

Ancient Timepieces Revived at Lebanon

LEBANON—The clocks of Linn county's first settlers contribute their part to the history of the area as time marches into 1954. Many of the mechanisms have been ticking away the years in obscure parts of the county for more than 100 years.

Rex Peery, 1773 Franklin street, Lebanon, is a member of one of Linn county's oldest families and an authority on early clocks. He has set many of the discarded timepieces running again after years of disuse, and in addition to his clock craft has recorded the history of each as related by descendants of the families that treasured them.

Though always alert to the back ground of old clocks, Rex Peery knows little about his own timepiece, given to him by Frank Smith shortly before his death in 1940. For years it occupied a corner in the Smith blacksmith shop near Salt Lake school, but it is a real antique, Peery discovered when he began to clean and repair it.

Its calendar mechanism consists of a mass of rolls similar to an automobile's speedometer, but much more complicated. The calendar device is operated by a disc on the center post to which is connected a wire. As the clock's center post revolves, it raises a weight connected to the lower end of the wire in a slot on the back of the calendar mechanism.

When the weight is raised to its highest point, midnight, the wire trips off the disc, causing the weight to drop and work the calendar mechanism. This loud crash coming at the last stroke of 12 does not make it a popular timepiece for light sleepers.

The clock is constructed of hard wood with a reddish tinge resembling rosewood. It came to Smith through his grandfather, John J. Crabtree, who settled on a donation land claim near Seio in 1843.

Linked to the gay 90's is the ornate Seth Thomas eight-day spring clock owned by Clara Cawse. It may be seen at her home near Providence church. Cased with heavy brass plates is its train of gears. The count wheel and count level sits back of the plates outside the mechanism—a feature not commonly found in early clocks.

This fancy timepiece cased in heavy cast bronze, used to sit on a shelf behind the bar in the Esmeralda hotel in Goldfield, Nev., during years of 30,000 population when fabulous gold strikes yielded \$120,000,000.

A small part of the upper right casting is missing and a bullet crease shows that it was shot away when flying bullets in boomtown bars were almost nightly occurrences.

In 1856, John W. Gaines, one of Linn's earliest settlers, sent to Montgomery-Ward in Chicago for calendar clocks which cost \$8 each. They were presents for his three sons, Frank, Art, and Alvis Gaines and one daughter of his first wife, Mrs. John (Eva) Davenport.

After the death of John and Eva Davenport, their son Wayne fell heir to their clock and it now keeps correct time in the Davenport home at 520 West Sherman street.

Of special note is the fact that it has run for 67 years without oiling or repair of any kind. The calendar has never missed recording the years, including leap year, the days of the month and days of the week.

The Davenport clock is spring driven and the original springs still drive the mechanism which is not worn to any extent.

A classic example of pioneer clock craft is the Terry timepiece owned by Mrs. Samamda Haight. It occupies a shelf in the first frame house built in Linn county, 1846, near Knox Butte. The Knox family for whom the butte is named were early comers. They followed the example of few who came ahead of them, rafting down the Columbia river to Portland and up the Willamette to the butte area.

Mrs. Haight's clock is one of the patents of Eli Terry, an early clock maker. History relates that he and his helpers made a few clocks by hand, whereupon Eli mounted his horse and with clocks dangling from the saddle rode through the country selling them to farmers of the eastern seaboard.

William Cyrus left Missouri by ox team bound for Oregon in 1847. Three wagons were piled with the family's worldly possessions as they joined the wagon train, heading west. Among their treasures was a clock, safely tucked in a feather bed.

This clock ticked away the hours in a log cabin on their donation land claim near Seio until the new house was built a few years later.

In 1888 Pioneer Cyrus had a farm sale and this clock was purchased by Seth Rockwell for a small sum. In 1924, his son John Rockwell, gave the timepiece to Effie Peery of Lebanon who is a granddaughter of William Cyrus. It is now in Mrs. Peery's Grant street home ticking off the minutes as efficiently as any modern clock.

An ornate and beautifully carved clock is the property of Myra Davenport, 520 West Sherman street. It is an eight-day spring driven timepiece manufactured by the Gilbert Clock company and is equipped with an alarm system that would arouse the dead.

Manufactured prior to 1900, the case is of solid eastern oak and the ornaments are apparently hand tooled.

During the late 1900's Mrs. Davenport boarded a group of timber cruisers for 25 cents per meal and from her earnings purchased the clock for \$2.75 from J. C. Hardin's general merchandise store in Lacombe.

The Hardin store stocked everything from horse shoe nails to long underwear and was one of the famous pioneer stores serving a wide countryside. It was located on the corner just east of the present home of Wayne Downing, Linn county commissioner.

Josslin's Hat Hurlled in Ring

PORTLAND (AP) — W. L. (Les) Josslin said here Wednesday he is considering filing as a Democratic candidate for governor.

Josslin, an attorney, is a former Democratic state chairman and was administrative assistant to the state's last Democratic governor, Charles H. Martin.

Josslin said, however, that if some other "good" Democrat decides to run, he will not be a candidate. Among those listed in this category were Atty. Gen. Robert Thornton, State Senators Richard L. Neuberger and Robert D. Holmes and Joseph Carson, former Portland mayor.

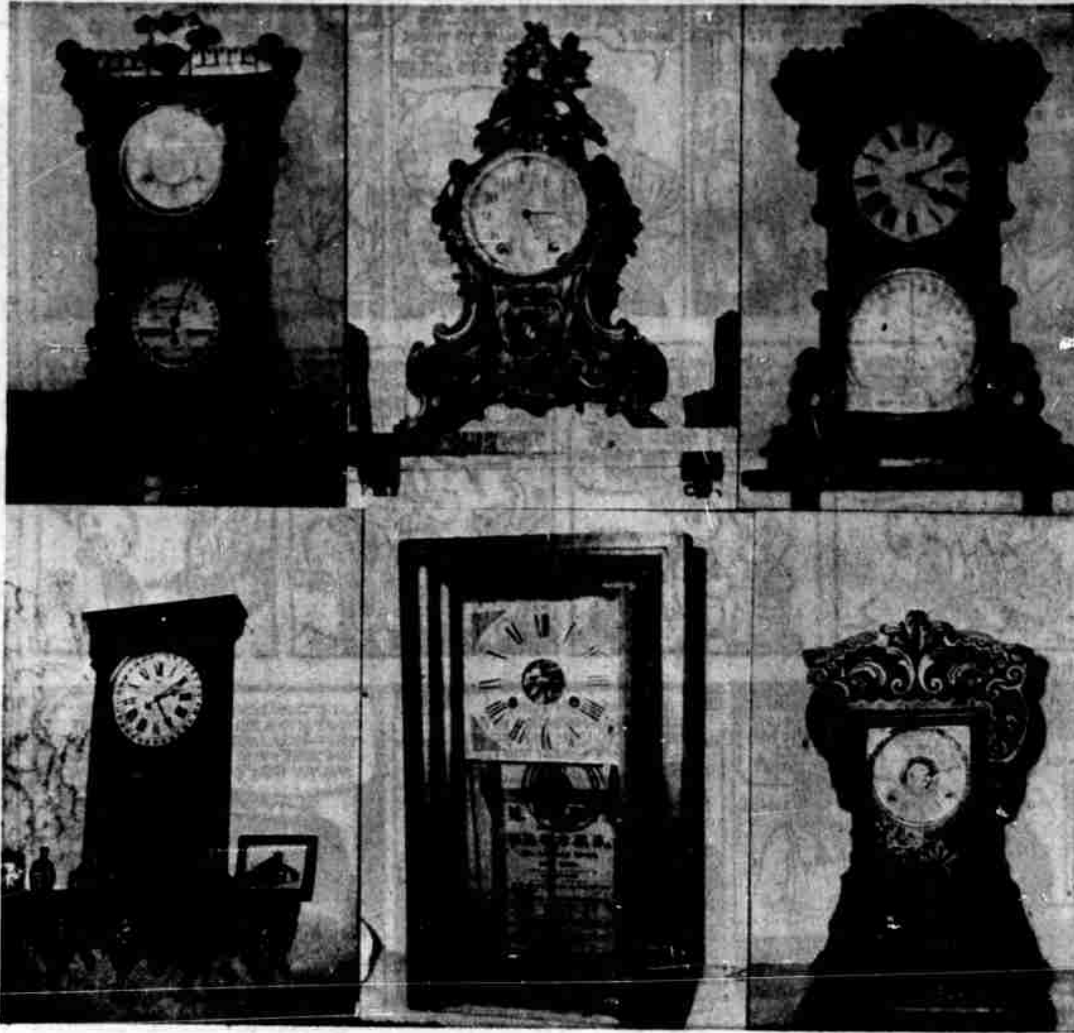
Josslin said he does not believe Gov. Paul L. Patterson and Secretary of State Earl T. Newby, the governor's leading opponent for the Republican nomination, will campaign on issues important to the state.

He said the governor has never declared himself in the controversy over whether the federal government or the Idaho Power Co. should develop power at Hells Canyon on the Snake River. Josslin favors a big federal dam at Hells Canyon and said the issue is vitally important to the state.

Wiley Smith, Portland, Multnomah county assessor, is the only Democrat yet to declare his candidacy for governor.

FIREMEN ELECT
ALBANY—Eugene Richardson was elected president of the Albany Volunteer Firemen's association, Chief Don Hayne

PIONEER CLOCKS STILL TELL TIME AT LEBANON



Dairymen Urged to Drink More Milk

WORCESTER, Mass. (AP)—Joseph T. Brown, Plymouth County agricultural agent, gave dairy farmers a hint last night on how they could help reduce milk surpluses.

Addressing the 37th annual union agricultural meeting, he said: "The dairy farmers could help by drinking a little more milk. I couldn't help noticing that there was no milk served at the Purebred Dairy Assn. luncheon today."

announced Tuesday. Other officers selected for 1954 are Wes Adair, vice president; Daniel Boteler, secretary, and Harry Warner and Leonard Jewell, executive committee.

LEBANON—Old clocks of pioneer days still are ticking off the seconds in many Linn county homes. Above are shown six famous clocks, some more than 100 years old. At top left, clock owned by Rex Peery whose hobby is repairing old timepieces. Top center, clock owned by Mrs. Clara Cawse, an ornate Seth Thomas eight-day clock; top right, clock owned by Wayne Davenport, purchased from Montgomery Ward, Chicago, cost \$8; lower left, antique Terry clock acquired by relatives of Mrs. Samamda Haight in 1860; lower center; William Cyrus clock now owned by Mrs. Effie Peery, granddaughter; lower right, Myra Davenport clock, purchased for \$2.75 in the 1900s from the J. C. Hardin general store at Lacombe.

State Department Through With Clark

WASHINGTON (AP) — The State Department indicated Wednesday it will wash its hands of William L. Clark, ousted chief justice of the U. S. courts in Germany, at midnight Thursday.

Clark arrived in New York Tuesday still protesting his recall and suspension by the State Department.

Henry Suydam, department press officer, was asked at his news conference Wednesday whether Clark would report to Washington for consultation.

"The department has not heard from Judge Clark," Suydam replied. "His appointment as a foreign service officer expires at midnight Thursday night."

Oregon Traffic Deaths Show Decrease in 1953

By PAUL W. HARVEY JR.

SALEM (AP) — Oregon's traffic safety authorities can't figure out why Oregon is among the top ranking states in reducing its traffic death toll in 1953.

They give the credit to Lady Luck, and keep their fingers crossed in hopes that the good record might continue.

They say there might be some other factors, but they can't prove it.

Oregon's 19.5 per cent reduction in traffic deaths in 1953 is either the best or second best record in the country.

While the number of deaths declined sharply, the number of accidents dropped off only slightly and the number of injured persons increased. This makes traffic safety men feel that the hand of fate helped hold down the death rate.

There were 460 traffic deaths in 1952, and 370 in 1953. But Secretary of State Earl T. Newby's traffic safety division isn't crowing about it. The division would just like to know how it was done.

The lowest post-war total was 356 in 1949, and the safety men felt soared to 427.

The traffic safety men say 1954 could be a very bad year, and that's why they aren't bragging about 1953.

In 1953, the traffic death rate was running about normal until June 1. Then it took a nosedive for the rest of the year. In the last seven months, the death toll was down from 315 to 219, compared with the same seven months of 1952.

Jim Banks, assistant traffic safety director, says there wasn't any increased enforcement or education that could have caused the drop.

Could weather have been a cause? Possibly. The fall of 1953 was warm and dry, and the fall of 1952 was wet. Maybe people drive more carefully in wet weather.

Could there have been better enforcement? Maybe. The state police added 50 more traffic officers, making a total of 221. However, these officers weren't in the field until last Oct. 1.

Was there better traffic safety education? Probably. Banks and his staff did about the same amount of work as they did in

1952. But Banks says that the 1953 safety drives sponsored by civic organizations, radio stations and newspapers could be a contributing factor.

Is it a national trend? No. The national traffic death totals are up about one percent.

So Banks and State Police Supt. H. G. Maitson credit the reduction to plain luck.

The total number of accidents in the first 10 months of the year was 54,128, a decrease of about 2,500. And the number of persons injured in that period was 12,216, an increase of about 200 over the same period of 1952.

So those figures can't explain the reduced death toll, either.

Oregon officials have kept their eyes on Washington State during November and December, when that state had a traffic enforcement drive.

Washington had a 42.7 per cent reduction in its death rate in those two months, compared with the same period in 1952.

But Oregon, without any special enforcement drive, had an even larger reduction—45.7 per cent.

Before the drive started, Gov. L. Patterson said Oregon would not increase its enforcement, so Oregon figures could be used to help determine if Washington's drive was successful.

Maitson said his Oregon State police never have had a special enforcement drive.

"We do concentrate our efforts on the highways during critical periods, such as on holidays. That is the principle of selective enforcement," Maitson said.

Speed generally is considered to be a big factor in fatal accidents. The faster a car goes, the less chance a passenger has of surviving an accident.

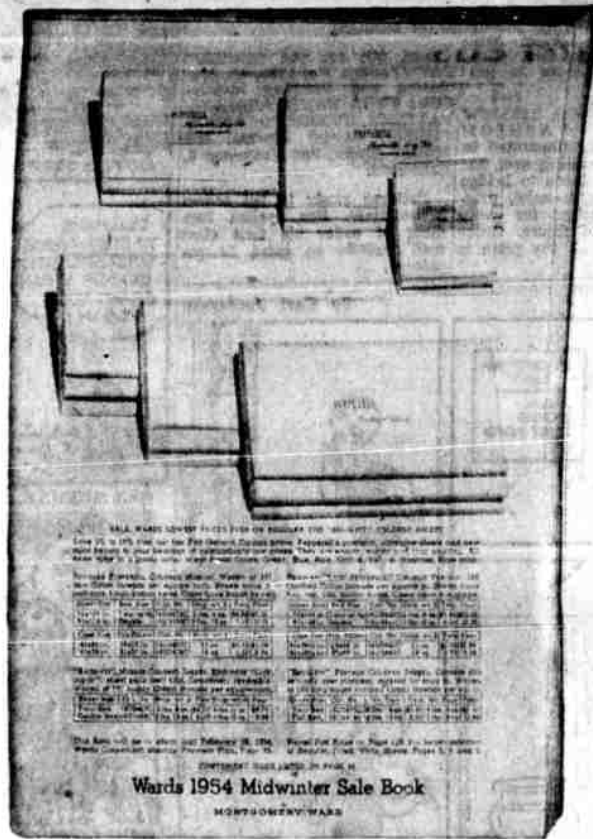
In Oregon, however, of the 27 persons killed during November, speed was considered a factor in only two of the deaths.

In those two accidents, one driver was going so fast he couldn't make a curve. In the other, the fast driver was on the wrong side of the road.

So the police say there are many angles besides speed. But just what the answer is, the traffic safety men would like to know.

ONE TOO MANY
GREENWICH, Conn. (UP)—Election officials had some untangling to do after Rocco Strazza won as a write-in candidate. Two persons with that name live in the same voting district on the same street.

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