LARGEST IN HISTORY

Washington Appropriations for State Government.

TOTAL WILL BE $25,00,000

Senate and House Bills Differ $85,000, Which Is to Be Settled in Conference—Schools Were Center of a Hot Fight.

OLYMPIA, Wash., March 7.—All day long the struggle over the general appropriation bill has been on in both houses of the Legislature, and adjournment this evening found each body with its bill passed, and all in readiness for the appointment of a conference committee tomorrow. The conference will take at least a day, and another day will probably be exhausted in wrangling over the conference report. The appropriations are the heaviest in the history of the state. Several times during the day the wiser members of the two houses have felt constrained to admonish their fellows concerning the wisdom of economy. The Senate bill carries an aggregate of $2,087,261, and the House bill $2,172,547 95, a difference of $85,286 95 in favor of the Senate. The appropriation bill includes the expenses of all state officers, and of the state educational, penal, charitable and reformatory institutions. In this sum, however, is not included the $100,000 deficiency appropriations already made at this session, the $350,000 capitol appropriation, the soldiers' monument appropriation, nor any of the $25,000 private relief bills. Taken altogether, the appropriations of this session will foooot up to $2,500,000.

The principal struggle in the Senate centered in the appropriations for the three state normal schools and the university. The items of the various state institutions, of a penal, reformatory and charitable nature, were passed without question, but when the University was reached Senator Schofield made a motion to reduce the maintenance agreed upon by the committee on appropriations from $150,000 to $125,000. Schofield supported his motion in a somewhat lengthy speech, in which he attacked the preparatory department of the university, and declared that it was unnecessary, and a reflection on the dignity of a great institution of learning such as the university is supposed to be. He also puestioned the legal status of the preparatory school. Preston replied to Sshofield, and showed that not one of the pupils in the preparatory department was a resident of the City of Seattle, but that all of them were from outside cities. Preston made an interesting speech on the university, its work, its aims and purposes. Schofield's motion was lost without division.

When the Ellensburg Normal School item was reached, Sharp moved to increase the maintenance fund from $30,000 to $37,500. The friends of the other normal schools came to his assistance, and the motion was carried. For a moment is looked as if a successful combination had been formed, which would result in the raising of all the normal school appropriations This impression was heightened when Hallett of Spokane moved to raise the Cheney appropriation to a sum equal to that of Ellensburg. Megler took the floor, however, and made an earnest plea for economy. He pointed out that the appropriation bill already exceeded $2,000,000, while the estimated revenue for the next two years was only $1,800,000. Clapp followed Megler and asserted that the Democrats were endeavoring to have appropriations run up to the high water mark in order to have campaign material for two years hence. These two speeches so effectually broke the normal school appropriation that Hallett's motion was not only lost, but the vote for Sharp's amendment was reconsidered, and the Ellensburg appropriation put back at its original figure.

Moultray and Biggs of Whatcom endeavored to have several items of their normal school budget increased, but they were voted down. Senator Rands sought to secure $40,00 for a new building at the School of Defective Youth, in Vancouver, but was defeated. He will make a strong effort to have it included in the final conference report, and will have the support of the Southwest. Senator Baker, of Klickitat, moved to cut the Agricultural College appropriation from $104,000 to $75,000, but this was voted down. Andrews sought to incorporate an item of $10,000 for the use of the Secretary of State in sending out immigration literature, but failed.

All this time the Senate had been in committee of the whole with Senator Tolman, of Spokane, in the chair. After the bill had been threshed over all day, it was discovered that but two amendments had been made to it. These were the insurance items of $1000 each for the Reform School and the Soldiers' Home. Otherwise the bill was left just as it came from the committee. The committee of the whole arose, and the bill was passed by the following vote:

Ayes—Andrews, Angle, Baumeister, Biggs, Clapp, Cornwall, Crow of Spokane, Crow of Whitman, Davis, Garber, Hall, Hallett, Hamilton, Hammer, Hemrich, Land, Lecrone, Mantz, Megler, Moultray.

Noes—Baker, Rands, Schofield, Sharp, Warburton.

Absent—Reser, Ruth, Tolman.

The bill was ordered transmitted to the House at once.

In the House.

The House increased the bill as originally recommended by its appropriations committee $215,868 95. Of that sum, $181,178 95 was added today and the remainder yesterday afternoon. The chief additions today included $89,750 for the maintenance of fish hatcheries and $35,000 for state printing. As passed, the bill does not provide for the expenses of the office of Dairy and Food Commissioner; Railway and Factory Inspector; the printing of the indexed Senate journal nor the transportation of convicts and insane persons.

The big fight of the day was over an appropriation of $306,000 for the State University at Seattle, $125,000 of which is for new buildings. This amount was recommended by the committee and finally accepted by the House. If the bill for the sale of the old university site at Seattle becomes a law, the $125,000 for new buildings will not come out of the general appropriation fund, as the sum secured from the sale goes into a permanent improvement fund for the institution. The friends of the university won by a decisive vote. Pierce County led the fight against the State University, and demanded that the amounts recommended by the committee be materially decreased. Easterday, York and others, of the Pierce County delegation, attacked the preparatory school, asserting that it was contrary to law, and charged that, if abolished, new buildings would not be necessary. Lewis, Tucker, Dawes and Rawson, of King County's delegation; Gunderson of Mason, Falknor of Thurston, and Chairman Wilson, of the appropriation committee, supported the appropriation.

A number of amendments looking to a reduction of the appropriations allowed by the committee were offered and voted down. The majority of the Democrats did not vote. A feature of the afternoon session was a speech by Bishop of Jefferson, to the effect that the Republicans had been turned out of the Legislature four years ago because of their extravagance, and he charged the members of the present House to guard the state coffers this time, lest the people of the state administer a similar political dose two years hence. The appropriations right down the line, he said, were too high, and should be cut. Bishop was answered by Fairchild of Whatcom, who said many increased appropriations at this session were brought about by the growing needs of the state. There were more convicts in the penitentiary, more inmates in the asylums, School for Defective Youth and Soldiers' Home; the number of students at the various institutions of learning had greatly increased, and it was essential that the present Legislature provide for the up-to-date needs of the state. "I am perfectly willing," he declared, "to go before the people two years hence and admit that I voted at this session for the proper maintenance of state institutions, and particularly for those where our children are educated."

Falknor of Thurston spoke along a similar line, declaring that he did not fear that he would suffer for votes by standing up for the crying needs of the state institutions.

The bill passed by a vote of 45 to 29, with six absent. Seventeen Republicans voted against the bill, and six Democrats for it. Following is the detailed vote:

Ayes—Allen, Andrews, Barclay, Barron, Brown of Whatcom, Burch, Bush, Comstock, Conway, Corey, Dawes, Durham, Earies, Erlich, Fairchild, Falknor, Ferguson, Gorham, Gunderson, Harrison, Ingraham, Jones, Kimball, Lewis, McCoy, McNicol, Merrill, Miles, Nesbitt, Philbrick, Raine, Rawson, Rich, Rines, Sims, Starr, Stocking, Thompson, Tucker, Ulmer, Waters, Williams, Wilson, Mr. Speaker—45.

Noes—Badger, Barkhuff, Bishop, Bostwick, Bowne, Britton, Brown of Spokane, Buck, Cameron, Chalmers, Chrisman, Copeland, Corliss, Dow, Geyer, Goodwin, Hastings, Howell, Johnson, Lawall, Milam, Moore, Morgan, O'Brien, Puckett, Rosenhaupt, Shaw, White, York—29.

Absent—Anderson, Davis, Easterday, Jerard, Merritt, Miller—6.

IN THE HOUSE.

Office of Oil Inspector Created—Officials Can Still Accept Passes.

OLYMPIA, Wash., March 7.—The House today decided to employ Harry Carroll, of Seattle, as reading clerk during the last five days of the session. Carroll has served in that capacity during a number of sessions, and is regarded as a splendid man for the position, and will be able greatly to facilitate the work of the House.

The House this afternoon passed the following bills:

Senate bill 166, by Preston, giving public libraries greater power, by enabling them properly to take care of gifts, endowments, etc.; substitute for Senate bill No. 82, by the committee on labor and labor statistics, for the examination of horseshoers; substitute for Senate bill 79, by the committee on labor and labor statistics, fixing the 10 hours as a day's work for female employes.

Senate bill 156, by Stewart, providing that National and state holidays shall be school holidays, was indefinitely postponed.

The House held a night session and passed several bills, including one providing for the state inspection of oils and creating the office of State Oil Inspector.

An effort was made indefinitely to postpone the bill prohibiting the acceptance of free passes by public officials, but it failed, and the bill was ordered engrossed.

A bill aiming to prohibit the use of fish-traps on Puget Sound south of a given line near the northern boundary of Kitsap County, failed of passage.

Gunderson's bill changing the code of public instruction, the details of which have been given in these columns, was passed.

House memorial No. 11, by McCoy, urging Congress to charge stockmen a small fee for grazing privileges on forest reserves, the money to be spent in building roads through the reserves, was adopted.

House bill No. 54, by York, to more definitely define the boundaries of Pierce County, was indefinitely postponed.

House bill 153, by Gunderson, amending the food fish laws failed to pass.

CONGRESSIONAL APPORTIONMENT.

Matter Is Dead, as the Republicans Cannot Get Together.

OLYMPIA, Wash., March 7.—Congressional apportionment is dead. The committee of the joint Republican caucus, after canvassing the matter thoroughly among the Republican members, has concluded that no agreement can be made which will insure the solid Republican support of any measure, and without an absolute pledged agreement in advance the bill could not pass over the Governor's veto. It is well known that the Governor would not approve any plan which would insure all three districts to the Republicans.

Under ordinary circumstances it would be supposed that any measure would receive the solid support of the Republicans which would guarantee Republican success in all three districts. Unfortunately, however, the political interests of many counties conflict, and no plan thus far suggested has met with anything like unanimous approval of the Republicans. No one now looks for the passage of an apportionment bill.

The result of this is that at the next election Washington will be the only state in the Union to elect three Congressmen-at-large.

Indefinitely Postponed.

OLYMPIA, Wash., March 7.—The bill introduced in the Senate by Crow of Spokane, raising the age limit of admission into the Reform School from 16 to 18 years, has been indefinitely postponed on motion of its author. As stated in The Oregonian before, the bill was opposed by the Superintendent of the Reform School, for the reason that it would necessitate an increase of almost 100 per cent in the school facilities. It would also to a great extent change the character of the school.

INTERNATIONAL CHESS.

Marshall Ahead of His Competitors to Date.

MONTE CARLO, March 7.—Play in the final rounds of the international salts tournament was resumed this morning, the results being as follows: Marshall beat Marco, Lentz beat Mieses, Henig beat Winawer, and Weiss beat Adler. The four winners will play a tourney for the first three prizes, and the four losers for the remaining three prizes. The totals of all the completitors to date.

	Played.	Won.	Lost.
Marshall	3	3	0
Henig	4	3	1
Lentz	4	3	1
Weiss	4	3	1
Adler	3	2	1
Mieses	3	2	1
Marcos	4	2	2
Winawer	3	2	1
Alapin	3	1	2
Blackburn	3	1	2
Mason	3	1	2
Tschigorin	3	1	2
Gunsburg	2	0	2
Janowski	2	0	2
Schieve	0	0	0
Schlechter	2	0	2

Suicide of a Catholic Priest.

MINNEAPOLIS, March 7.—Despondent over his recent discharge from the Duluth diocese, Rev. Francis Budzyoski, a Roman Catholic priest, shot himself in the heart in a local hotel and died before aid could reach him. He had on his person a letter from Bishop McGoldrick, dispensing with his services. Two other letters were found, one addressed to his brother in Elmira, N. Y., and the other to a waitress in a local restaurant.

The King Leases His Horses.

LONDON, March 7.—The racing calendar today announces that King Edward has leased Diamond Jubilee (the winner of last year's Derby, 2000 guineas, Newmarket stakes, Eclipse stakes and St. Leger stakes) and 12 other horses to the Duke of Devonshire.

BACKED BY THE TRUSTS

REAL PROMOTERS OF THE SHIP SUBSIDY BILL.

How the Steel Combine Would Profit by the Law—Free Ships the Corrective.

BOSTON, March 7.—The New England Free Trade League issues the following letter by Osborne Howes:

That what are termed trust influences are far reaching in their scope is made evident by recent experiences in Washington respecting the Congressional status of the Hanna-Paine Shipping Subsidy bill. It has been difficult for many to account for the persistency with which this bill has been pushed forward in the face of a majority made up of hostile and reluctant members, and at a session of Congress too short to transact with a proper degree of consideration, even necessary public business. The statement made by Senator Frye in the Senate on January 29th, that he proposed to keep the Shipping bill to the front, and did not intend to yield further to any other bill, not even an appropriation bill, unless the Senate by a vote placed appropriation bills ahead, gives evidence of a determination to insist upon passing this measure, an insistency which would not be justified by the support, individual, corporate or popular, which the measure has publicly received.

The ostensible promoters of this measure are a small number of individuals; their plan has not received the indorsement of any considerable number of the large and influential commerical organizations of this country; it is opposed not merely by Democratic public men and newspapers, but by a large number of Republicans and by some of the most influential of the Republican journals. Under such circumstances it is not easy to understand how a project of this kind should take precedence in Congress over the Isthmian Canal bill or the constitution of Cuba, measures wihch have the greatest national importance.

An explanation is found, however, when it is taken into account that in addition to the handful of shipowners and shipbuilders who have appeared before the Congressional committees, this Shipping Subsidy bill has the effective, but unostentatious support of the great steel manufacturing combinations for the reason that by means of it they hope to forestall the arousing of hostile public opinion against them, and at the same time to make a better domestic market for their products.

In a paper published in a recent number of the Scientific American (Dec. 15th, 1900) Mr. George W. Dickie, a marine architect, makes certain statements as to the results of an inspection of the principal British shipyards. He says:

"The tariff on steel plates and shapes makes it possible for us to find the British shipbuilder working into his ships American steel from Pittsburg, at a less cost to him than English material, and at a less cost than is charged the American shipbuilder for the same material in Pittsburg. If the American steel manufacturer can meet the British steel manufacturer on equal terms in the British shipyard, somehow it seems as if it might be possible for an American shipbuilder to get his steel material as cheap as the British shipbuilder gets his."

In the Monthly Summary of Commerce and Finance of the United States for August, 1900, prepared by the Bureau of Statistics of the Treasury Department, the statement is made:

"The progress of work on shipbuilding in the United States has largely been retarded because makers of steel materials require a higher price from the American consumers than they did from the foreign consumers for substantially similar products. The natural limit to such a policy of maintaining a higher level of prices for these materials at home than abroad is found in the restriction of domestic construction and in the import duty. If restriction of consumption at home does not operate to prevent the short-sighted policy of discrimination against domestic development of manufacturing industries, the other contingent is more or less sure to arise, namely, the demand for a reduction of the tariff on unfinished iron and steel in order to equalize the opportunity of makers o ffinished products in foreign markets. To this policy the domestic consumer is usually ready to lend himself, thus making a powerful combination of interests to set limits to the rise of domestic prices of iron and steel materials."

These same treasury reports indicate that month after month, for the last year, we have been sending across the Atlantic the steel plates required by English shipbuilders, to the annual value of millions of dollars, and during the greater part of this time, as the statements just given show, the price of steel plates sold to American shipbuilders has been maintained at a range far higher than that demanded by American makers of steel plates from their English shipbuilding customers. These great American steel combinations have been prepared to take orders for, say, 10,000 tons of steel plates, to be delivered at a foreign shipyard on the Clyde or at Belfast at a lower price, including the entire cost of transportation, than they have been willing to name to an American purchaser who wished to buy similar plates, and who was willing to take them loaded on the cars at the steel works where they were made.

It is obvious that a condition of affairs such as this could not long be maintained. There is a wide-spread desire throughout the country for the upbuilding of our merchant marine. We know that 40 years ago we had a great merchant fleet, because at that time cheap raw materials permitted us to build vessels at a lower cost than they could be built for in any other country in the world. The pay of our shipwrights was at that time much higher than the pay of English and Dutch ship carpenters, but their efficiency was so much greater and the price of wood—the raw material—was so much lower that we found no difficulty in competing with foreign constructors.

There is not the least doubt that similar results would follow in the line of iron and steel construction, provided our shipbuilders could regularly obtain this raw mateiral at the lower price which their nearness to the source of supply would justify them in expecting. This, however, is a concession which the steel masters, who have combined together in their control of the American market, are not prepared to make; and yet, as is pointed out in the extract from the treasury report, which is given above, it is evident that the American people are not likely long to remain passive under such flagrant instance of trust control through the instrumentality of the protective tariff. If there were no tariff on steel plates, there would be no material difference in the price of these articles, whether in an American or an English or Scotch shipyard. All the advantage that the American manufacturer of steel plates would then have over a foreign competitor in the United States market would be found in the cost of transporting English plates across the Atlantic. Under such circumstances the American shipbuilding interest would spring up and flourish. As it is the steel trust, aided by the protective taiff, holds up the American price and thus makes shipbuilding, in those instances where the cost of material is a controlling factor, an exceedingly expensive operation in an American shipyard. In this way it at the same time prevents that revival of our merchan marine which all Americans so much desire.

This situation gives a clue to the powerful interests which are back of the Hanna-Paine Subsidy bill. If the steel trust continues to discriminate in this manner against a domestic industry, not only the shipbuilders and ship merchants, but the American people generally will be aroused to the task of making a determined effort to have this protective tariff so far amended as to at least repeal the duty upon steel plates, as it is evident that this is the chief barrier in the way of the restoration of our merchant marine. If, on the other hand, the steel trust, acting with the shipbuilders, can persuade the Government of the United States to pay a liberal bounty to all vessels built in American shipyards then the shipbuilders can afford to pay without grumbling to the Representatives of the steel trust the higher price that the latter demand for the raw material out of which merchant vessels are to be built. If an American shipbuilder complains that the steel trust is charging him an extortionary price, the representatives of the steel trust will have a good and sufficient answer when they say that this excessive charge is more than compensated for by the bounty which American built shipping draws from the United States Treasury. Even though it may cost much more, and even though it entails a large annual expenditure to the American people, a merchant marine of certain dimensions can and will be built up by means of the bounty system, and any trade feeling or popular indignation against the exactions of the steel trust will be, to quite a degree, allayed, for the reason that there will not be, as there otherwise would be, this potent object lesson in the form of a ruined merchant marine of the cost to our country of establishing and maintaining a steel monopoly.

There is good reason for thinking that the tremendous influences that have been brought to play at the national capital in forwarding this measure have been due in no slight degree to the interests above named. It is exceedingly difficult to have even meritorious legislation enacted by Congress; The barriers in the way of positive action are numerous and potent, and when a legislative project is strongly opposed there are so many ways of preventing action that the promoters of a measure rarely think it desirable to push it through in the face of a considerable amount of resistance. An illustration of this is found in the case of the oleomargarine bill, which has an enormous support among the farming classes, but which has been side-tracked in the Senate by the silent but effective opposition of a comparatively few members. But the Shipping Subsidy bill, which seemingly has many more opponents, and relatively few visible friends, has been pushed and maintained with a pertinacity that can only be accounted for on the ground that enormously powerful interests are at work to secure its passage.

It has been suggested that even if the bill become a law, it will be possible to at any time have it amended to the extent of permitting all American citizens to purchase foreign-built vessels and have these given an American register, which will permit them to be sailed under the American flag, with the understanding that they are not to draw a cent of subsidy from the national treasury. This would to a large degree neutralize the benefit of the bounty to the steel trust, for the reason that if, as is now the case, the trust sold its steel plates in Europe at a lower price than in the United States, American ship merchants would purchase vessels built on the other side of the Atlantic, for the reason that though these did not draw a subsidy they could be, in consequence of their lower cost, advantageously used in the general carrying trade of the world.

The proposed subsidy is to be paid only to those vessels engaged in American business, that is, carrying cargoes either to or from the United States. But the business of general transportation all over the world is far greater than this restricted trade, and if our merchant marine, formed of low-cost foreign-built ships, could be built up through employment in this general trade, it would tend to throw the entire subsidy system into disrepute, and tend also to force the steel trust.—In order that our shipbuilders could compete with foreign shipbuilders—to sell their steel plates at prices in some way corresponding to those obtained in the world's market. Should the shipping subsidy bill become a law, it will undeservedly draw each year a large amount of money from the public treasury, but this is a relatively small matter compared with the repressive effect it will have upon the healthy development of our merchant marine, and the strength that it will give to the position of the steel trust.

As a corrective, it will be necessary to insist on repealing the navigation laws, so that those American merchants who wish to engage in business, not for politics or plunder, but for legitimate profit, may be granted the opportunity, as the German, Norwegian and English ship merchants now are, to buy their ships in the cheapest market wherever that may be, and, having these placed under the American flag, be further permitted to employ them whenever they can find advantageous business, with the possible exception of the coastwise trade.

There has been a growing belief that the Subsidy bill represents the repayment to Republican campaign contributions, and it is much more likely that these contributions have been made by those representing the steel trust than that they have been made by those identified with any other industry. This combination could afford to contribute large sums of money to the party campaign fund; it is in a position to grant or refuse large favors in the future, and that it has backed up this measure and insisted upon its adoption is the most reasonable explanation for the intense determination of Senator Hanna and other prominent Republican party managers to push it through Congress.

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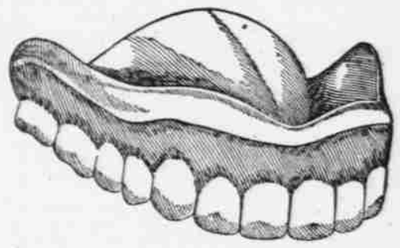

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SOUTHERN PACIFIC CHANGES

Union Pacific Interests to Be Represented in the Directory.

NEW YORK, March 7.—The Commercial Advertiser today has the following:

"There is good reason to expect some important changes in the board of directors of the Southern Pacific Railroad within the next few days. When the board meets to fill the vacancy caused by the death of Director John D. Probst, it is likely that other vacancies will be created by resignations in order to make places for Union Pacific representatives. It is expected that E. H. Harriman, who is chairman of the Union Pacific board, will have an influential voice in reorganizing the Southern Pacific board. President Charles M. Hays has been asked by the new owners of the Southern Pacific to remain as the executive head of the system, and there is no expectation of any material change in the executive staff of the road. Considerable guessing has been done regarding the probable successor of H. E. Huntington as vice-president, but nothing definite is konwn on that point.

"There is a special significance in the change in the control of the Pacific Mail Steamship Company. Soon after Collis P. Huntington died George J. Gould and his friends undertook to make E. H. Harriman president of the Pacific Mail. In order to prevent this the Speyer and Huntington interests, then in control of the Southern Pacific system, induced the Southern Pacific directors to buy the control of the steamship company outright. Now that both companies are controlled by the Harriman syndicate, the question arises whether Mr. Gould's plan of making Mr. Harriman president will be carried out."

MEETS O. R. & N. TERMS.

La Grande Will Vacate Fourth Street and Retain Car Shops.

LA GRANDE, Or., March 7.—The O. R. & N. shops will not be moved from La Grande. The vacation of Fourth street, on which the matter hinged, will be accomplished. The La Grande Light & Power Company, which was the principal aggressor in the injunction suit instituted to prevent the closing of the street, has arrived at an agreement with the City Council, and agreed to withdraw the suit. This intelligence has been wired President Mohler, and the company will proceed to enlarge its yard, and the reimbursement of property-owners for their loss will be a matter for subsequent action. It is understood that the Council will adjust all claims for damages and then look to the railroad company for the amount, according to the original agreement.

Southern's New Coast Line.

SAN FRANCISCO, March 7.—The Southern Pacific Company today announced that its new coast line between this city and Los Angeles will be opened March 31. The new line, which adds a second route between the two cities, was first projected about 20 years ago, but engineering difficulties which have since been overcome prevented its completion until this time. The road, which is 481 miles long, following the trail used by the Franciscan friars, passes nearly all the important missions in the state, and for 100 miles passes over the cliffs skirting the Pacific Ocean. Nearly all the through excursions over the Sunset and Ogden routes will pass over this line. A fast limited train will make the trip by daylight between San Francisco and Los Angeles.

Epworth League Rates.

CHICAGO, March 7.—Rates for the Epworth League meeting, to be held in San Francisco July 18 to 21, are announced by the Central Passenger Association lines as follows: One fare for the round trip from points in the territory of the association to the various gateways of the transcontinental roads, added to the basing fares tendered therefrom, namely: Cairo, $47 50; Chicago, $50; Hannibal, $47 50; Peoria, $48; and St. Louis, $47 50.

The following arbitraries have been made: Tickets may be sold one way through Portland or Puget Sound points via the Shasta route or steamer at a rate of $9 higher than the above. Tickets to San Francisco, going via Ogden and returning via Los Angeles, and Ogden, at a rate of $13 50 higher than those named above.

Prosperity of the Southwest.

KANSAS CITY, March 7.—George J. Gould, on his trip of inspection of his railway properties, left today with his party for Coffeyville, Kan. It is understood that President Gould will go to Colorado and Omaha before returning East. Talking to a newspaper man of his trip through Texas, Mr. Gould said:

"I was amazed at the many changes which have taken place in the Southwest since my visit to that part of the country nearly three years ago. The prosperity of the Southwest is marvelous, and I believe the same statement will apply to the West generally. On every hand I saw the material proofs of prosperity—not booms, but the solid, substantial prosperity that lasts. The banks in even the small towns in Texas and other Southwestern States are filled with money."

Will Forger Sentenced.

NEW YORK, March 7.—Chauncey F. Glover, a wealthy resident of Cutchogue, L. I., was found guilty in the Supreme Court of Suffolk County, today, on the charge of forging a will purporting to be that of his father. Glover was sentenced to four years and four months in prison. He fell in a faint as the Judge passed sentence upon him.

Murdered Her Husband.

TOPEKA, Kan., March 7.—Mrs. Myrtle Webster is at the County Jail charged with killing her husband, Norman Webster, this morning. A razor was the weapon used, and Mr. Webster's throat was cut from ear to ear. No motive is known for the deed. Mrs. Webster is thought to be insane.

Nellie Allen's Mother Arrested.

KNOBNOSTER, Mo., March 7.—Mrs. Ellen Allen, mother of Nellie Allen, the 17-year-old girl whose dead body was found in the street here Tuesday night, was taken into custody today, charged with being an accessory in the murder of her daughter. Yesterday, Henry Wisely, a negro, was arrested for the murder on the strength of testimony given by Mrs. Allen before the Coroner's jury. It is believed that the girl was suffocated in the Allen home and the body placed in the street by the murderers.

Prize Money for Dewey.

WASHINGTON, March 7.—The Treasury Department today issued a warrant in favor of Admiral George Dewey for $9570, on acount of prize money found to be due him from the Court of Claims for the destruction of the Spanish fleet in Manila harbor, May 1, 1898.

AT THE HOTELS.

THE PERKINS.

E V Homeyer, Seattle
G W Evans, Spokane
Mrs G W Evans, do
Miss Evans, do
Ballington Booth, The Volunteers, N Y Cy
J J Hepple, do
Geo P Wells, San Fr
D E Kerr, San Fr
T B Ford, Eugene
J B Reed, San Fr
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Will E Rapson, Seattle
A A W Bley, Cal
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W Markillar, Dalles
P Edwards, Dalles
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J H Smith, Indp, Or
J J Schneider, Detroit, Kan
C O Ambs, St Louis
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Perry Chandler, W W
A K Moses, Vancouver
Mrs A K Moses, do
A C Burdick, city
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