

Capital Journal

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GEORGE PUTNAM, Editor and Publisher

The Difference

Some 40 Americans have been kidnapped and held for ransom by bandits in Mexico, so the United States government threatens to send a fleet of warships and an army to secure their speedy release. Serious complications may result as the attitude of the administration is unfriendly to President Obregon, refuses recognition and the president is apparently looking for a excuse for armed intervention in Mexican affairs.

Last week some 40 Americans were ruthlessly massacred in an Illinois coal district, merely for the crime of exercising their constitutional right of earning a living. The dead were frightfully mangled and the wounded atrociously tortured. A coroner's jury places the blame upon the mine-owners for having the temerity to operate without the union's permission, although it was their own property. However there is no outcry from Washington and no move to protect American citizens from barbaric outrage by Americans in America.

Of course it is the province of the local authorities and of state authorities to protect life and safeguard property, but the state of Illinois has done neither. The state has failed to function. With local authority coerced, or factionally controlled, and a governor elected by the worst elements of society, who is himself tainted, what could be expected? What better excuse that the breakdown of local government could there be for federal interference?

We are very anxious to make Mexico, where we have no business, safe for Americans trying to exploit a foreign land, and we are very much concerned over civilizing the Mexicans. Yet Mexico is safer for Americans than parts of Illinois or West Virginia and many other states, inhabited by Americans, and the the Mexicans certainly as much civilized as the Americans guilty of the Illinois outrages.

Auto Gypsies

The auto is responsible for a new class of wanderers, which each year seems to increase in numbers. These are people who have exchanged a home for an auto and the wandering life of a gypsy for that of the fixed abode. They virtually live in their cars or along-side them, and go from place to place as desire or work beckons them. You will meet them each year in the berry fields, orchards and hop-yards of Oregon and the northwest in the summer and fall and in California or the southern states in winter, remaining where they get work and traveling when they cannot.

The auto gypsies are not real gypsies, who by the way have also discarded the picturesque wagon caravan for the more practical auto, but simply those with the pioneer love of adventure or those in whom survives the spirit of the nomad, implanted by countless generations of wandering. Unable financially to gratify the desire for travel in the ordinary way, they have solved the problem with a Ford and the simple equipment necessary for a roaming existence. Life is a perennial picnic and those who are content to put up with the discomforts, escape a lot of drudgery.

Many of these autos are the products of war-time prosperity and their owners are mechanics enough to keep them in repair. Most every auto park has sojourners of this type, the free service given by communities stimulating this class of travel. Frequently the family is a large one, and all will be found busy in the berry fields, amassing earnings sufficient to carry them over many miles of highway in search of other employment. When the auto wears out, presumably the family settles down to earn another and perhaps gets weaned away from the gypsy life.

DISBARMENT CASES TO BE HEARD JULY 10

The supreme court has set the disbarment proceeding instituted against George Estes, Portland attorney, for hearing on Monday, July 10, at 9:30 a. m. Breaking all precedent the court will take direct evidence in this case in-

stead of referring it to a referee. Estes is charged with defrauding clients in sums ranging from \$200 upward.

The case brought by Estes for the disbarment of Albert Ridgeway, secretary of the Multnomah Bar association, is set for argument at the same time. Ridgeway is charged by Estes with subornation of perjury.



SAP AND SALT
BY Bert Moses
Super-salt-in-the-World, Portland, Oregon

Grace in a woman is more beautiful than beauty.

We all try to be somebody; not many of us succeed.


The jingle of silver is a pleasant sound that drowns the voice of truth.

Permitting a small evil to exist often prevents a greater evil.

It will take a much worse word than "strep-tococcus" to stop folks from kissing.

All witnesses lie more or less through vanity, for they always want their testimony to appear important.

Hez Heck Says:
"Fashion seems to fergit that some women has bow-legs"



A DRAMATIC STORY OF LOVE AND ROMANCE

LOVE'S MASQUERADE

By Idah McGlone Gibson

The Wronged Husband

During the reading of the love letter that Claire Adams had written to Harry Glendening at the coroner's inquest Henry Adams, husband of the American Beauty, became so excited that the policeman in charge of him could hardly keep him in his seat.

At its close he shouted: "I'll leave it to any decent husband here whether if he had read a letter like that he would not have started out immediately to kill the man to whom it was written."

"I did start out to find and kill him. I wish I had killed him."

Then, in spite of the efforts of the policeman to restrain him, he rose dramatically from his chair, saying:

"But, O judge: I did not intend to kill Claire. I loved her. But now they won't even let me see her before they put her away forever. She was good—good until he came around with his cursed flattery and blandishment."

Adams broke down and sobbed like a child and Doris wept with him.

Suddenly he seemed to feel her sympathy and, looking up, he addressed himself directly to her.

"I do not know you, lady, but you're a woman and you must know women better than any of the men here. You know, don't you that my wife was tempted beyond her strength. You know, don't you how hard it must have been and what he must have said to her with his lying, smiling lips. You know how a woman that a man has made love him, will go to any length to prove that love."

The words had rushed out in a torrent. No one could stop the man who held out his hands to Doris Glendening as if in supplication and spoke with tears running down his cheeks.

"Stop! Stop!" commanded the officer, but Claire Adams' husband paid not the slightest attention to him. He was bent on vindicating his wife to one of her sex—nothing else mattered to him.

At last the officer made Henry Adams understand that something was wrong. Adams turned to him inquiringly.

Adams turned whiter, if possible, than he was before. He seemed for a moment to shrivel in his chair—then he again rose to his feet. Silence gripped the witnesses to this strange scene.

"By love, he's really a man," whispered Davis to Clavering. "Look, he takes what's coming to him standing."

"I am sorry, lady," began Adams apologetically, "that I did not know you are Glendening now knowing you are Glendening's wife, I cannot take back one word I have said."

The coroner intervened, asking: "Do you know that everything you have said will be used against you?"

"I have only told the truth and you know it as well as I," asserted Adams belligerently.

"Perhaps you have only told the truth, but you have sent yourself to the chair if Glendening dies," admonished his attorney, who had been trying vainly to stop Adams all through his speech.

"I don't want to live. I hope he will die," answered Adams calmly. Then he closed his lips and answered the questions put to him in monosyllables.

Doris regained her composure before the coroner had finished his examination of Adams and he had been led away to the other side of the room. When she was called she answered with surprising calmness.

"Your name?"
"Doris Glendening."
"Wife of Harry Glendening?"
"Yes."
"Are you not divorced from him?"
"No sir."
"Have you applied for one?"
"I did some time ago, but I have

since withdrawn the application." Clavering turned to Davis in surprise, and Davis whispered back: "Yes, I withdrew the petition this morning."
"Did you see your husband on the night of the tragedy?"
"No, sir."
"Then you do not know whether he carried this revolver or not."
"No, sir. I cannot be sure, but I am positive that that is his revolver. I think he probably carried it, as he seldom went out in the evening without it. He had a police permit to carry it since he was held up once or twice a year ago."
"Mrs. Glendening, did you name Mrs. Adams in your petition for divorce?"
"Yes, sir."
"Any other women?"
"No, sir."
"Do you intend living with your husband again, if he recovers?"
Tomorrow—As a Man Thinketh

LIFE NOT ALL MILK AND HONEY FOR THE BIG MEN OF SCREEN

When you see famous stars on the screen or the stage don't get the impression that life for them is all peaches and cream. It is all very fine to hear the plaudits of the audience or to receive complimentary letters from admirers, but it isn't all as easy as it sounds.

Take, for example, the case of Raymond Hitchcock, featured in "The Beauty Shop," a Cosmopolitan-Paramount picture which comes to the Liberty theater today for three days. While this diverting screen version of the musical comedy by Channing Pollock and Rennold Wolf was being made, Mr. Hitchcock arrived at the studio uptown in New York city every morning at 9 o'clock. He donned an ornate uniform that weighed about 20 pounds (it was hot weather, too) and then went to the set where the temperature hovered around the 100 mark.

At 5 o'clock, after a grueling day under intense lights, Mr. Hitchcock removed his make-up and rushed downtown to play his part in Ziegfeld's "Follies." Although he performed a man's size job all day, he had to appear on the stage again. At midnight he left his dressing room and went to his home in Great Neck, L. I., a 45-minute trip by automobile. At 9 o'clock the following morning he was back at the Cosmopolitan studio. On Wednesday and Saturdays he had matinees of the "Follies." Really a stars lot is not a happy one.

In "The Beauty Shop" Mr. Hitchcock re-creates the role of Dr. Arbutus Budd which he assumed in the original musical comedy. Several notables of the stage appear with him, including Billy B. Van, James J. Corbett, Louise Fazenda, the Fairbanks twins, Diana Allen, Montagu Love and Laurence Wheat.

New Corporations.
The Prineville Hotel company of Prineville, Crook county, capitalized at \$100,000, filed articles of incorporation with the state corporation department here Tuesday. The incorporators are C. E. McDowell, W. O. Hall and Palmer L. Fales.

Resolutions of dissolution were filed by the Hopkins & East Leasing company, the Estate Leasing & Development corporation and the Southern Petroleum company, all of Portland.
A certificate filed by the National Timber & Lumber Co. of Portland shows a decrease in capital from \$500,000 to \$100,000.
Service on rural route No. 3 from Tualuma has been ordered increased from three times to six times a week.
Itching diseases can be controlled and cause removed by applying Ballard's Snow Lintment. The relief is prompt and permanent. Three sizes, 50c, 60c and \$1.20 per bottle. Sold by Dan J. Fry. (adv)

Italian Nobleman at Labor Meeting.



Chevalier D'Allesandro

The only titled union man to attend the American Federation of Labor convention at Cincinnati, O., was Chevalier Dominic d'Allesandro. He is president of the National Hod Carriers' and Building Laborers' Union and was knighted by the King of Italy for breaking up the iniquitous "padrone system" under which Italian laborers were held practically in peonage in America.

TRAINMEN RUN FIRE GAUNTLET

Bellingham, Wash., June 29.—John Meyers, engineer, and Magnus Anderson, brakeman, on a logging train of the Samish Bay Logging company, are in a hospital here suffering from severe burns caused when they drove a train of logs through a forest fire near Alger, about 15 miles south of here, late yesterday afternoon. Several other members of the logging camp crew were slightly burned.

The train was cut off from the camp by a fire which sprang up suddenly along the railroad track. Fearing that they would be surrounded, the train crew decided to make a run for the camp. Three bridges were burning as the train passed over them and one collapsed immediately after the last car had gone by. The train was ablaze when it reached the camp.

The fire which for a time threatened the town of Alger, had died down somewhat today.

Another forest fire was reported today to be raging near Hamilton.

Further Reductions In Daily and Week End Round Trip Fares To Portland by the Oregon Electric Ry.

From May 26 to September 30, fares on the Oregon Electric Railway from Salem to Portland and return will be in effect as shown below:

\$2.45, tickets on sale daily, return limit October 31, with stop-overs allowed at any point in either direction.

\$2.05, week-end tickets on sale Friday, Saturday and Sunday, return limit Tuesday following. No stop-overs.

\$2.05, week-end, tickets on sale Friday and Saturday, return limit 15 days from date of sale. No stop-overs.

Round trip tickets at reduced fares to all other points on O. E. Ry., on sale daily, return limit eighth day.

Details supplied on application. J. W. RITCHIE, Agent. O. E. Ry. Adv.

TOMORROW SATURDAY 10 a. m.—1:30 p. m. 10 a. m.—1:30 p. m.—6 p. m. AUCTION

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COQUILLE SEEKS WATER SUPPLY

V. L. Hamilton, mayor of Coquille, Or., has filed with State Engineer Cupper an application for permission to construct a storage reservoir on Rink creek and for the appropriation of the stored water together with water from Rink creek for a municipal supply for the city of Coquille. The cost of the municipal project is estimated at \$40,000.

Other applications covering water rights have been filed with the state engineer as follows:

By Wilson R. Winans of Des, Or., covering the appropriation of water from Lost lake for domestic use, irrigation and power purposes in Hood River county. The cost of the project is given as \$1500.

By Daniel Zehner of Bonita, Or., covering the appropriation of water from Cow creek for irrigation of 43 acres in Malheur county.

By Dan Sward of Baker covering the appropriation of water from Powder river for irrigation of a small tract in Baker county.

By J. J. Hall of Trail covering the appropriation of water from Rogue river for irrigation of 12 acres in Jackson county.

By Mrs. George Phelps of Narts covering the appropriation of water from an unnamed stream for domestic water supply in Tillamook county at a cost of approximately \$900.

By Lester R. Campbell of Hillsboro covering the appropriation of water from McFee creek, a tributary of Tualatin river for irrigation of 12 acres in Washington county.

By A. H. Peabody of Crow covering the appropriation of water from Panther creek for irrigation of 30 acres in Lane county.

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IMPORTANT CHANGES In Train Schedules Effective Sunday, July 2nd

No important changes in trains not shown
MAIN LINE
Train 18 for Portland leaves Salem 1:32 p. m. Arrives Portland 3:55 p. m.
Train 27 extended to Salem, leaves Portland 5:00 p. m. Arrive Salem 7:05 p. m.

BRANCH LINES
ALBANY, LEBANON, SALEM:
Trains 61 and 62 will operate between Albany and Salem via Lebanon and Geer on following schedule:
Leave Albany 6:20 a. m.—Lebanon 7:00 a. m.—Arrives Salem 8:50 a. m.
Leave Salem 3:45 p. m.—Lebanon 5:36 p. m.—Arrive Albany 6:09 p. m.

WOODBURN, SILVERTON, SALEM:
Motor car service will be operated as follows:

Lv. Woodburn	7:35 a.m.	9:30 a.m.	8:10 p.m.	6:35 p.m.	
Mt. Angel	7:55	9:50	8:25	6:54	
Silvertown	8:00	10:00	8:40	7:05	
Geer	8:20	10:21	m 4:05		
Ar. Salem		10:40			
Lv. Salem			1:05	3:45	
Geer			1:19	4:10	
Ar. Silvertown			8:55	1:29	4:31
Lv. Silvertown	6:50	8:55			
Mt. Angel	7:00	9:06	1:49	5:55	
Ar. Woodburn	7:20	9:25	2:07	6:15	

* Connects with No. 16 from San Francisco enroute Portland.
* Connects with No. 62 from Albany enroute Salem.
* Connects with No. 17 from Portland enroute Roseburg.
* Connects with No. 61 from Salem enroute Albany.
Minor changes will be made in service on Mill City, Tillamook and Coos Bay Lines.
For further particulars ask agents or secure copy of new time tables.

Southern Pacific Lines

JOHN M. SCOTT, General Passenger Agent

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