

THE STAYTON MAIL

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STAYTON, OREGON

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

A deadly epidemic of grippe is sweeping over London.

Night riders in Kentucky burned three tobacco barns.

Boers boast that they at least gained a moral victory over the English.

Panama extended a most enthusiastic welcome to the American torpedo fleet.

The kaiser wishes an American military title, that he may have another uniform to wear.

A gas explosion in Natchez, Miss., destroyed a five-story building and killed at least eight people.

Russia is disappointed because the trip of the American war ships precludes any possibility of a war with Japan.

A street meeting of about 200 persons who had assembled to hear Emma Goldman, the anarchist leader, in Chicago, was dispersed by the police.

The senate committee has reported favorably on postal savings banks. The banks will pay 2 per cent interest and deposits will be limited to \$1,000.

Taft's enemies admit he is practically sure of the nomination.

A great fire swept the port of Bahia, Brazil, causing a loss of \$1,000,000.

The town of Big Timber, Mont., was three-fourths destroyed by fire. Loss about \$400,000.

Japan is not on the list of visiting points for the battleship fleet, but may be included later.

Four of the men indicted for frauds in the Pennsylvania state capitol scandal have been convicted.

The American battleship fleet has been ordered to leave San Francisco July 6 next and complete its voyage around the world.

Sacks containing \$3,800 in gold were stolen from the paymaster's safe on the cruiser Milwaukee, and thus far all efforts to discover the thief have failed.

The president of the Butte, Mont., Miners' union says 5,000 men are out of work, notwithstanding circulars which have been sent out by the mine-owners advertising for more help.

The Roxbury Carpet works, of Boston, employing 900 hands, have closed indefinitely.

Prince Luitpold, of Bavaria, celebrated his 87th birthday. He is in perfect health.

Massachusetts cotton mills have made a 10 per cent reduction in the wages of 25,000 employees.

The forest service has authorized 17,900 cattle and 152,500 sheep to graze on the Blue Mountain reserve this season.

The American auto in the New York to Paris race reached Granger, Wyo., March 12. The second car, the Italian, was at Cheyenne.

Union Pacific stockholders have turned on Harriman and sued him for the \$40,000,000 he made dealing in the stocks of other roads with Union Pacific capital.

A conference was held between President Roosevelt and prominent men looking to legalizing railroad pools, exempting labor unions and making all corporation deals public.

General d'Amade, commanding the French forces in Morocco, has received a letter from Mulai Hafid, the so-called sultan of the South, and leaders of his army, asking that hostilities be suspended pending peace negotiations.

An insane man tried to kill King Haakon, of Norway.

King Alfonso was received with much enthusiasm at Barcelona.

Four negroes have been lynched in Mississippi for incendiarism.

Spanish anarchists are said to be after the premier, and not the king.

The Mother's congress is in session at the White House, Washington, D. C.

The United Railways company of San Francisco is about to go into the hands of a receiver.

Japan ridicules the idea that naval preparations are being made for an attack on China.

Great Britain has sent a note to Japan advising arbitration of the China-Japan difficulties.

The president has sent to the senate the nomination of John McCourt to be district attorney for Oregon.

LONE ROBBER MAKES A HAUL.

Rides Over 100 Miles in Mail Car on Great Northern.

Spokane, Wash., March 17.—Assuming all the airs and authority of a veteran postoffice inspector, a daring highwayman boarded the Great Northern westbound Oriental Limited train just as it pulled out of Bonners Ferry, Idaho, early this morning, and holding the two mail clerks at bay at the point of a revolver, locked one of them in a clothes closet and tied the other to a chair with ropes, after which he rode a distance of 109 miles into Spokane, spending three hours and 40 minutes rifling registered mail, loading and unloading mail sacks along the route and puffing complacently at a cigar the while.

The lone robber dropped off the train at a railroad crossing inside the city limits, carrying with him, it is believed, much valuable plunder in a satchel. Just how much he obtained is not definitely known.

Mail-clerks Benjamin Stumpf and John W. Nystum, who were held at the mercy of the robber, tell a remarkable story of their experience. Locked in the small closet, hardly two feet square, the latter almost fainted from suffocation after the train had pulled into Sand Point, 34 miles west of Bonners Ferry, and rapping on the door pleaded with the robber to allow him some fresh air. The bandit responded willingly and leaving the door ajar about an inch, secured it with a piece of rope. Twice later on the way into Spokane the robber ceased his work of rifling the mail sacks to go to the door of the closet to inquire as to how Nystum was feeling.

When Stumpf remonstrated with his captor that the cords which bound him were cutting into his wrists, the genteel robber generously loosened the fetters and made every effort to make things as comfortable as possible for his victim.

While ripping open the registered sacks the pseudo-inspector cut one of his fingers and many of the pieces of mail were blood-stained. Blood-hounds were put on the trail of the robber, taking the scent from one of the bloody packages, and followed a trail several blocks through the residence district to a carline, where the scent was lost. It is believed that the highwayman boarded a car and rode downtown.

GRAFT FLOURISHING.

Police Rely on Courts to Keep Them Out of Jail.

San Francisco, March 17.—Police-man Maurice Behan and John Evatt were stripped of their stars by Chief of Police Biggy today as the result of an exposure of a vast system of graft on the Barbary coast. Dives, brothels, saloons and gambling joints have been held up with regularity, and the conditions became so bad that landlords complained that they could not rent buildings on the Barbary coast because the big sums in protection demanded by the policemen absorbed all the profits of the tenants. Chief Biggy arranged a trap of marked coins and caught Behan and Evatt.

Although the cases are clear extortion, under the supreme court decision in the Schmitz case, they do not constitute crimes.

The cases are identical with those of Ruef and Schmitz in almost every particular. If one was no crime, it is difficult to see how the other could be construed into a crime.

WANTS TO DIE.

Orchard Would Refuse Pardon Were It Offered Him.

Boise, Idaho, March 17.—On the morning of his 42d birthday, next Wednesday, in the district court of Canyon county, Harry Orchard, the self-confessed murderer of ex-Governor Steunenberg, who was killed by the explosion of a bomb at the gate of his residence in Caldwell on the evening of December 30, 1905, will face Judge Fremont Wood prepared to hear the death sentence meted out to him.

Harry Orchard, of his own volition and against the urgent pleadings of his attorney and others, refused, when arraigned March 10, to let his previous plea of "not guilty" stand. He also refused to plead to a lesser degree of murder than first degree. He said:

"I am guilty and am ready to take the punishment. I have told the truth. I understand fully what must be the consequences."

Russian Press Comments.

St. Petersburg, March 17.—The Slovo says that the return of the American fleet as announced is as sensational as its departure for the Pacific. Apparently the Slovo thinks the danger of war has disappeared, for it adds: "While this arouses deep satisfaction in Europe, the preservation of peace is due to the display of the big stick of the United States, the prudence of Japan and the good offices of Great Britain." The Novoye Vremya says: "Whatever the original purpose, the cruiser has done a useful service by a public examination of the American navy."

Malta Will Welcome Fleet.

Malta, March 17.—The announcement that the American fleet would make a round-the-world trip has been received here with great interest. Should the fleet visit Malta, its reception will be in the hands of the military authorities, as the Mediterranean fleet is absent from June to October.

AROUND THE WORLD

American Battleship Fleet Will Make the Circuit.

LEAVE SAN FRANCISCO JULY 6

Disappointment on Coast—Fall Target Practice in Philippine Waters—Japan Not on Route.

San Diego, Cal., March 14.—News that the "American battle fleet" is to undertake a tour of the world within two months after its arrival at San Francisco on May 5 was flashed by wireless telegraphy to the 16 battleships of Admiral Evans' command at Magdalena Bay late last night by the government station on Point Loma. There is every reason to believe that it was received on board the vessels by officers and crews alike with the greatest degree of satisfaction.

Admiral Evans, who will relinquish command of the fleet during its forthcoming stay at San Francisco, and who goes on the retired list when he attains the age of 62 years in August, was expecting some official word from Washington on the subject of the future movements of the fleet, and it was in view of this and to enable the department to prepare its program that he sent the message the night of his arrival off Magdalena Bay, to the effect that the ships could start on any mission at a day's notice and were in far better shape as to machinery and efficiency of crews than on the day of sailing from Hampton Roads.

Washington, March 14.—Admiral Evans' battleship fleet, after leaving San Francisco, will visit Hawaii, Samoa, Melbourne and Sydney, Australia; the Philippines and return to New York by way of the Suez Canal.

Secretary Metcalf announced the future movements of the fleet after the cabinet meeting today. It will leave San Francisco on July 6 "for our Pacific possessions," as Mr. Metcalf styled it. The vessels will first touch at Hawaii, where they will coal. After that they will go to Samoa, following with a visit to Australia. They will stop at the cities of Melbourne and Sydney, the invitation of the Australian government to visit that country having been supplemented by a more cordial one from the British Ambassador, Mr. Bryce.

Leaving the Australian waters, the vessels are to go to Manila, and while in the Philippines, the annual fall target practice will be held. Thence they will return to the United States by way of the Suez canal, stopping only at such ports as are necessary for coaling purposes. The date of their return to the States depends entirely upon the amount of time required for the target practice in the Philippines. The visit of the battleships to Puget Sound will be made some time between the conclusion of the grand review in San Francisco Bay, on May 8, and the date of the sailing over the Pacific.

Secretary Metcalf said that the battleships would remain in San Francisco until May 22, during which time they would fill their bunkers with coal. According to the present plan, the entire fleet will go up to Puget Sound, and some of the ships may be sent over to Vancouver, all returning to San Francisco, however, before departing for home. Admiral Evans will retire in August by operation of law. Secretary Metcalf said that no decision had yet been arrived at as to who would succeed him in command of the fleet on its voyage homeward.

Mr. Metcalf today made public a copy of a letter addressed to Secretary Root, March 2, by Ambassador Bryce supplementing the invitation extended by Sir Alfred Deakin in behalf of the commonwealth of Australia for the battleships to visit that country on their return to the United States.

Orders were issued at the navy department today assigning officers to duty in connection with fitting out the torpedo boats Davies, Farragut and Fox.

Warships Have a Race.

San Francisco, March 14.—The protected cruisers Charlestown, St. Louis and Milwaukee, which arrived from Magdalena Bay today, utilized a portion of their run up the Coast for an annual endurance test which resulted in disaster for the Milwaukee and the flagship Charlestown. The test requires a speed of 20 knots maintained for eight consecutive hours. All went well for the first few hours as the three white cruisers dashed through the Santa Barbara channel until suddenly the flagship dropped behind, soon to be followed in misfortune by the Milwaukee.

Germany Takes Notice.

Berlin, March 14.—The German naval critics are commenting upon the wonderful feat of seamanship displayed in the 12,000-mile voyage of the American battleship fleet under the command of Rear-Admiral Evans and its arrival at Magdalena Bay four days ahead of its scheduled time without a ship being disabled. They consider it proof of excellent material as well as of personnel.

WORST STORM OF WINTER.

Railroad Traffic Stopped Throughout Pacific Northwest.

Portland, Mar. 15.—While no serious property damage has been reported, the heavy storm of wind and rain that has been raging without let up since Friday is by all odds the worst of the past year. There are no prospects of early abatement and great destruction of property throughout the northwest may result, for the storm is general throughout this entire region.

Passenger traffic on the O. R. & N. has been completely tied up since Saturday afternoon as the result of an enormous landslide at Wyeth. No east or westbound trains have been sent through in 36 hours, and the track will not be cleared before today, as huge masses of soft earth keep oozing down the mountain-side as rapidly as the steam shovel is clearing it away. Four eastbound passenger trains tried to get through since 6 o'clock Saturday evening, but all were stalled, and had to be brought back to Portland.

Many of the passengers who had left on one or the other of these trains were routed via the Northern Pacific, but it is doubtful if they will succeed in getting through, because a number of heavy slides have occurred on that road between here and Tacoma.

Hood River people sat in darkness last night. Churches, hotels, and such homes as were provided, were illuminated by kerosene lamps, lanterns and ancient tallow dips. The light and power plant was put out of business early in the storm, and no trains went east or west during Sunday.

The volume of water rushing down Hood River is greater than at any time since its power was harnessed. Only an intermittent telegraph and telephone service was possible and conditions promise to be worse today.

Pendleton is also in a bad, if not in a very serious way, for the Umatilla river raged like a torrent all day yesterday and is rising at the rate of four inches an hour, threatening the town with a flood, as serious as that which devastated it two years ago.

Willamette valley points are apt to suffer considerably, though no great damage has been done so far and the train service on the Southern Pacific has been maintained without interruption. The rainfall has been unusually heavy throughout the valley and all tributaries to the Willamette are leaping up their banks steadily, hour by hour, and are expected to keep on rising for several days.

A number of log booms in the Cowlitz river have been ripped loose from their moorings and are hurling down the river.

Between 3 o'clock Saturday afternoon and 6 p. m. yesterday the Willamette river came up five feet at Portland. There is a strong current running and indications point to a steady rise for several days to come. Heavy rains have fallen throughout the valley and all tributary streams are bank full.

During the 24 hours ending Sunday at 5 p. m. 1.82 inches of rain fell. Between noon Friday and last evening the precipitation was 2.82 inches. The amount of rainfall for the 24 hours just passed has been exceeded for the month of March three times since the establishment of a weather station at Portland. In 1877 the fall was 2.35 inches, in 1883 2.25 inches in 1902 1.85 inches. The rainfall was steady but at no time was there an excessive down-pour.

The wind attained a velocity of 52 miles an hour at North Head and at Tatoosh Island. The general direction was south and southwest. The storm is moving rapidly eastward and this morning is raging over British Columbia. Storm warnings are still out over coast ports and strong southerly winds are looked for today. Rain will continue, but not steadily as yesterday.

Elma, Wash., March 16.—Heavy, continuous rain has prevailed in the Chehalis valley for several days past. The Chehalis river, running over its banks, is still rising and the highest water in many years is now expected and being prepared for. There was a steady down-pour of heavy rain all through the night, and it continues today unabated.

Not a log will be left in any of the creeks and rivers, every driving stream will be swept clean, so great is the flood raging through Chehalis county at this time. Logs that have hung for years on gravel bars and high banks will go down to the booms on Grays Harbor.

Fire Makes 300 Idle.

Trinidad, Colo., March 16.—Fire, supposed to have been caused by crowded electric wires, destroyed the coke washer, tippie, engine house and chemical laboratory of the Colorado Fuel & Iron Company's mine at Sopris, five miles west of here today, entailing a loss estimated at \$150,000 and throwing 300 men out of employment. The flames were first discovered on the third floor of the five-story frame building of the coke washer, spreading rapidly to the other structures. The office was saved after desperate fighting.

Congratulations From Kaiser.

London, March 16.—A special dispatch to the Daily Mail from Berlin says that the Emperor sent warm personal congratulations to President Roosevelt on the arrival of the fleet at Magdalena Bay ahead of schedule time.

NEW HILL ROAD DONE

Driving of Golden Spike Marks Completion of North Bank.

EXCURSION RUN FROM VANCOUVER

Ceremony Took Place at Sheridan's Point, West of Stevenson—Site of Old Blockhouse.

Vancouver, Wash., March 12.—In the presence of 500 cheering people, who traveled 50 miles to witness the ceremony, the golden spike was driven in the North Bank road yesterday afternoon. The exercises were held at Sheridan's Point, three miles west of Stevenson, Wash., and although they occupied but a few minutes, were impressive. The driving home of the golden spike was regarded by the spectators as signaling the dawn of a new epoch in the railroad history of the Pacific coast.

The gray old mountains that looked down on the coming of the tiny canoes of Lewis and Clark, over 100 years ago, stand all around the spot where the last spike was driven yesterday. Almost on the very place where the last rail was laid, an old blockhouse, erected by pioneers, withstood the repeated attacks of Indians and after it had served its purpose, was washed away by a flood in the Columbia river.

The special train that was run to Lyle yesterday over the new Spokane, Portland & Seattle railway was made up at Vancouver, and the people who attended the ceremony of driving the spike were guests of the business interests of Vancouver and the new railroad.

The driving of the golden spike took place on the trip up the river, the train being halted at Sheridan's Point for the purpose. E. E. Beard, editor of the Vancouver Columbian, was master of ceremonies and held the golden spike that was to be the final bond linking the Inland Empire with the cities of the seaboard. He introduced Mayor Green, of Vancouver, who made a short talk.

George H. Himes, secretary of the Oregon Historical society, was introduced and dwelt on the historic significance of driving the golden spike of the new road where the pioneers took refuge from the attacks of the Indians.

Charles H. Carey, of Portland, counsel for the Hill lines in this territory, was called upon and responded with a speech.

The golden spike was then driven. Judge Carey struck the first blow, and handed the gilded hammer over to Mayor Green, who, in turn, gave way to George H. Himes. Superintendent Forest, of the new road; H. Fairchild, representing Governor Mead, of Washington, who was unable to be present; C. T. Giezantner, editor of the Pasco Express, representing the present terminus of the North Bank road; H. M. Adams, general freight and passenger agent for the new line; Major McGlachlin, of the United States army; Richard Porter, of the contracting firm of Porter Bros. & Welch, who constructed the new line; James P. Stapleton, of Vancouver, tapped the spike in turn, and N. D. Miller, chief engineer, was called upon to drive the spike home. As he did so he was loudly cheered, and the new road was formally completed.

The track was completed on Washington's birthday, but the golden spike was driven at the point where the last rail was laid. The line will be opened for traffic next Monday morning from Vancouver to Pasco, a distance of 221 miles. Work is now going forward on the line between Pasco and Spokane, making the total length of the road when completed, 380 miles. It is expected to have the entire line in operation between Portland and Spokane by the end of the present year. Trains over the road will be running into Portland, it is expected, by next June, upon completion of bridges across the Columbia and Willamette rivers.

New Line in California.

Los Angeles, March 12.—Articles of incorporation of the Los Angeles & San Francisco Short Line Railroad company, with a capital stock of \$2,000,000 were filed here yesterday. The purpose of the company is to build a line to San Francisco, cutting off almost 100 miles from the distance covered by any of the roads now constructed between here and the Northern city. The line has already been surveyed. It is said that Eastern capitalists are behind the proposition. Connection with the Western Pacific is denied.

Plague Again Breaks Out.

San Francisco, March 12.—Two plague cases were discovered this morning, one well defined and the other subject to some doubt. The patients were immediately isolated and every precaution taken to prevent further spread of the contagion from the victims of the disease.