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Hort R. Greer Editor George Madden Green Business Manager

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SALVING OLD ROADS

That salvaging old roads is rapidly gaining in public favor is evidenced by the number of engineering and technical articles that are being written on the subject showing the advantage of using well packed gravel and macadam highways as the base for an asphaltic concrete wearing surface.

At the recent meeting of highway engineers and paying experts at Louisville, Kentucky, this subject was discussed extensively and resolutions were adopted urging those units of government which have charge of highway construction to conserve the salvage value of the country's large mileage of gravel and macadam roads by proper resurfacing.

The conference also urged as remedies for relieving the serious traffic conditions that are beginning to manifest themselves on trunk line highways, widening of pavements, elimination of grade crossings wherever possible, widening and super-elevating at curves, extension of the range of vision at road intersections, rigid licensing and control of motor vehicle traffic and a thorough system of highway policing.

Two most important matters were left out of these resolutions: First, that grading of highways should extend from fence to fence wherever possible, thus eliminating deep side ditches along the roads which are a prolific source of accidents and, second, that strict examination should be required before a driver's license is issued.

REFORM BY BUSINESS MEN

There is an old gag in a popular song: "For everything wrong beneath the sun, I'll make a law to stop it."

This is the season of the year when would-be political reformers advocate a multiplicity of state and national laws to remedy imperfections in trade and industry.

There is still a large number of people who believe that the remedy for defects and abuses and dishonesty in the business world is the enactment of more and still more legislation.

Thus it comes about that Congress and the 48 state legislatures and thousands of city governments design measures to control and regulate railways, public utilities and big industries.

The wonder is that with all these onslaughts in the past, it has been possible for large industrial and public service organizations to exist, to say nothing about their ability to make profits and enlist new capital for extensions.

As usual, many novelties and experiments are proposed this month of the year that the Romans dignified with the God Januarius, a figure facing both ways.

About five new cabinet positions with prospective employment for 100,000 officials and hundreds of new state boards and commissions, also employing taxeaters galore, are proposed with the magic formula "Be it enacted, etc."

The people can only pray that most of these propositions will be defeated and that steady principles of self reliance and common sense may prevail in their stead. We can never improve on the maxim of Thomas Jefferson that an intelligent commonwealth is governed the best when it is governed the least.

A QUESTION TO CONSIDER

A recent report of the Department of Agriculture says:

"Shortage in the farm labor supply has compelled southern planters to rely more than ever on the tenant system of plantation operation.

"In ninety-three typical plantation counties specially studied by the Department, about half of the improved farm land in 1920 was worked by tenants while the other half was about evenly divided between wage hands and croppers."

Whenever the common labor supply or immigration is mentioned, the subject is immediately clouded by political argument. It is deserving of consideration, however from other angles.

The sons and daughters and grandsons and granddaughters of immigrants to this country in most instances will not do the rough work done by their parents and grandparents. They want to hire somebody. It is the same on the farm or in the factory. The younger generation does not wish to handle the plow, milk the cows, tan the leather or dig the ore which laid the foundations for

many an American fortune.

Do we not need a liberal supply of sturdy immigrants each year who will do the rough work which must precede the finished product if this nation maintains its supremacy as an agricultural and manufacturing nation?

WINTER BUILDING URGED BY HOOVER

Prefacing a book, published this fall on "Seasonal Operation in the Construction Industries," Secretary Herbert Hoover points out that "the ebb and flow in the demand for construction, seasonally and between different years, to a large degree affect our economic stability."

When, summarizing the findings of a committee of the President's conference on unemployment, he states: "Bad weather is not the principal cause of seasonal idleness. Customs which become fixed when builders had not yet learned how to cope with adverse weather conditions have not been changed to meet improvements in building materials, the development of new equipment, and innovations in management methods. For most types of construction it now is possible to build the year round in all parts of the United States."

Secretary Hoover and the committee charge materials manufacturers and dealers, as well as architects, engineers and contractors, with the responsibility of "obtaining the co-operation of building owners and the public" in evening up the flow of construction activity.

AMERICAN SYSTEM BEST

Travelers from abroad are in accord in their statements to the effect that in no country is telephone service found which can be compared with the United States.

New York City calls over 6,000,000 times a day—more calls than are placed in all of Great Britain.

Boston has twice as many telephones as Paris. And so on through the list of cities in the United States.

There are eight states in our forty-eight states which have more telephones than the entire Republic of France.

This has all been brought about by private initiative and enterprise which is just the reverse of government ownership as in vogue in Europe, when it comes to giving service to the public.

Pioneering in Southern Oregon by C. B. Watson

The people of Jacksonville and Yreka became greatly exercised in the summer of 1852 in regard to the dangers menacing the immigrants who were on their way over the Southern route by the way of Clear and Tule lakes, in considerable numbers, from Fort Hall. The Modocs and Putes, over whose country they had to pass, had always been hostile and the advance caravans of immigrants that year were reporting them as very annoying and threatening. During the previous year the settlers had lost many horses by the thefts of the Indians, some of which had been recovered by Ben Wright with a small company of miners who had pursued them. Wright, who came to be known as Captain Wright was a very notable figure and took a very large part in the Indian troubles in Northern California and Southern Oregon.

As an Indian fighter he divided honors with Kit Carson and other celebrated men in that line. Very much has been said and written about him, much of praise and much of criticism have been bestowed upon him because of his success and his methods, as a great Indian fighter. It is said that he was the son of Quaker parents; but the peaceful tenets of that sect were wholly disregarded by him. He possessed a superabundance of the spirit of adventure, and as reckless and foolhardy disposition as ever endowed any man. After having lived with and fought Indians for many years we see him returning from his Indian campaigns with horses that had been stolen from the miners, while his person and saddle were decorated with Indian scalps in true savage fashion. In fact he looked and lived the part of a savage; had a squaw for a wife; wore his hair long, black and glossy falling to his belt, dressed in buck-skin and ornamented to look the part of an Indian as closely as possible. He assumed the Indian manners and methods of war-fare; practicing treachery and strategy, and scalped and mutilated his victims in true Indian style. With his own people, white people, he was always true and honorable, though he sought and associated with the lowest to be found around the mining camps. The Indians feared him and those of them who came into blood contact with him rated him the greatest warrior living. Considering the occasions, and the character of the savage, bloodthirsty tribes surrounding these new settlements, he seems to have been just the man for the emergency. He never feared anything and always held that the only way to fight Indians was to adopt their own warfare and make them fear you. His motto was, "No Indian is good while he is alive."

Early in the summer of 1852 a letter was received from immigrants then on the way by the Southern route asking the people of Yreka to send supplies to meet them, or great suffering would ensue. Responding to this appeal a company was organized with Captain Charles McDermott in charge with supplies bountifully supplied by the people of Yreka with which they promptly set out for Lost river, which they crossed and after passing Tule lake they met a party traveling with a pack train crossing the plains. McDermott continued eastwardly while the pack train party continued their journey toward Yreka. When this pack-train party reached "Bloody Point" near the east shore of Tule lake they were attacked by a party of savages that were lying in wait among the rye-grass and tule that grew rankly along the marshy margin of the lake. The attack was at short range and all of the party except one man was killed. This man whose name is given as Coffin, cut a pack from a horse and mounting it escaped and reaching Yreka gave the alarm. Bloody Point is at the end of a basaltic ridge that descends from the high rocky plain toward the lake near its eastern shore, over which the immigrants had to come. Lost river enters Tule lake several miles further west, coming from the northwest. The road toward Yreka continues westerly around the southern shore of the Lower Klamath lake, thence westerly across Butte valley that is separated from Shasta valley by a mountain range, which having crossed the road continues westerly about fifteen miles more to Yreka.

When Coffin arrived with his information of the massacre of his party, the excitement about Yreka was intense. Ben Wright was sent for and with a company of twenty-seven men hurriedly enlisted to serve under

him. They were equipped by the people and hurriedly started forth on their double errand, to protect the approaching immigrant trains and to punish the bloody fiends that lay in wait for them. The savages having succeeded so easily with the pack train company, planned to massacre the approaching trains and do their bloody work before the avengers should arrive, or warning be given. McDermott being ignorant of the tragedy behind him had continued on, meeting two trains near Black Rock, for whose guidance he detailed three men, John Ousley, Thomas H. Coats and James Long. At about the last of August the trains camped at Clear lake, only a few miles east of Bloody Point and the next day the three guides rode on in advance to select a good nooning place. One of the trains had been delayed to make some repairs while the others proceeded on their journey. The leading part of the train contained thirty men, one woman and a boy. As they came over the divide they saw the Indians about Bloody Point, while the guides, not being notified, were riding into danger. As they disappeared around the point they were butchered without notice by the Indians hidden in the rye-grass and tules. The men with the train having discovered the Indians and divined their purpose divided themselves into a front and rear guard and kept the savages at bay until they reached the flat. Here they made a barricade of their wagons and retired into the shelter and managed to keep the savages off until noon the next day, when the Modocs drew off to attack the other train which was coming up. The party with this last train being more judicious drove over the hill and thus avoided the ambush and succeeded in joining the others within their barricade of wagons.

That afternoon Ben Wright and his company arrived on the scene taking the Indians completely by surprise and, without stopping to confer with the beleaguered immigrants, he charged the terrified Modocs furiously, driving them into the swamp among the tules and into the lake, and plunging in after them attempted to cut them off from their boats. The savages were panic stricken and scarcely made any effort to defend themselves and were mingled among Wright's men in confusion and were killed almost without resistance. The flight and fight raged along the lake-shore in the greatest confusion. The volunteers shot and cut with as great a ferocity as the demonical devils would have done if attacking a shelterless train of victims themselves. Whatever might be said against such ferocity was not applicable in this case, for the victims massacred in the pack train such a short time ago were scattered about where the savages had left them mutilated beyond recognition, and here they were caught red-handed in the business of massacre of the trains they had just attacked. The Indians sought to reach their boats and gain the island from which they were prepared to make a foray upon every unprotected train that came in sight. Only a few succeeded in reaching the island and it is reported that from twenty to forty were killed outright and it is thought that many were lost in the tule swamp, where, perhaps they died of their wounds. Wright's men suffered no casualties. The timely arrival of Captain Wright saved this caravan from massacre and mutilation, which was inevitable, otherwise.

The news of the massacre of the pack train soon reached Jacksonville and with the information that a large immigrant train was on its way over the same route great excitement prevailed. A company under Captain Ross was fitted out with the greatest expedition and started for Lost river. Wright got in ahead of them with the result above set forth. The consternation of the bloodthirsty Modocs and Putes may well be imagined. On Ross' arrival, he and Wright conferred and in the assumption that other outrages had been committed and not reported, they began their search with the result that, within a few days they found the bodies of thirty-six; Wright found and buried twenty-two and Ross found and buried fourteen. They were all horribly mutilated and disfigured beyond recognition. Among them were several women and children. The evidence was that a whole train had been exterminated. Portions of wagons were found. Camp utensils, fire-arms, clothing, money and other articles. The vicinity was properly designated "Bloody Point" and is so called to this day.

(To be Continued)

U S-JAPANESE WAR FORESEEN BY CLAIRVOINT

PARIS, Jan. 13. — Better times are in store for the world in general, and for the United States in particular, during 1925, prophesies Professor Raymond, France's leading clairvoyant, in L'Intransigeant. This good fortune will not continue indefinitely, however, according to the professor, who foresees an American-Japanese war between the years of 1942 and 1950.

"Commerce between America and Europe will continue to improve until it reaches an especially high mark in 1927," declares Professor Raymond. "In a short time President Coolidge will take the initiative of proposing to American bankers that they call an international conference for the purpose of restoring the finances of countries suffering from depreciated currencies. "The French franc will not be stabilized before 1927, and during the coming year it will go as low as twenty two francs to the dollar. French taxation will be

increased during 1925, but in the following year it will be reduced as a result of new arrangements with Germany.

"Herriot soon will be forced to resign and will be succeeded by a Caillaux-Briand Government, which will establish closer work-

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ing relations with Germany. A war of revenge from Germany is not to be feared; on the contrary, France and Germany will be drawn closer and closer together, important steps in this direction being taken in 1934.

"The interrelated debts will be settled on a commercial basis which will wipe them off the state, without their being felt in any way as a burden, so far as France is concerned. "The Franco-German treaties, which will bring harmony on the Rhine, will be approved and guaranteed by the United States.

"There is no fear of a restoration of the Hohenzollern monarchy, although Bavaria soon will become an autonomous kingdom, ruled by the Wittelsbach dynasty. Bavaria will act as a moderating influence on the extremist parties in Prussia.

"Russia will enter the League of Nations in 1926, after the Soviet chiefs have concluded favorable commercial treaties with France, Germany, Italy and England. The extremist party in Russia will become more reasonable and will accept the bourgeoisie and allow private ownership of property.

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"Spain will continue to have trouble in Morocco and will finally cede a part of her North African zone to France. This arrangement will be approved by the League of Nations. England will exact certain commercial concessions in exchange for her approval.

Y.M.C.A. OFFICIAL IN CONFERENCE HERE

A. E. Yount, boy's work secretary for the Y. M. C. A. for Oregon and Idaho was in Ashland yesterday conferring with the local officials. He stated that the older boys' conference will be held in Roseburg January 16-18 inclusive. This conference is sponsored by the Y. M. C. A.

C. V. Howell, local Y. M. C. A. secretary has reported that he expects a large delegation from Ashland to attend the meeting.

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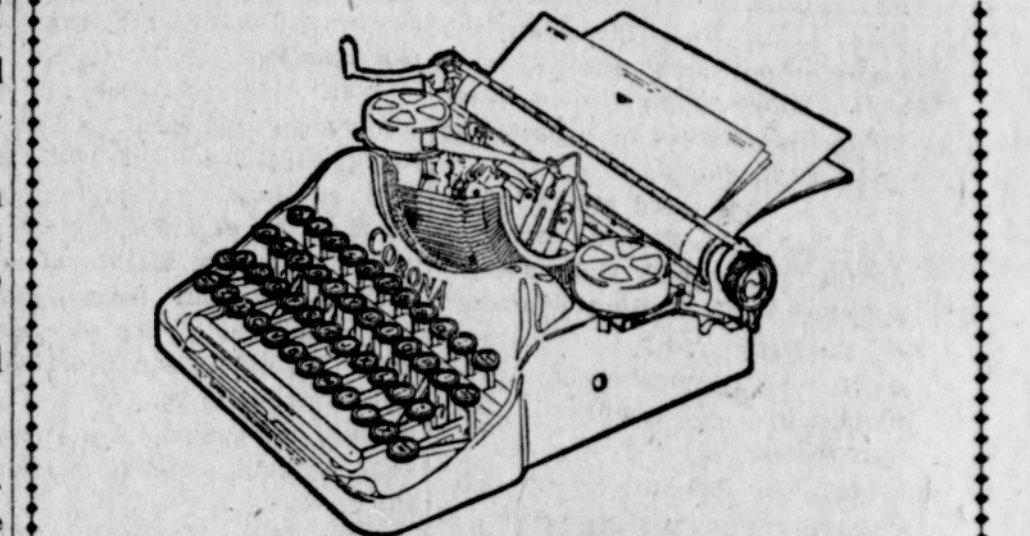
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