Official Newspaper of Olympia

# Washington Standard

Published Continuously For 54 Years

"Hew to the Line, Let the Chips Fall Where they May."

VOL. LV. NO. 17 ESTABLISHED NOV. 17, 1860. OLYMPIA, WASHINGTON, FRIDAY, JULY 16, 1915. PRICE FIVE CENTS. WHOLE NUMBER 2860

## PARROTT HELD FOR MURDER OF WEISS

### LOCAL OFFICERS FILE CHARGES AGAINST MAN ARRESTED BY TACOMA POLICE.

Information charging Joe Parrott with murder in the first degree and naming him as the man who killed Fred Weiss, the local tailor, on the trail from Gate to Bordeaux camp No. 1 early in June, was filed in the local superior court Thursday by Prosecuting Attorney Geo. F. Yantis. Parrott has been in Tacoma in the Pierce county jail for 30 days on a charge of vagrancy pending investigation into a recent murder at Wilkeson. Sheriff Fred W. McCorkle went to Tacoma after him Thursday morning.

The local tragedy and that at Wilkeson occurred about the same time and Parrott was picked up by the Tacoma police on suspicion that he was connected with the Wilkeson shooting. They have been unable to implicate him in that affair, however, after a month's investigations, and so turned him over to the local authorities who are confident that in Parrott they have the man who killed Weiss.

**Gate Resident Identifies Parrott.**

Parrott has been identified by a Gate resident as the man to whom he talked half an hour or so on the afternoon of June 3, when Weiss started from Gate to the Bordeaux camps, and who then told him he was going up to camp No. 1 to look for a job. The shoes Parrott wore when he was arrested in Tacoma were also identified as very closely resembling Weiss' shoes, which were missing at the time the body was found. Other information gathered by local authorities appears to link Parrott strongly with the Weiss murder and both Sheriff McCorkle and Prosecuting Attorney Yantis believe they are "on the right track."

Several stories told by Parrott have been investigated and found to have been false and he has not been able to give a satisfactory account of his actions at the time of the Weiss tragedy. He has a previous jail record, the authorities say. Chief of Police Ben Hall, who has carried on an independent investigation of the case, is confident he has some clues it will be difficult for Parrott to explain away.

**Tries to Escape in Tacoma.**

Precautions are being taken by the local authorities to keep good watch of Parrott, for the prisoner, after throwing pepper into a Tacoma detective's eyes Wednesday afternoon and attempting to escape, boasted to the officers there that he would kill himself or else escape. The detective had taken the prisoner, without handcuffs, out to be shaved and on the way back to the jail went into a tobacco store to buy some tobacco for him when Parrott threw pepper into his eyes and "ducked out" of the store. The detective, though almost blinded, chased him, shooting twice in the air and then at the prisoner, who fell. He had been shot through the hand and one finger had to be amputated.

Parrott had cunningly accumulated the pepper at meal times, by demanding more seasoning for his food. After his attempt to escape, Parrott, boasting that he could stand more pain than anybody in the world, said:

"Why don't they get Brown—he gave me Weiss' shoes. They don't get Brown but they try to kill me. I'll show 'em. I'll kill myself. Why do they say I killed a man? They keep me locked up here and say they're going to hang me. It will take more than there are in this place to do that. Maybe I'll get another chance and then I'll make good my escape."

**Says Parrott Killed Weiss.**

D. O. Smith, captain of detectives in Tacoma, declares he has positive evidence that Parrott murdered Weiss.

"Parrotts' shoes were found near the body of Weiss and the prisoner had the dead man's shoes on when he was arrested here. Although it has never been made public before, we found a reliable man in Gate who positively identified Parrott as the man he talked with for nearly an hour a few hours before the murder. Parrott at first declared he had only passed through Gate twice in his life. Later, when identified by the Gate man, Parrott admitted that he had walked over the trail where Weiss' body was found, several times, looking for work."

### CRESCENT WELL "ALL IN."

**Williamson Abandons Hope in This Prospect but Retains Faith in Field.**

Hope that the Crescent oil well might still be numbered in the producing class, after a series of disappointments since last November, was abandoned Wednesday afternoon by Emery C. Williamson, secretary-treasurer of the company, after efforts for two days to move the casing to permit further drilling, had failed. Williamson notified the Tacoma stockholders' committee and J. C. Slater of Seattle, who financed the last operations, to go ahead and do what they could if they thought there was still a chance. They may.

Williamson, however, has not given up faith in the ultimate development of the Olympia-Tenino field and looks to the two wells now being drilled, one at Tenino by the Washington-Oregon Oil company, the other near Rochester by the Pacific States company, and the Scatter creek well, just across Scatter creek from the Crescent, upon which work is to be resumed next week, to prove the existence of oil in commercial quantities in this district. State Geologist Henry Landes is credited with saying, after studying the logs of the different wells, that he believed this to be an oil field, if wells can be sunk to the proper depth. In the meantime Williamson proposes to conserve the leases held by the Crescent company, for the benefit of the stockholders.

## RUSHES SURVEYING OF RAILROAD LANDS

### FITZ HENRY PROPOSES TO PUT ALL OF THEM ON TAX ROLLS BEFORE JUNE, 1917.

With 160 men composing 18 crews already in the field, Surveyor General E. A. FitzHenry expects to complete the survey of more than 500,000 acres of public lands in the state this year, 400,000 of them being railroad land grants not at present on the tax rolls and the balance public lands, and is confident that before his term expires in June, 1917, all the railroad land grants in the state, comprising several million acres, will have been surveyed and placed on the state tax rolls.

This is the result of the policy of the present national administration, which is pushing the work to get these lands, granted to the railroad in 1863, into shape where they will become revenue producers for the state, instead of not paying taxes. During all the time since 1863 the surveying of these lands, necessary before they could be placed on the tax rolls, had been permitted to drag, from one influence or another, until the present administration took office and started to push the work to completion.

The work of the surveyor general's office has more than doubled under the present administration, Mr. Fitz Henry's report for the year ended June 30 shows, $99,987 having been paid out in salaries, provisions and equipment for the men in the field last year, more than twice the previous record, while plans for the current season's work call for the expenditure of approximately $200,000, or twice the amount of the year just closed, indicating a further enlargement in the work.

Evidence of the improved service the office now affords is to be seen in the fact that it expects to accomplish in six or eight months the work necessary from the time a petition for a survey is presented until the plat is recorded, which once took five years. The drafting force in the office has been doubled and requisition for more help has been made, as Surveyor General FitzHenry proposes to keep the work right up to date.

An increase of 60 per cent in the applications for surveys of mineral lands this season is taken to indicate an increased activity in the minerals of the state, while the public land surveys asked for this year are also numerous.

## ROADS RENEW FIGHT

**Increased Activity Follows Change in Board of Equalization.**

The large railroads are planning to renew their fight of 1913 before the state board of equalization for lower assessments. With the three state tax commissioners comprising a majority of the board in 1913, the request of the railroads for sweeping horizontal reductions were denied.

The courts later upheld the valuations placed by the tax commission and the board of equalization. The tax commissioners continued as a majority of the board in 1914 and no concerted attempt was made by the railroads to obtain reductions.

The recent legislature removed the members of the tax commission from the board of equalization, and with the personnel thus changed, the railroads have made plans for renewal of their attempt to secure lower taxes. Agents of the railroads have been at work in the various counties for months.

**Martin and City Agree.**

Through an exchange of land between the ctiy and the property owner, the condemnation suit authorized by the council last week against James Martin, owner of property at Seventh and Main streets, will not be brought. The city wants to construct a 10-foot sidewalk on the south side of Seventh from Main to Columbia and needd a slice off of Martin's property, but had not previously been able to agree over the price.

## AUGUST IS PIONEER DAY

**Rochester Announces Annual Celebration—Humphrey to Talk.**

With addresses to be delivered by Congressman William E. Humphrey and State Land Commissioner Clark V. Savidge in the morning, a big picnic dinner at noon, and talks by the pioneers themselves during the afternoon, Rochester will hold its annual celebration of Southwest Washington Pioneers' day in the big grove near that city on August 18, according to an announcement made during the past week by Dr. J. B. Stanley of that city, in charge of the plans for the day.

This event is always prominent among the affairs in which pioneers participate during the year and the prospects for the coming celebration, because of the interest and enthusiasm aroused by the previous events, are such that Rochester expcts to have a big crowd of old settlers on hand for the day. Rochester is near the corner of four counties and is the center of old pioneer settlements, and as a result there has always been a big turnout of old-timers as well as the general public on Pioneers' day, for the old settlers have interesting stories to tell of the trips across the plains or around the Horn and of the early days in Washington and Oregon.

Music for the day will be furnished by the Rochester band. After the program there will be dancing and other amusements during the afternoon. Arrangements are being made so that everybody will have a good time.

## BIG CELEBRATION HERE FOR LIBERTY BELL

### MANY OUTSIDERS JOIN WITH OLYMPIANS IN PAYING HONOR TO HISTORIC RELIC DURING TWO HOURS' VISIT WEDNESDAY NIGHT—JOYOUS SPIRITS LET LOOSE AT MARDI GRAS AND CARNIVAL.

With crowds of people surging through the streets and jammed together in the railroad yards so closely that there was hardly elbow room, with the music of four bands, the shooting of aerial bombs and a display of brilliant fireworks, Olympia as host and many people from Southwest Washington as guests welcomed the far-famed Liberty Bell Wednesday evening, and for four hours or more joined in the merrymaking that composed the celebration.

Upwards of 2,000 people crowded and filled the space about the Northern Pacific depot and sang and cheered and waved hands, handkerchiefs, hats — anything they could find—as the big special train pulled in at 8:10 p. m., and some 3,000 more lined Fourth, Main and Seventh streets and filled Capitol park, pushing and elbowing their way to the depot for a view of the historic relic, which many were seeing for the first and perhaps the last time.

Beginning earyl Wednesday morning people from all parts of the county began coming to the city by buggy, wagon and automobile, and visitors from nearby cities came in on trains, while in the evening the residents of Shelton, led by their band, made up a special excursion on the steamer. Throughout the entire celebration, from the time the first aerial bomb exploded at 2:45 in the afternoon until the last cheer was raised in the Mardi Gras late that night, the carnival spirit reigned high and everybody had a good time. No accidents or untoward incidents were reported.

**Bell Here Two Hours.**

The Bell remained in Olympia only two hours, leaving at 10 instead of 11 p. m., in order that the special party might reach Portland in time to make its Oregon schedule, but during those two hours there was an almost constant stream of people crossing the platform alongside the flatcar upon which the Bell was mounted, some touching it and some kissing it, everyone looking at it reverently.

As the special pulled in, the crowd, for a moment held back, surged and jostled and crowded about the flatcar, eagerly scrambling for the booklets and cards describing the Bell and relating its history, flung throughout the crowd by the escorting Philadelphians, while the bands played "The Star Spangled Banner," the people cheered and sang and the aerial salutes were fired. From then until the bands played "Auld Lang Syne" as the special train pulled out two hours later, the famous Bell was the center of attraction for all the crowd.

The speech-making planned was not carried out, but shortly after the train arrived Mayor George A. Mottman, Judge O. G. Ellis, official representative of Governor Lister who was not present; Chairman C. E. Beach of the celebration committee, President J. L. Peters of the Chamber of Commerce, and Councilman George Talcott, climbed aboard the special and met the escort of 22 members of the Philadelphia council and several members of the Pennsylvania legislature. There were 40 in the party, among the others being four policemen as guardians of the bell, four secretaries, an official photographer, a physician, a surgeon and a group of newspapermen.

Just prior to the arrival of the special several historical and fraternal organizations of the city joined in the parade, which marched from Third and Main out Third to Franklin, then to Fourth, back to Main and south to Seventh, turning there to go to the depot, all the streets being lined with throngs of people. Heading the procession were two mounted policemen, then came the local band, six automobiles carrying members of Sacajawea chapter, Daughters of the American Revolution, two cars of Spanish-American War Veterans, the Rochester band, M. Harris Company No. 6, Knights of Pythias, in uniform, members of the local Elks' lodge, the Tenino band, members of the Eagles' lodge, a string of automobiles, the Shelton band in white uniforms, and the excursionists from that city.

**Fireworks and Mardi Gras.**

After the special train left the city another display of fireworks was made in the railroad yards, then the crowd thronged back to Main and Fourth streets, where, after a special run of the Olympia fire depatrment, the evening's Mardi Gras let loose in full swing, and with bands playing, people singing, cheering and yelling, confetti throwing, the carnival was on, lasting late into the night.

The afternoon exercises, presided over by City School Superintendent C. E. Beach, chairman of the celebration committee, started at 2:45 o'clock with the firing of several aerial bombs, a daylight fireworks'

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### REPORT BIG WAR CONTRACT.

**Seattle Firm Said to Have Received $45,000,000 Order From Russia.**

Contract for the manufacture of 1,750,000 rifles and an equal number of bayonets has been tendered a prominent Seattle firm of ironworkers and, unless something unforseen takes place, the arms will be manufactured there, the Seattle Times says. The weapons are understood to be for the Russian government, for shipment through Vladivostok, and the first consignment will go forward, if the contract is accepted, about September 15.

The information reached the Times through the manufacturer who is the recipient of a tender of the contract. The amount involved for the rifles alone is $45,500,000, based on a uniform price of $26 for each weapon.

Declaration is made by those in touch with the situation that the acceptance of this contract depends entirely on whether a deal now pending for the purchase of Everett, Seattle and Tacoma iron manufacturing plants goes through. Should this be the case, the contract will be handled exclusively by the buyers, who are declared to be representatives of a huge Canadian syndicate organized for the purpose of manufacturing shrapnel, rifles, bayonets and other munitions on American soil.

## NOTE TO GERMANY WILL BE SPECIFIC

### DISAPPOINTING NATURE OF THE KAISER'S REPLY MAKES SITUATION CRITICAL.

WASHINGTON, July 16.—Consideration of the German reply to the American note on submarine warfare overshadowed all else this week in the work of state department officials.

Secretary Lansing has been spending most of his time preparing data and opinions for the next communication to be sent to Germany, and he indicated that very probably he would not go to Cornish, where President Wilson has been spending his vacation, but that the president would return here at the end of the week. The president will then submit to the cabinet the first draft of this government's answer.

To put at rest all rumors concerning his position the president issued the following statement:

"Please say that from the moment of the arrival of the official text of the German note I have given the matter the closest attention, keeping constantly in touch with the secretary of state and with every source that would throw light on the situation; that so soon as the secretary of state and I have more thoroughly considered the situation I shall go to Washington to get into personal conference with him and with the cabinet, and that there will be as prompt an announcement as possible of the purposes of the government."

The situation was described in official quarters as critical, and there was no concealment of the fact that relations between Germany and the United States had become more strained than at any time in their history.

**Policy to Be Worked Out.**

High officials say the policy of the American government would be carefully worked out, and that in order to meet the situation firmly the utmost deliberation was required. This information was given out in order that a delay of possibly a week or more in preparing an answer might not be misinterpreted as meaning that the United States intended in any way to recede from the position it had taken in the two notes alrady sent to Berlin.

There was much informal discussion among officials of the contents of the German reply. The trend of their opinion was that the evasion of the American argument in the German notes had narrowed the field of negotiation so that the next communication from the United States must state to some extent the intentions of the Washington government in case its rights are further violated, and declare the position it will take with

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## BELIEVE O.-W. WILL LAY TRACKS SOON

### VISIT OF UNION PACIFIC OFFICIALS TUESDAY IS CONSIDERED SIGNIFICANT.

That work will be started this summer to complete the new line of the O.-W. R. & N. Co. into Olympia before December 1, the date set in its franchise, is confidently believed will be the result of the visit to this city Tuesday of a number of prominent Union Pacific officials. How soon trains will be operating over the line, however, is a point upon which there is still doubt, but it is thought this will be not later than next spring.

None of the officials in the party would make any statement with reference to the new line, referring all inquiries to President Farrell of the O.-W., but considerable significance is attached to the visit nevertheless and the confident assertion was made later that the track would be laid before December 1. To do this and to erect the new depot, the work will have to be started this summer. Another indication that "something is in the air" is seen in the reports that the O.-W. and Northern Pacific are negotiating an agreement for the joint use of the new line, the Northern Pacific to abandon that portion of the Port Townsend Southern between Olympia and Plum Station.

The O.-W. is also taking considerable interest in the plans for the local harbor improvement, for which the Chamber of Commerce is now preparing data to submit to the government officials, and the company, through the Olympia Terminal railway, controls a considerable portion of the waterfront and such plans as it may have for its development will be promoted by any harbor improvements. The railroad also put a gang of men at work recently to strengthen its tunnel under South Main street and to do some other work in that vicinity.

In the party which visited this city Tuesday were B. L. Winchell of Chicago, traffic director of the Union Pacific system; Gerrit Fort of the same city, passenger traffic manager; R. S. Ruble of Denver, assistant general passenger agent; E. W. Robinson of Portland, assistant traffic manager of the O.-W. R. & N., and William Carruthers, general agent at Tacoma. They were shown about the city by J. C. Percival, the local agent, and his assistant, William Coburn. They expressed themselves as very well pleased with Olympia.

**John Dent Recovering From Injury.**

Reports from St. Peter's hospital tell of the rapid improvement of John Dent, president of the Modern Mill company of Black Lake, who sustained two fractures of the lower part of his left leg Wednesday afternoon of last week when, as he was attempting to remove a worn belt from a loose pulley, the leg of his overalls caught on a whirling shaft and he was thrown violently. He was brought to the local hospital last Thursday evening and Friday an X-ray photo of the injury was taken at the industrial insurance commission's office, showing simple fractures. Mr. Dent, who is master of Harmony Lodge No. 18, F. & A. M., is well known in Olympia.

**Mrs. F. W. Schmidt's Mother Injured.**

Stumbling at the top of a steep flight of stairs leading to the basement in the home of Frederick W. Schmidt on South Main street, Mrs. Heiser, mother of Mrs. Schmidt, fell the entire distance to the concrete floor early Wednesday morning, fracturing her right arm at the elbow, dislocating one hip, bruising her left wrist severely and sustaining injuries about the head and body. Thursday she was reported to be resting more easily, but as she is 66 years old, her condition, it is feared, is very serious. Mrs. Haiser had been making her home with the Schmidts for two years and is quite well known in Olympia.

The route of the telephone line between Olympia and Tenino will be changed soon, the new survey being made during the last few days by George B. Noble, W. F. Flanley and A. U. Whitney of Seattle.