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EMANCIPATE OREGON

BIGGEST, BRAINIEST MEN OF PORTLAND BEHIND THE GUNS

SPORT OF THE STORM

SCHOONER ESTHER BUHNE WAVE SWEEP

[United Press Leased Wire.]
Port Townsend, Wash., Feb. 12.—With sails torn to ribbons and with gear gnarled and twisted, the American three-masted schooner Esther Buhne, Captain Andrew Olson, is at anchor here, the most battered vessel of the Pacific sailing fleet to enter Puget Sound this year.
Bound from San Pedro to Coos Bay, Oregon, after 43 days battling

with the gale, an entrance to the Straits of San Juan de Fuca was accomplished, only after an improvised jury rig had been set.
Captain Olson stated today that the voyage was the most remarkable he ever made, and how all hands escaped being lost is a mystery to him. The schooner was bound on a voyage that usually takes 12 days. Provisions for only a few days more than this were taken on board at San Pedro, and for nearly a month the crew has been subsisting on short rations.
"We encountered heavy southerly winds almost from the hour of leaving San Pedro," said Captain Olson. "The worst weather was encountered just south of Coos Bay. Almost without warning there arose storms that required every attention to keep from going over. The weather was the most extraordinary in variety I have ever encountered. Gales of terrific force were frequent, subsiding quickly into dead calms. Under such conditions it was found impossible to enter any port. We were buffeted 600 miles along the coast, the greater part of the distance with sails so damaged that there was no hope, had we been blown upon a lee shore."

FREE OREGON FROM FURTHER DOMINATION OF WALL STREET PARALYSIS THAT BLOCKS DEVELOPMENT OF THE GREAT CENTRAL PORTIONS OF THE STATE

"Strike off the shackles from the great undeveloped interior of Oregon."
"Amend the Constitution and emancipate Oregon from the slavery of monopoly."
That was the cry of the United business interests of Portland before the Oregon legislature.
A railroad from Boise through Central Oregon to Coos Bay was the slogan of those who control the commercial destinies of the metropolis of the Northwest.
Chairman Campbell of the legislative delegation invited the leaders to remain over last night and help frame up the amendment to the constitution necessary to liberate Oregon.
It is now up to the legislature to put through the amendment to the Constitution to be submitted to the people at the next election.
It is now up to the legislature to pass the McArthur bill under which a commission of nine of the strongest men of Oregon will go to work to unlock central Oregon and open a way across the state to the Pacific ocean.
Action by the legislature will be followed by four sessions of the Oregon and Idaho Development Congress, beginning at Boise February 26-27, followed at Ontario, La Grande and Burns.

Delegation From Portland.

- William MacMaster,
- W. B. Ayer,
- Herman Wittenberg,
- A. H. Devers,
- C. E. S. Wood,
- J. N. Teal,
- Henry Hahn,
- M. G. Munly,
- C. F. Adams,
- Ed Ehrman,
- J. A. Keating,
- William Hanley,
- F. S. Stanley,
- A. M. Drake,
- C. S. Jackson,
- C. W. Hodson.

The legislative hearing was held in room three first floor of the State House and many legislators were present.

Straight Talks from Big Men.

Mr. MacMaster presented the delegation from the Portland Chamber of Commerce. Chairman Campbell of the committee on resolutions called up the resolution to amend the constitution to enable the state to aid and encourage the construction of railroads.
Col. C. E. S. Wood pointed to a big wall map to show that Eastern Washington was criss-crossed with railroads, and filled with big cities, while Eastern Oregon was a desert. Three-fourths of the state was practically undeveloped. Harriman would not build. Portland had not enough capital. The state alone could act. Portland capitalists, manufacturers and business men, the Grango and the farmers generally were back of this movement. He read from the book on railroads by Governor Larrabee, of Iowa, to show that state-aided and state-controlled railroads were practical, were profitable and successful. It made a tremendous impression on the large audience. The people had the same credit and resources that Harriman had, and could use it with tremendous force if they wanted to, and that was what they were now up against.

Henry Wittenberg spoke for the manufacturers and business men of Portland. They wanted markets, and this battle was the battle for self-preservation. How many times had they been handed splendid promises. At the present rate of construction our children not our children's chil-

dren will see a railroad into Coos Bay. Any partnership with Harriman in Central Oregon was hopeless of results. He proposed that the people of this state help themselves. Harriman's representatives pretended that they would hurt Portland trade if they built railroads where they were projected. Help us to help ourselves. Here is a country of 45,000 square miles, rich in every resource, but shut out of the markets of the world.

Henry Hahn, the wholesale grocer, spoke for the Chamber of Commerce. His traveling men go into every county of three states and report need of railroads. More than 12 years ago the O. R. & N. began to promise railroad extensions, but not one had materialized. The only line—the Shaniko branch—was not built by Harriman, but bought by him after it was found to be profitable. Harriman had plenty of money to obstruct, but none to construct. Keep out of my preserves, says Harriman. My preserves are Eastern and Central and Southeastern Oregon. I spend nothing in Oregon. I only collect tolls. I am not on earth to give you transportation, but stagnation.

A. H. Devers dropped a few words in the scale as to the advisability of this resolution. We advocated spending five or six million dollars to break up the isolation of interior Oregon if we had to do it with the dynamic force of public opinion.
J. N. Teal thought the state had

theright to help themselves.
J. N. Teal thought the state had the right to help themselves. The port of Portland bonds were a lien on every dollar of property in that port district. In the same way a state-aided railroad, built on the pledged credit of a district or state, was a lien just as good.

The fundamental proposition underneath it all was the idea that the people could not be shackled and prohibited from helping themselves. In the long run the people had profited from every effort to help themselves. Submit this to the people, and let them say shall we be shackled forever. There is a growing tendency to concentrate all railroads in a few hands. Shall the public control the transportation systems, or shall the few monopolists control the public. This was the poser Mr. Teal put at the committee. A large part of Oregon was paralyzed. The people had the power and the means to build their railroads and all they asked of the legislature was the right to exercise this power. The point had been reached where the individual could not undertake railroad building, with any hope of success. It would pay Oregon to build roads, and give them to the people to operate free gratis. The building of highways had made all nations great and the railway was the modern highway.

Messrs. Kerr, McMasters, Hodson, Ayer, Wittenberg, Ehrman, Adams, Jackson, Teal, Keating, Munley, Hahn, Wood, McKibben, Stanley, Devers were present and spoke.

Mr. Hodson thought the people had a right to vote on this question. Harriman had a perfect right to take his money and build railroads in other states. Portland men had built railroads and established banks in Washington in preference to Oregon. He had nothing but doubts and criticisms and kicks, and thought the amendment drafted by Mr. Wood was a very bad one.

Mr. Ayer spoke for the resolution. Nobody wanted to put the state into railroad building but as a last resort. He was prepared to accept this last resort. The tendency of the age was socialistic. Free schools, the Erie canal and all great movements were socialistic. State-aided railroads or state-owned railroads were no different in principle from canal building. The railroad was the only means of transportation of modern times. There was no other way to unlock the shackles, and let us open up this commonwealth. Let us stand for the principle and work out the details of this matter as we come to it.

Complete Program Outlined.

At the close of the hearing before the legislative committee of the house and senate, the chairman invited as many of the Portland delegation as could remain over to stay and help perfect the amendment to the constitution, under which the work of the development will be undertaken. The committee remaining were Messrs. MacMaster, Ayer, Wood, Teal, Adams and Hodson, of Portland; Wm. Hanley, of Burns; W. S. U'Ren, of Oregon City, and Col. E. Hofer, of the Oregon and Idaho Development congress. The joint resolution was perfected and reported to the legislature today. It was the unanimous desire of all present that both the amendment and the McArthur bill authorizing the governor to appoint the citizens' commission of nine Portland business men, be put through both houses without delay, so that immediate action can be had from the Idaho legislature, now in session, and then put the biggest men and all the power of both states behind the program for breaking up the blighting grasp of a system that will not do anything to develop Oregon, and keeps all others from doing anything.

ONE DRINK TOOK HIM TO AUSTRALIA IT LASTED HIM FROM SEPT. TO DATE

[United Press Leased Wire.]
Everett, Wash., Feb. 12.—For months mourned as dead by his wife and little daughter, who lives on a ranch near Machias, Wash., C. W. Ellsworth, who disappeared from Everett last September, has returned home. He says he took a drink with a chance acquaintance in a waterfront saloon, and knew nothing more until he found himself aboard the schooner Morande, bound for Australia. He does not know where he was put aboard the craft. He worked his way back to San Francisco, and took a train for the north.
Ellsworth had \$160 on his person when he disappeared. He recently came here from Portland, and had bought the Machias ranch.
He is a member of the Odd Fellows, and the lodge made an extended search for him at the time of his disappearance, but found no trace.

LEFT TEN MILLIONS: DIED BEFORE HE GOT IT

[United Press Leased Wire.]
New York, Feb. 12.—Theodore Robert Shear, a prominent lawyer of this city, who recently became heir to \$10,000,000 of the estate of John C. Packard, of California, died here today of heart failure. Shear would have come into his inheritance within a few months. It will now go to the heir's widow, two sons and a daughter.
Packard went to California in 1849 and invested in real estate on the Pacific coast, leaving an estate worth \$20,000,000 when he died last October. He was Shear's uncle. When told of the great bequest Shear at the time showed little interest, declaring that he would continue his law practice and that the money would not change his present mode of life.

TUG SUNK AND SEVEN DROWNED

[United Press Leased Wire.]
Victoria, B. C., Feb. 12.—The Moana has just brought news here of the recent death of seven men when the tug Advance was sunk in collision with the bark Iverna off Newcastle Australia. Just as the Advance was about to throw a line to the Iverna the latter ship crashed into the tug with terrific force. Chief Officer Will was the only one of the eight men aboard the tug saved.

WANTS KNOX IN HIS CABINET

Washington, Feb. 12.—Senator Hale today received the following telegram from President-elect Taft: "I sincerely hope that congress will pass a bill to remove any doubt of Knox's eligibility. I have no doubt that a bill to repeal the bill increasing the salary of the secretary of state will effect the purpose and I sincerely hope it will pass. I should regard the loss of Senator Knox from the first place in my cabinet as a public misfortune."

Hush money talks in a whisper. A talking machine is all right if it does not talk machine politics.

10,000 YARDS OF 1909 NEWEST DRESS GOODS

Now on sale. They comprise the latest novelties of European and American made goods, directoire satin effects, Louisine silk and wool effects and self stripes in beautiful rich colorings. Buy here and get the same new goods that are now shown in New York and Chicago. Price, yard, 49c, 65c, 75c, 98c and up.

10,000 Yards of the Latest 1909 Dress Gingham Now On Sale

They comprise every shade, class and kind you may ask for. Also pin checks, stripes and plaids. Yard 7 1-2c, 8 1-3c, 9c, 10c and up. All goods sold as advertised. You cannot beat our prices.

Alteration Sale Prices

On Ladies' Coats, Suits, Shirt Waists, Underskirts, Millinery Etc.

Ladies' \$12.50 and \$15 Suits, silk-lined and made of \$1.25 Panama, now only \$3.95

\$18 and \$20 all-wool suits made of the latest material, long coats silk-lined and sheath skirts. The newest garments shown. Now selling for only \$9.90

Ladies' \$1 black mercerized sateen petticoats, plaited and ruffled, only 49c

5000 yards of pretty Persian Challies, while they last only 4c

Ladies' \$2.00 Lingerie and Linen Shirts, 1909 newest goods, handsomely tucked, plaited and trimmed with lace, only 98c

