of traffic law can make the streets safer, and life less of a hazard.

The thing that we must expect is that traffic men cannot always do two days' work in one. But with the effectiveness of the plan demonstrated, possibly enough men can be kept after the lawbreakers to still further cut the accidents.

The traffic men deserve the full support of the courts and public sentiment. Take away the licenses of reckless drivers whenever their acts end in a tragedy or when their recklessness brings them frequently into court. The jails and forfeiture of driver's licenses are a perfect cure for gentlemen who cannot keep within the law when at the wheel of a high-powered car.

ONE CRIME CURE

PROMPT and adequate punishment has cut down the number of crimes in Chicago by one-half, says a bulletin of the Chicago crime commission.

A report of the same purport came recently out of Detroit, where swift and effective punishment was reported to have reduced crime 50 per cent.

The Detroit report said that as soon as the criminals found that the delays and laxities had been cut out of criminal prosecutions, they left that city for places where the authorities were less prompt and efficient in dealing with criminals.

Keen lawyers who help a crook escape punishment for a crime of which he is guilty help encourage crime. Courts that permit technicalities and hair-splitting quibbles to defeat the punishment of crooks likewise embolden criminals to go ahead with their burglaries while laughing at the law.

The crime situation in Chicago was appalling. There were more homicides in that city than in all of Great Britain. Every form of crime ran rampant. The first application of the plan of quick and certain punishment has checked the carnival of lawlessness.

A trial that under our precedent-worshipping system of court practice and procedure lasts weeks in any American state, is disposed of in as many days in Great Britain. Our very delays in such matters are an inspiration to the offal of Europe to come here to do their dirty work. The opposite conditions in British courts are a warning to the scum to give that country a wide berth.

What else can account for the greater prevalence of crime in the United States? The average American is better fed and better clothed. The average standard of living is higher here. The average mental and moral standards are quite as high in America. But the British record for crime is near the bottom of the list, while America stands at the top of the ghastly muster roll.

IN A STREETCAR

SO MANY things have been said about the joys of motoring that a word for the lumbering, rumbling old streetcar may not be construed as the voice of favoritism.

On an interurban car three Portland men who own and are amply able to operate their own cars were talking. Said the first:

> I don't drive my car to the office once a month. Whenever I drive it downtown and leave it parked on the street it is on my mind more or less all day. As I come and go on the interurban I get almost my only chance to read the papers. I meet and chat with my friends. I have a chauffeur, the motorman, and a general manager, the conductor. If I am hurt while driving my own machine the chances are I will get nothing. If I hurt somebody else I will pay heavy damages. But on the car I am responsible for the safety of no one, not even my own, for should I be killed on this car my heirs would be paid $10,000 in the form of accident insurance.

The second of the three business men lost no time agreeing with what had been said. He, too, has lived in the suburbs a long time. But his testimony took the form of a quotation from a paint manufacturer, who had said to him:

> The man who leaves his car on the street all day has no business owning a garage at home. Standing out in the sun and dust kills the paint and takes the life out of the rubber. One day on the street is far more injurious than a week standing out at night.

This it was argued may show the economy of using the parking garages rather than leaving the cars on the streets, or at home. But the third man offered what he considered the clinching point:

> They tell me that when I estimate the cost of operating my car at 10 cents a mile I am apt to be under rather than over the actual amount, including gasoline, oil, tires, repairs, repainting and depreciation. I live nine miles from the office. At that rate it costs me $1.80 a day merely to come and go. My commutation fare on the interurban, round trip, is less than 25 cents. I can do a lot with that $1.55 a day that I save if I ride on the streetcar.

A young engineer 100 years ago was sent by the government to locate the site of a fort on Lake Michigan. He had practically decided upon the mouth of the Calumet, when he journeyed a little farther north, found the mouth of the Chicago, a friendly chief and the chief's beautiful daughter. Now, in preparation for Chicago's pageant of progress, they are crediting an Indian flapper with the location of the city. Otherwise its name might have been Calumet. A similar story is told of the location of Cincinnati. But Portland's original location we are assured was based upon the strategic advantages since extensively advertised—after which they flipped a coin to decide upon the name.

REMOTE WALLOWA

NOW IT is said that if the Wallowa region were made a way station instead of a terminus on the scenic route thousands of tourists would visit the realm of enchantment and revel in its stately charms.

This may be the explanation. The individual who visited Wallowa a dozen years ago has constantly wondered at the neglect shown this center of summer delight by people who ordinarily congest every spot where beauty is reputed to dwell.

But in that more distant day the train running to the Wallowa valley was a "mixed" affair composed of freight and passenger cars. The banker's wife who had driven her automobile over the mountains from the Grand Ronde to Joseph was credited with the performance of a remarkably daring feat.

Conditions have not changed greatly in a decade. Wallowa lake with its mirrored surface reflecting a massive circlet of snowy summits, is still unviewed by the ninety and nine who follow the beauty trail. Tourists by train must still follow a little exploited route with slow and laborious connections. Tourists by automobile must return over the route, still imperfectly surfaced, by which they entered. Tourists may endure flat tires and empty gasoline tanks with little complaint, but "backtrack"? Never!

If the proposal should win for a road leading from Lewiston across the canyon of the Snake by way of Wallowa lake and then back to Grande Ronde valley, either over the mountains or, preferably, down the valley of the Wallowa river and thence up the course of the Grand Ronde, the tales brought back by the first few from the wonderland of Oregon's Alps would suffice to divert a multitude in that direction.

FREE SPEECH IN KANSAS

That as Kansas Goes So Might Go the Union if Henry's War on William Should Win and be Carried Into the Other States, Is the Expressed Fear of Many Editors —Case Is Funny, in a Way, but Danger Lurks in Kansas' Industrial Court Law, Just the Same.

—Daily Editorial Digest—

(Consolidated Press Association)

Because it is accepted that there is a high constitutional question involved the majority of editors discuss the controversy between William Allen White and Governor Henry Allen of Kansas more impersonally than might have been anticipiated. Of course there are some writers to whom the humor of the situation strongly appeals, and they have considerable amusement in characterizing the break between "Henry and Me". But most of the writers very frankly hold that both the right of free speech and the question of absolute freedom of the press are involved, and they consider the subject from that angle.

* * *

"It certainly is no more illegal to express an opinion favoring the railroad shopmen's side of the controversy than it is to express one favoring the side of the railroads," urges the St. Paul Dispatch. "If it were, this would not be America." But that text, which is characteristic of much of the comment, in no way appeals to Governor Allen, whose paper, the Wichita Beacon, after declaring that the sign complained of is a method of picketing, adds that "the real issue has little to do with such a case as this. The real issue is whether the merchants of Kansas may help to run out of town the men who are working in the shops. This has been tried in some of the towns. On this point the people of Kansas have no doubts whatever. They are on the side of the law, and they will not tolerate any encouragement of the forces that are trying to deprive them of the necessities of life." And Senator Arthur Capper's Topeka Capital argues further that "the spectacular arrest of William Allen White is therefore plain warning to the strike leaders how they express sympathy for him in his bout with the law and the state. They may find themselves venturing pretty close to the sympathetic sidelines and in an unhealthy proximity to the danger zone. Observing the strike for more than two weeks, White may have concluded that, if actual leaders could carry on their work without being molested by law enforcement, mere outsiders were safe. But if so, he now knows his mistake. It is a new object lesson in law enforcement."

* * *

Considering these, and all other suggested angles, the Newark News insists that the situation is not one lightly to be smiled over. "All America, if not the whole world," the News says, "ought to know" that the Kansas issue is "built upon the interesting question" whether "a state of the union under the pretense of enforcing the anti-picketing provisions of a labor statute, can suppress, or even abridge, the constitutionally guaranteed freedom of the press and right of free speech. If it can, then we are all in a bad plight. It is a healthy and beneficial thing for the 48 states to function as so many laboratories in the testing out of governmental theories for acceptance or avoidance of all the rest. But all sovereignty comes from the people, whose liberties cannot be wiped out by legislative whim." That likewise is the viey of the New York Post, which suggests that "on its record Kansas should be the last state in the Union to 'crib, cabin and confine' free expression of opinion on matters of paramount public concern. Those who truly value the constitution of the United States accept not only its guarantee of private property but likewise its guarantee of free speech. Too many Americans insist on the one but are unwilling to be governed by the other." And the Socialistic New York Call points out that "if the governor wins, Kansas will have a precedent in favor of permitting free utterances of opinions favoring capitalistic combinations and gagging speech in favor of labor organizations."

* * *

Still, the humorous side of the incident appeals to many papers. Under the heading "What's the Clatter in Kansas?" the Baltimore Sun suggests that the quarrel between the two leaders is "a stage quarrel, intended to prove once more that Kansas is the modern Garden of Eden, minus the serpent. Let no one be frightened. Free speech will not perish in Kansas; nor is Kansas going back to her old habit of bleeding. She is more interested these days in bleeding other people," while the Brooklyn Eagle believes that "to be funny is not to be criminal in Kansas. On the other hand, as Jerry Simpson's career, and Senator Peffer's, and even John J. Ingalls' prove, it's the best possible qualification for election." And the Pittsburg Leader believes that "Henry would be better engaged trying to pull out the foundations from under the Sunflower state than to start a private fight with the Sage of Emporia when William Allen is so sure he is right, as in this case." The New York Evening World, in calling attention to the fact that "times change and men change with them," declares that "the Kansas industrial court is taking an awful chance in trying to muzzle Editor White of Empory. First thing the court knows, someone is likely to write an article, 'What's the Matter With Henry's Court?'—with no question mark required."

* * *

The Chicago Tribune insists that "no matter what view Governor Allen takes of the legalities as interpreted in Kansas, the denial of the right to express opinion is despotism. It is the first privilege which despotism would like to exercise. The soviet reds enforced that rule with gun squads." Even though the law may grant the right to punish, as the governor claims, the Springfield Republican suggests that "the country will soon be threatened with a new variety of political prisoner if Governor Allan sends William Allen White to jail. To enforce such a law would merely raise up 50 sympathizers where there was but one before. The last place to put William Allen White is in jail." The Rochester Herald is convinced that "it is quite as easy for Kansas to advertise herself as a crack-brained and dangerous extremist by the excesses of bourbonism as it was three decades ago to acquire the same reputation through the antics of Populist radicals. Indeed, that is what she is now doing." But the Grand Rapids Press thinks the construction of the law may be as displeasing to those upholding it as to its opponents, and suggests that "a test case upholding the editor of the Gazette and voiding the section would really relieve the industrial court of a white elephant."

* * *

Victor Murdock's Wichita Eagle assails the Allen construction of the law at considerable length, and then continues: "Seriously, aren't we drifting toward some plainly charted rocks? A certain chart, called the bill of rights of the constitution of the state of Kansas, shows this little rock, for instance: 'Section 11. The liberty of the press shall be inviolate; and all persons may freely speak, write or publish their sentiments on all subjects, being responsible for the abuse of such right, and in all civil and criminal actions for libel the truth may be given in evidence to the jury, and if it appears that the alleged libelous matter was published for justifiable ends, the accused party shall be acquitted.' It is the second clause of this sentence that is interesting in the present situation. Isn't it a rock? And are not several lighthouses of liberty erected on that rock?"

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 signed by the writer, whose mail address in full must accompany the contribution.]

STATEMENT BY MR. RUTHERFORD

Of His Reasons for Supporting the Compulsory Education Bill and Changing His Registration.

Castle Rock, Wash., July 29.—To the Editor of The Journal—I have read the letter of Stephen A. Lowell in today's Journal. It has prompted me to an important decision. I have lived in Portland nearly two years but have held my citizenship in Washington because it had been my plan to make the race as a Republican candidate in Washington for the United States senate at the coming primary election. I have been a Washington candidate for the state senate and also for congress during the past 12 years and have been defeated by the Catholic church in both these instances. I would be defeated for the United States senate by the same agency.

I am a member of the bar but have given most of my life as an educator, having taught in the public schools of two states and in the private schools of three. My last active service was during the World war as president of the oldest commercial college in the Northwest.

I have decided to register in Portland, Or., and support the "compulsory education bill." I believe in free press, free speech and free schools. In politics I am opposed to "compass," "cross" and "union label" alike. I am an American. This is strictly an American measure. Vote for it.

Any private school for elementary education is a protest against the American public school.

I have no use for the bigotry or mummery of the Catholic church.

I have less use for a Protestant preacher than for a Catholic priest. One is hopelessly ignorant and the other is ignorantly hopeless.

The dead Jew fable should have no part in public education beyond that accorded to other myths and fables.

I consider Masonic orders, Ku Klux Klans and Knights of Popery all as un-American.

The state of Oregon should allow no secret orders to meet at any time or place where any officer of the law would be barred.

It should have no closed institution, no untaxed lodge or church properties, and no private institutions for the teaching of subjects taught in the elementary public schools.

We should not think of the "compulsory education bill" as a Masonic measure, nor yet as an anti-Catholic measure. We should think of it as a pro-American measure and support it as becometh true Americans.

Yours for the common good.

Calvin Rutherford.

IN REPLY TO JUDGE LOWELL

A Supporter of the Compulsory Education Bill Presents His Arguments for the Measure.

Portland, July 29.—To the Editor of The Journal—It seems inconsistent for one to say he is a Protestant and a native-born American, and in the same breath condemn the measure, to be voted on this fall, the purpose of which is to strengthen and safeguard "our greatest American institution," the public school. The letter of Stephen A. Lowell in The Journal of July 29, states: "The Bible has been substantially driven from the public schools. Are those institutions where the Book of Books still remains now to be destroyed?"

Here Judge Lowell as good as says our public schools have been destroyed, and thereby proves the necessity for the measure he condemns. Does he realize that one of the purposes of the school bill is to put the Bible back into the public schools? Can any Christian American vote no to that?

Judge Lowell says he is a Mason, and then intimates, or implies, that the Masons are against the bill. I am not a Mason, and know nothing about their ways, but I don't believe any one man can speak for that organization on any matter, unofficially. I believe that organization can be depended on to back up such an American institution as our public schools. To allow sects and classes to run private schools is as dangerous to our country as to allow private courts, private police departments, private fire departments, or private postoffices. If this be right, then the I. W. W. and all other radicals must be allowed the same privileges. As well allow private armies and navies.

To my mind, the whole question is boiled down to this: Our American public schools are good enough for all sects and classes who live in America, or they are not good enough. Real, honest-to-God Americans believe them good enough, and if there are enough of such, this school bill will pass. If not, then indeed are the public schools destroyed, as Judge Lowell laments. The bill is purely American and protects the cradle of democracy. Of New York's 7,000,000 population, only 1,000,000 are American born. Oregon is not quite that bad, so we hope this American public school bill will pass.

H. D. N.

Do You Know Who I Am?

From the San Francisco Chronicle

Upon what meat doth this our Ceasar feed.
That he is grown so great? —Shakespeare.

Thinking men and women in this country realize that we as a people are engendering contempt for law through unfair discrimination and woeful laxity in its enforcement. We are developing a class of citizens who make a fetish of special privilege. Under existing conditions "pull," "stand-in," "favor," "exemption," "immunity" and "influence" are the most potent words in our language.

"Do you know who I am?" has become the open sesame. Everywhere one hears it uttered, shamelessly, brazenly, arrogantly, and invariably in connection with special privilege.

"Do you know who I am?"

The implied threat is hurled at the traffic policeman by the violator of city ordinances.

"Do you know who I am?"

The reckless speeder flings the question at the "speed cop" who has stopped him on the highway.

"Do you know who I am?"

The query is thundered at the office-holder who seeks to correct some existing evil.

"Do you know who I am?"

The menace meets the investigator who would uncover graft.

"Do you know who I am?"

The salesgirl is cowed by the words.

"Do you know who I am?"

The street car conductor is intimidated by the speech.

"Do you know who I am?"

The worker is put in his place by fear of losing his job.

"Do you know who I am?"

The hotel clerk must truckle before the portentous words.

"Do you know who I am?"

The judge about to pass sentence hesitates.

So on down the line.

"Do you know who I am?"

Yes, we know who you are. You

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

How many wish-you-were-here post cards have you received this vacation season?

* * *

'Tis said the horse is coming back. But the cows, as immemorially, are not coming home.

* * *

Instead of being the animal that reasons, man is mostly the animal that finds reasons.

* * *

Consequent upon the strike, the coal consumer gets it going and coming, especially coming—across.

* * *

Congress does not move in a mysterious way its blunders to perform; not at all—it's just politics.

* * *

When, in army maneuvers, they get to playing the war game with poison gas, what will the "points" be? Lovely stuff for any save fiends, even in mimicry, isn't it?

* * *

It is cause for congratulation that men as big as Augustus Thomas, Will Hays and Judge Landis can be trusted not to get green-eyed and go out after one another's jobs.

* * *

Orchardists of Marion and Polk counties are to make war on rabbits, it is reported. But we rejoice to be able to assure all the little readers of The Journal that Peter Rabbit does not live in either of those counties; so if he doesn't hop too far off from the dear old briar patch he'll be all right.

SIDELIGHTS

This may be an awful country, but there are people over 80 who have never missed a meal.—Albany Democrat.

* * *

There is little change in politicians—a cheap one is just as cheap as the kind that fretted folks 50 years ago.—Crane American.

* * *

Inasmuch as the militia of 17 states are out to quell the strikes they might practise up a bit by trying to chase the junior Oregon seedsender off his Idaho sheep ranch.—Medford Mail-Tribune.

* * *

Synchronizing the Fordney tariff and ship subsidy is a problem for the president to work out on the golf course. What will the ships carry, save ballast?—Eugene Guard.

* * *

A British Columbia astronomer announces that he has discovered two new suns. Maybe they'll come handy next winter, but just now they're superfluous.—Eugene Register.

* * *

Moneyed people are generally careful buyers. Being thrifty—that's how they became and why they remain wealthy. A man who spends as he goes gathers no interest.—Roseburg News-Review.

* * *

Science has discovered a method for making "gasoline" out of corncobs. If the cobs are used for that purpose we wonder what they will do for the hotel mattresses.—Corvallis Gazette-Times.

MORE OR LESS PERSONAL

Random Observations About Town

William G. Nesmith, who has been visiting in Portland and on the Rickreall, returned yesterday to his summer home on the McKenzie near Blue River. He reports that the prospects are good for a heavy huckleberry crop. He also thinks the young grouse are doing well.

* * *

Prineville, recently visited by a disastrous conflagration, is rising like Phoenix from her ashes. B. W. Johnson of Prineville is among recent arrivals in Portland.

* * *

R. L. Brewster of Brownsville is among the Linn county folk visiting in Portland.

* * *

Mr. and Mrs. F. G. Addison of Independence are among Portland visitors.

* * *

C. J. Edwards, one of Tillamook's prominent citizens, is visiting Portland.

* * *

Charles H. Haines of Bend is rusticating in Portland; also B. Reynolds.

* * *

Thomas W. Clagett of Ontario is among out of town visitors.

* * *

Lucy Robinson is registered at the Imperial, from Lone Rock.

* * *

Among out of town visitors is W. S. Alleman of La Grande.

* * *

F. G. Lucas of Weston is transacting business in Portland.

* * *

G. Hale of Albany is a guest in the city.

* * *

Mr. and Mrs. L. E. Thornton are registered from Junction City.

* * *

Arthur Clarke, an attorney of Corvallis, is in town.

* * *

D. T. Gilson of Bend is an out of town visitor.

* * *

L. E. George and family of Eugene are among late arrivals.

* * *

L. Jean Cochran of Medford is transacting business in Portland.

From Ritter, away up on the middle fork of the John Day river and the postoffice of a well known hot mineral springs resort, have come to Portland L. F. Resing and C. P. Resing, two stockmen.

* * *

W. S. Caverhill, a Grant county rancher living between Ritter and Long creek, and incidentally county commissioner, is in Portland for a few days on business.

* * *

R. A. Shaw, Lief Shaw and S. B. Carter, who raise stock in the Long Creek valley of Grant county, are transacting business in Portland.

* * *

A. J. Magladry of Eugene, nominee for state senator on the Republican ticket, is in Portland viewing the political situation.

* * *

Mr. and Mrs. R. N. Dorr and Ed Baker of Richmond, in the John Day country, are visiting in Portland.

* * *

Mr. and Mrs. George C. Ulrich of Klamath Falls are among out of town visitors.

* * *

Amond stockmen visiting in Portland is S. D. Beach of Paradise, Wallowa county.

* * *

Among a number of visitors from Grant county is Felix A. Johnson of Range.

* * *

H. D. Graves of Roseburg is one of many visitors from the interior of the state.

* * *

M. J. Koltz and son Charles, of Mount Angel, are sojourning in Portland.

* * *

Mr. and Mrs. Claude Giles of Myrtle Point are visiting Portland friends.

* * *

Visiting in Portland and transacting business is L. Maxwell of Wallowa.

* * *

H. P. Whitman of Pendleton is among out of town visitors.

* * *

C. A. Moore of North Powder is among out of town guests.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

First attempts at founding a woolen manufacturing industry in Oregon are narrated by Mr. Lockley, who quotes a participant in those early efforts and adds matter obtained from other sources, to form altogether a story of extraordinary interest.

Among the pioneer residents of Salem whom I remember with pleasure are Captain L. E. Pratt and Captain F. J. Babcock. A day or two ago I visited Mrs. J. H. Haas on North Front street at Salem. Mrs. Haas is a daughter of Captain Pratt. I have known Mrs. Haas and her sister, Mrs. F. J. Babcock, more than 30 years.

Thirty-three years or more ago I was a compositor on the Salem Capital Journal. At that time it was owned by General W. H. Byars and M. L. Chamberlain. That was long before the days of linotypes. The case at which I set type was next to that of Carrie Haas. As I sat on the porch with Carrie Haas' mother we talked of the old days.

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"My father, Captain Lucian E. Pratt, was born at Webster, Mass., in 1824," said Mrs. Haas. My mother's maiden name was Nancy Lawrence. She was born at Pittsfield, Mass. I am the oldest of their six children. I was born October 1, 78 years ago. You remember my brother Billy. He lived at Oregon City. My sister Ida married Captain F. J. Babcock and still lives in Salem.

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"My father was a mechanic. He moved from Massachusetts to Peacedale, R. I., where he was employed as superintendent of a shawl factory. While he was there W. H. Rector of Oregon Territory came to see him to consult him about purchasing woolen mill machinery for a mill they were planning to build at Salem, Or. Father advised him to go to Davis & Ferber at North Andover, Mass., to purchase the machinery. Mr. Rector consulted my father several times about the purchase and finally employed him to select the machinery, pack it and ship it to Oregon around the Horn and come to Oregon by way of the Isthmus of Panama, set it up and run the mill. He reached Oregon June 7, 1857. He superintended the construction of the woolen mill on Boon's island, as North Salem was then called. The mill was ready for the machinery by the time it arrived around the Horn. Father installed the machinery and the mill was ready for operation, but no one in Oregon was familiar with the work. My sister and I had worked in father's shawl factory, so he had us teach the girls to do weaving and tend the machinery. I wove the first woolen blanket ever made in Oregon. This blanket was put up at auction. Joseph Watt, the man most largely responsible for the construction of the woolen mill, bid it in for $250."

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Joseph Watt is really the father of the woolen industry in Oregon. He was born in Ohio and came across the plains to Oregon in 1844. Captain Shaw, one of the emigrants of 1844, had started across the plains, driving 16 head of sheep, intending to use them for food on the way. Buffalo were so abundant that he felt it was unnecessary to kill the sheep, so he drove them through to Oregon. This gave Joseph Watt the idea of bringing sheep to Oregon. Watt went back to Ohio, procured a band of sheep and drove them across the plains to the Willamette valley. He brought with him on this trip a carding machine.

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Not long after Watt's return to Oregon gold was discovered in California, so his plans for getting into the woolen business came to naught. Within the next 10 years his band of sheep had increased to such proportions that he conceived the idea of building a woolen mill and manufacturing blankets and woolen goods in the Willamette valley.

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The first carding machine in Oregon was put up at Albany by E. L. Perham. The following spring, 1855, Barber & Thorpe put up a mill on the La Creole, in Polk county, to card, spin and weave flannel cloth. The following year, 1856, Joseph Watt organized a company and erected a woolen mill at Salem. This, by the by, was the first woolen mill erected in Oregon Territory, or, for that matter, west of the Rocky mountains. William H. Rector was employed as superintendent of construction on account of his mechanical ability. He had made the stamps and dies for the Beaver coin mint at Oregon City. He had also acted as coiner and was one of the partners in the Oregon Exchange company, which made $55,000 worth of 5-dollar and 10-dollar Beaver gold coins.

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"The newly organized woolen mills company soon became involved in financial difficulties," said Mrs. Haas. "Some of the original promoters transferred their interests to others, and the newcomers did not approve the methods of the original company. The mill was mysteriously burned. Some years afterwards a man who died at Salem confessed on his deathbed that he had burned the mill. In 1862 plans were made at Oregon City to build a woolen mill there, utilizing the power of the falls. My father was employed to go East and buy machinery. He went in 1864, selected the machinery, superintended the construction of the mill and installed the machinery at Oregon City. After serving as superintendent for awhile he went on the river, becoming captain of the Fanny Patton.

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"On June 24, when I was 20 years old, I married J. H. Haas. He was a member of the first orchestra and the first brass band in Salem. For many years he was one of the leading watchmakers of Salem. I have three children. My son Frank is a harnessmaker. Carrie married Dr. C. D. Beechler and lives here in Salem. My daughter Ida is a photographer and lives in California. If you will go around and see my sister Ida, who married Captain F. J. Babcock, she can give you a lot of the early day history of Salem. She has three children—Will, Grace and Mamie."

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are a politician, a labor leader, an employer, a public official, a banker, a big business man, a prominent club woman, a social leader, a minister of the gospel, a policeman, a deputy sheriff, a prohibition enforcement agent, an automobile owner, a rich man, a rich man's son, a prize fighter or possibly a bartender. Of if you are not you have some relative or close friend who is.

"Do you know who I am?"

Yes, we know, but we also know that whoever you are, or whatever you are, you stand on an absolute equality with us before the law.

Let's enforce the law without fear or favor.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

Fifteen million pounds of prunes will, it is estimated, be handled through Salem concerns. On a basis of $40 a ton for green prunes the estimate of the value of the crop is $1,250,000 to growers. For dried prunes the growers will receive approximately $1,000,000.

Purchase of 40 acres for a permanent fair ground site has been decided upon by the Klamath county fair board and citizens' committee. The tract selected is owned by Asa Fordyce, two miles south of Klamath Falls. The price asked is $12,000.

Because they considered the business management of the Oregon Hay Growers' Cooperative association at Hermiston unsatisfactory during its first year of operation, 16 members of the association have announced their withdrawal.

W. R. Winans of Hood River, who has just returned from the Lost Lake district, says the huckleberry harvest there will begin about August 15. The long drouth has had no effect on the crop.

Eight fine milk cows belonging to Elmer Raber of Corvallis were killed by arsenic which had been sprinkled over the grass at the side of the track by the railroad company.

The silversides are putting in an appearance in the Columbia river this year much earlier than usual. Trollers operating outside the river are making good catches.

A full time health department has been made possible in Jackson county by the liberal offer of $5580 by the state of Oregon and the Rockefeller Foundation.

Plans and specifications for more than $80,000 worth of improvements on nine Linn county market roads have been approved by the state highway department.

The United Contracting company of Portland has been awarded the contract for the construction of the storage reservoir at Crescent on its bid of $31,811.

A forest road is being laid out on the west side of Crane prairie, Deschutes county. It will connect Lava lake with Davis lake by way of Cultus lake.

The Prouty mill at Warrenton will soon begin operations. At first it will cut only 75,000 feet per day, but later this will be increased to 120,000 feet.

The 18-months-old son of Mr. and Mrs. Jacob H. Frey of Dufur was drowned in an irrigation ditch a short distance from the farm home.

Despite the poor condition of grass this year, the sales of Tillamook cheese in June were $223,000 compared with $181,000 in June last year.

The Lumbermen's Trust company has bought $50,000 worth of Coquille water bonds, paying at the rate of $100.73 per hundred.

WASHINGTON

The department of public works has reecived from the Chewelah Chamber of Commerce protests against the discontinuance of two Great Northern trains between Spokane and Marcys on the ground that it would deprive the town of reasonable mail service and hinder the delivery of milk and cream.

An offer to furnish the cities of Tacoma and Seattle service for their light plants for a consideration to be agreed upon has been made by the Tacoma Railway & Power company. The offer is made as a substitute for the two cities building their own transmission line at a cost of about $150,000.

An unusually large wolf has been killed on the Colville reservation by Hugh McShane, state hunter. The wolf was known to have killed more than 50 sheep this year from various bands.

The office of sanitary inspector will be abolished by the county commissioners of Walla Walla county, the work being taken over by the state board of health.

Contractors for the construction of the new Wallicut hill road in Pacific county have begun operations and plan to finish the work before the rainy season.

Construction of nine miles of railroad along the upper Sauk river, Snoqualmie national forest, has been begun by the Sauk Lumber company of Everett.

Camps have been established on upper Mill creek in Walla Walla county and 50 men are building a road from the present intake to Tiger canyon.

Records of the Walla Walla penitentiary show 1190 convicts on the roll. Of these, however, 444 are on parole, leaving 746 in the institution.

A rattler six feet in length, with 18 rattles, has been killed on the White Salmon-Husum road. The snake was as large as a man's arm.

IDAHO

Unless the Idaho Central railroad shows something definite in the way of constructing a line between Rogerson, Idaho, and Wells, Nevada, the public utilities commission will cancel its certificate of convenience.

Returns on samples of milk from 36 dairies in Boise show 27 within the city requirements and the remaining seven within the state requirements on bacteria content.

John B. Broadbent, Idaho pioneer, is dead after a long illness. He was reputed to be one of the wealthiest men in Boise and was 87 years of age.

Retail coal dealers of the state have been requested by Governor Davis to hold sufficient coal in their bins to supply the threshing needs of the state.

Packing companies near Lewiston will open a school for packers as soon as apples can be obtained, which it is expected will be about August 1.

Twenty Years Ago

From The Journal of August 1, 1902

At a meeting of the park commission, Rev. T. L. Elliot, a member of the commission, raised the question of the commission's authority to grant the Order of Elks the privilege of using the park blocks on Seventh street for carnival purposes.

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New York—According to stories in circulation here today, the coal operators have agreed upon a plan for breaking the anthracite strike by September 1.

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Wenatchee—Harry Tracy, the notorious Oregon outlaw, has turned up again after absence from public view for about a week. Coming out of the Cascade mountains last night, he held up the ferryman at Jenkins ferry and compelled him to take him across the Columbia river.

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Multnomah county paid $7000 yesterday of the second half of its state taxes into the office of the state treasurer at Salem.

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The scarcity of Chinese labor is a condition that is worrying the contractors who furnish several thousands of Celestials every year to the numerous canneries and to hop growers.

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J. B. Yeon, a well known logger on the lower river, with headquarters at Rainier, is in town.

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About 9,000,000 feet of lumber was shipped from the mouth of the Columbia during the month of July just ended.

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As a result of the gambling law being enforced in Portland, the steamer George W. Elder had among her cargo for San Francisco a large number of nickel-in-the-slot machines.

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Seven years ago Herbert C. Hoover of Newberg was graduated from Stanford university. Now he is receiving an annual salary of $25,000. Yesterday he passed through Portland on his way to San Francisco, where he will take passage for London.