

# Oregon City Courier.

A. W. CHENEY, Publisher.

OREGON CITY.....OREGON

## NEWS OF THE WEEK

Interesting Collection of Current Events  
In Condensed Form From  
Both Continents.

Samuel Corine, an old Yamhill county pioneer of 1843, died at his home in McMinnville, at the age of 73 years.

The Illinois legislature is considering a bill giving free school books to all pupils of the public schools of the state.

An east-bound Union Pacific passenger train crashed into a freight train near Green River, Wyo., and severely injured three men.

The Neuvrei Presse of Vienna says that Great Britain has proposed that a collision between the Greek and Turkish troops on the frontier of Thessaly be prevented by the formation of a neutral zone a mile wide between the Greek and Turkish soldiers, as was done in 1886.

Mrs. Marcy Smith was dragged from the bedside of her dying son in Oakland, Cal., in a crazed condition. For a week she had stood guard in a little cottage where her only boy, Harry, has been at death's door from pneumonia. The mother, worn out by much watching and suffering for want of food, gradually lost her reason and was taken away by force to prevent her doing harm to those who had come to nurse her boy.

Police Telegraph Operator Harry Greenhoff, of the East Chicago avenue station, narrowly escaped death while making a heroic rescue of a child from beneath the wheels of an engine on St. Paul bridge. So near did he become to being crushed that his coat was torn off. The child he rescued was but 4 years old, and had wandered on the bridge in front of the fast freight train, when Greenhoff saw its danger and rescued it, at the peril of his own life.

The question of opening the Cascade timber reserve for the herding of stock is creating a stir among prominent stockmen of Eastern Oregon. The various stock associations in Wasco, Gilliam, Crook and Sherman counties propose to raise a fund of \$500 to pay the expenses of a delegate to Washington to properly present the matter to congress. The question is a vital one to sheepmen, as the closing of the reserve to them means such a scarcity of range that successful sheepraising in Eastern Oregon will be impracticable on a large scale.

Theodore Durrant has by no means given up the fight for his life. George A. Knight has been added to his counsel, and is now preparing a petition asking the supreme court for a rehearing of the application previously made and denied, for a new trial. If this petition, which will be submitted without argument, be denied, as the district attorney anticipates, there will only remain the possibility of securing the interference of the federal courts in Durrant's behalf. Failing in that, only the action of the president can step between the condemned man and the gallows.

Five men were injured, two fatally, in a railroad accident at La Grange, Ill. A meat train bound for Hammond jumped the track on the Belt Line of the Chicago, Hammond & Western road. The engine was derailed, two of the cars were telescoped, and the remainder of the train thrown from the track.

A small band of unemployed workmen have begun the construction of a boulevard in Golden Gate Park, San Francisco, to pay for which public subscriptions have been taken. Ex-Mayor Sutro warned the workmen to keep off his land, and as the boulevard extends across Sutro's property, work had to be suspended. Sutro has promised to sign a deed for the strip, however.

Miss Blanche Berard, the oldest postmistress in the country, who has held office for a half century, has resigned. Administrations and presidents changed, postmaster-generals came and went, postoffices were reorganized and reclassified, great political upheavals annihilated every branch of the government, but she remained undisturbed at West Point, N. Y.

A Havana special to the New York World says: Through Cubans here it is learned that a train carrying Spanish troops was blown up by dynamite while passing over a deep gorge south of Candelaria, Pinar del Rio province, and nearly 250 soldiers were killed or injured. The locomotive and six cars were demolished. The tragedy occurred about the 10th inst.

Governor Rogers, of Washington, has issued his Arbor day proclamation, recommending that Friday, April 30, 1897, be devoted by the people of Washington to planting trees, shrubs and vines and in other ways beautifying their homes. In connection with the governor's proclamation, State Superintendent Brown has prepared a programme to be rendered in the different grades of the public schools from the first to the grammar grade, inclusive.

Charles Rostatinsky, a farmer, with his wife and baby, started from Omaha in a covered wagon with a gasoline stove. The stove exploded, the team ran away, and the occupants of the wagon were fatally burned.

W. C. Wills, of Hay creek, Crook county, acting upon the request of citizens of his section, has asked Governor Lord to intercede in behalf of the Eastern Oregon people in the matter of the exclusion of stock from the Cascade reserve, by making a special request of the president.

## FIRST DAY OF DEBATE.

The House Takes Up the Tariff Bill in Earnest.

Washington, March 24.—The first day of the tariff debate in the house was rather tame, from both a spectacular and an oratorical standpoint. The galleries were well filled all day, and the members on the floor listened conscientiously; but there was an absence both of that sharp cross-firing which keeps the nerves on edge and that brilliant eloquence which inspires and holds the imagination. The opening of the debate was delayed over two hours by the full reading of the bill of 162 pages, and this, to begin with, had a somewhat depressing influence. The Republican leaders insisted on this to avoid the possible appearance in the future, should the consideration of the bill not be completed under the five-minute rule, of a claim that the bill had not been read in full in the house, a thing which happened in the cases of both the McKinley and Wilson bills. Only four speeches were made at today's session. Dingley, chairman of the ways and means committee, opened in an hour's speech for the majority, and Wheeler fired the broadside for the opposition.

The plans of the Democrats had miscarried. Bailey, leader of the opposition, had decided to close the debate and McMillin had been selected to reply to Dingley; but at the last moment it was learned that McMillin had been unable to prepare himself, owing to the illness of his wife. The task, therefore, devolved upon Wheeler. The latter was unprepared, but, nevertheless, took the floor for an hour. Bell blazed the path for the Populists. The only other speaker at the day session was Hopkins, a member of the ways and means committee.

Bailey of Texas presented to the house tonight the minority report on the tariff bill. It was signed by all the Democratic members of the ways and means committee, and gives the grounds of their opposition to the bill. It says:

"This bill was framed with the avowed purpose of protecting the manufacturers of the United States against foreign competition, and it is perfectly obvious that, if it accomplishes that purpose, it must result in compelling the consumers of this country to pay more for their manufactured goods, and for this reason we think it should not pass. We rest our opposition on the broad principle that congress was invested with the power of taxation as a means of collecting from each citizen his fair proportion toward the support of the government, and that it is a gross perversion of that sovereign power to employ it as a means of enabling favored classes to levy unjust charges upon the great body of the people."

The report says the disapproval of the bounty system, as applied to the sugar industry, has been so pronounced that the committee dared not insert it in the bill, and, in the opinion of the signers, the payment of bounties is preferable to the tariff tax, as being more direct and simple. The report concludes:

"We are unable to offer a substitute for the pending bill, because we have not been allowed a reasonable time to prepare one. Congress convened in extraordinary session Monday, and this bill was introduced the same day and referred to the committee on ways and means, which met the next morning, and on Thursday it was ordered to be reported to the house. The majority of the committee had the three months of the last session of the last congress in which to prepare their bill, and yet they refused to allow the minority three weeks in which to prepare a substitute. We were unwilling to propose a measure that had not been carefully matured, and we must therefore content ourselves with protesting against the passage of the committee's bill."

### In the Senate.

Washington, March 24.—The senate today agreed to a resolution requesting the president for information as to the death of Dr. Ruiz, in Cuba.

Among the bills reported was the Lodge bill, restricting immigration. Pettigrew reported the bill for free homes on public lands, and gave notice of an endeavor to secure action at the earliest possible moment.

Several other bills relating to Indian affairs and public lands were reported and placed on the calendar.

### Appointed by McKinley.

Washington, March 24.—The president today sent the following nominations to the senate:

State—Joseph L. Bristow, of Kansas, fourth assistant postmaster-general.

Interior—Binger Herman, of Oregon, commissioner of the general land office.

Justice—J. D. Elliott, attorney for the district of South Dakota.

Treasury—Ernest G. Timme, of Wisconsin, auditor for the state and other departments (fifth auditor).

Navy—Commodore Joseph N. Miller, to be rear-admiral.

### Chinese Girls Will Be Deported.

San Francisco, March 24.—Special agents of the treasury today arrested sixty Chinese girls, who, it is said, were improperly landed at this port while the Dick Williams investigation was in progress, and no Chinese interpreter was employed by the department. All the women who have no registration papers will be deported.

### Regains His Freedom.

Washington, March 24.—Another American who has been held under arrest in Cuba, has been released. He is Francis Casseanas, arrested at Sagua, on February 13. The arrest was denounced by Consul-General Lee as a great outrage, whereupon the state department began at once to move in behalf of the man, with the result that he was sent at liberty yesterday.

The number of Americans now under arrest in Cuba is reduced to eight.

## THE OAKES IS SAFE

Arrives in New York After a Terrible Voyage.

### CREW STRICKEN WITH SCURVY

Six Men Died on the Passage—Captain's Wife Took Her Turn at the Wheel.

New York, March 23.—The long overdue clipper ship T. F. Oakes, which left Hong Kong, July 4, 1896, 259 days ago, with a general cargo, for this port, and which had been given up as lost, was towed into port this morning, by the British tank steamer Kaskeck, Captain Muir, who picked her up last Thursday. The crew were sick with scurvy, and six had died.

The Kaskeck was bound from Philadelphia for Fiume, Austria, with a cargo of oil, and left the former port Saturday, March 13. On the following evening, at 11 o'clock, blue lights were seen. Captain Muir ordered the steamer's course altered, and the steamer bore up to the distress signal. At 1 o'clock, she was close alongside the ship and stood by until daylight, when signals were observed flying from the ship, asking that a boat be sent alongside, as the ship's crew were so helpless as to be unable to man their own boats. Chief Officer C. P. Helshem and three seamen at once put off in the Kaskeck's yawl, and, when within speaking distance, heard a tale of suffering and sickness from those on board the ship such as made them shudder.

Captain Reed, of the Oakes, reported that his crew were all laid up with scurvy, and that the provisions were well-nigh exhausted. He was unable to navigate the ship with the few hands he had at his command, and begged that he at once be supplied with fresh food, and vegetables and taken in tow for the nearest port. Mate Helshem returned to the Kaskeck with the message, and Captain Muir at once decided to take the vessel in tow.

The weather, which had been threatening, now became boisterous, and a northerly gale sprang up. Nevertheless, preparations were made to pass a hawser to the Oakes, when the boat, with a load of provisions was sent.

The sea was rough at the time, but Chief Officer Helshem volunteered to attempt to board her, and, as the engineers reported the propeller to be working well, it was decided to send a hawser aboard. Accordingly, a line was dragged by the boat, and after a deal of hard work, two hawsers were made fast.

Mr. Helshem and his boat's crew of three did most of the work on the ship. They found only the second and third mates able to help them. The provisions they brought were a godsend to the scurvy-stricken survivors of the ship's crew, and they began to gather hope that they might live to see land again. From the time the hawser was passed until New York was reached, no incident of importance occurred.

Captain Reed, of the Oakes, told a terrible story of suffering and privation. When the Oakes sailed from Hong Kong the crew was apparently in the best of health, with the exception of Captain Reed, who had been ailing for some time, but who, under the careful nursing of his devoted wife, thought himself on the road to recovery. When about six days out in the China sea, a terrific typhoon was encountered, lasting several days, during which the fore and main topmasts were sprung. The vessel was obliged to run before the gale, which had no sooner blown itself out than it was followed by a second typhoon, which blew with great fury for twenty-four days.

The vessel had then got well out in the North Pacific, and so far off her course that Captain Reed decided to shape his course via Cape Horn, rather than by Cape of Good Hope, hoping thereby to make better time. The weather remained fine until Cape Horn was rounded, 167 days out. In the meantime the Chinese cook had been taken down with a severe cold and died November 11. Afterward a seaman named Thomas King was taken down with what appeared to be scurvy, and died December 20. In quick succession Seaman Thomas Olden was taken sick and died January 12; Thomas Judge, another seaman, was taken ill with cancer of the stomach, and later Mate Stephen Bunker showed symptoms of scurvy. The latter died February 4, and was quickly followed by George King, an old man, who died on the 9th. On the 17th Judge succumbed, making in all six deaths.

One by one the other sailors were obliged to quit work, until on March 1 nobody was left except the second and third mates, the captain and his wife. All were well-nigh exhausted, and when a strong northerly gale blew up that day, the brave woman was obliged to take the wheel, and for eight hours without relief and without as much as a drink of water, she kept the ship on her course.

The provisions were running short, although a supply had been obtained January 12 from the American ship Governor Robie, from New York for Melbourne, when off the island of Trinidad, and the crew was left without other than the barest necessities. A sharp lookout was kept for passing vessels, but nothing was seen until the Kaskeck hove in sight. The only vessel during the voyage, with the exception of the Robie, was a northbound Lamporet & Holt steamer, which passed the Oakes off Pernambuco, but was too far off to distinguish signals.

The Oakes is a three-masted ship, built by the late Commander Gorringe, at Philadelphia, in 1833. She registers 1,897 tons. On March 13 she was reinsured at 90 guineas premium.

## LOCOMOTIVE BOILER BURST

Killed Engineer and Fireman, but Passengers Knew Nothing of It.

Chicago, March 23.—The boiler of the locomotive, which was hauling the Chicago and Boston special, on the Lake Shore & Michigan Southern road, blew up this morning, instantly killing the engineer and fireman and completely demolishing the engine. The dead are: Alexander Franks, engineer, of Chicago; Edward B. Smith, fireman, of Chicago.

The engine was hurled 200 feet into the air through a network of telegraph wires that were stretched along the tracks and had his right leg torn off. The fireman was thrown against a cattle car with such force that almost every bone in his body was broken. None of the rest of the train crew nor any of the passengers were injured.

The train to which the engine was attached is one of the fastest on the Lake Shore, and leaves Van Buren street depot at 10:30 in the morning. The accident occurred about 11 o'clock, as the train had just pulled out from Englewood, and was running at the rate of twenty miles an hour. A peculiar feature of the explosion was the fact that although the report was so loud it was heard by residents half a mile away, and the force so great that the engine was literally blown to atoms, none of the passengers in the rear part of the train heard the report and were not aware that anything unusual had happened until they looked out after the train had come to a sudden stop. The train went about 150 feet after the explosion took place, and, although the stop was quite sudden, none of the passengers were thrown from their seats, and not one of the coaches was damaged by the explosion or by the sudden stop.

The force of the explosion was apparently upward and outward, as parts of the engine were thrown into the air 100 feet, and pieces of the boiler were tossed into a swamp, a distance of 250 feet, while the baggage car, directly behind the engine, was not damaged in any way.

It is not known just what caused the explosion, officials of the road saying that it will not be determined until what remains of the engine is taken apart and examined. It was thought at first that there was no water in the boiler, but this theory was abandoned, as it was a through train, and the engine had just been taken from the roundhouse. It was rumored that the boiler was defective in some respects, but this was denied by officials of the road. The latter say the locomotive was in good condition in every respect, had been in service about three years, and was considered one of the fastest engines on the road.

The train that it was pulling was known as No. 10, and is a through train from Chicago to Boston.

### PRESIDENT CISNEROS DEAD.

Masao Becomes Head of the Cuban Republic.

Havana, March 23.—It is reported from Camaguey that Salvador Cisneros, president of the Cuban republic, is dead; that Vice-President Bartolome Masao succeeds him as president, and that Dr. Capott, ex-professor of the Havana university, will be appointed vice-president.

General Quintin Bandera has returned to Camaguey. A large body of insurgents is concentrated near Sancti Spiritus, and a combined movement of Spanish troops against them is expected.

For the last few days, Captain-General Weyler has been greatly annoyed by a serious affection of the throat with suppurations of the glands of the aerophagus. On Wednesday, after a consultation with his physicians, it was decided that for a time the patient must have absolute rest. As he suffered severely from dysentery when in the field, his medical advisers would not allow him to return there for some time on that account also.

In addition to the lad Nelson, several other American boys have arrived at Havana within the last few days with the intention of joining the insurgent army, but the advice given them is to return to the United States. The boy, Robert Emmett Scully, of Somerville, N. J., who came to join the insurgents, will probably be shipped back to New York at the request of his family and of the American state department.

### Caught by a Belt.

Astoria, Or., March 23.—Charles Seeley, an employe of the Young's River pulp mills, met a horrible fate at 4 o'clock this morning. He was one of the two men employed on the night shift. The belting that operates the large grinders flew off the pulleys, and the signal was given the engineer to shut down until it was replaced. As this was being done, and while the shaft was revolving slowly, Seeley reached up and caught hold of the belt. It is supposed his arm went through a loop, and, becoming entangled, the young man was sent whirling with the shaft. The first revolution threw him against the ceiling, killing him. Before the machinery could be stopped the body had been mashed to a pulp.

Seeley was 20 years of age, and a native of Illinois. He had lived here about a year and had relatives on Young's river.

### Spanish Official Report.

Havana, March 23.—During the ten days ending Thursday, the insurgents have lost 433 killed, among them being one leader, eight officers, besides eight privates who were taken prisoners and 88 who surrendered. They lost 164 firearms and 1,000 side arms. The Spanish lost during the same period three officers and twenty-four soldiers killed; sixteen officers and 265 soldiers wounded.

## A TERRIBLE DISASTER

Exposure, Starvation, Madness, Then Death.

### LOSS OF THE VILLE STE. NAZAIRE

An Ocean Tragedy of Exceptional Horror—Eighty Lives Lost—Stories of Survivors.

New York, March 22.—Of eighty-two persons comprising the passengers and crew of the steamer Ville Ste. Nazaire, which sailed from this port March 6 for Port au Prince, Hayti, only four are known to have survived the disaster which befell the craft a few hours later. These four passed through an experience such as fortunately has been the lot of but few, seeing one after another of the thirty-one others who left the steamer in a large boat perish of exposure to the cold or die of hunger, some suffering, during the seven days in which they drifted helplessly without sail or compass, pangs that drove them to madness before death came to their relief.

Among the survivors is Senor Tagado, a San Domingian, who was compelled to witness the death of his wife and four children without being able to alleviate their sufferings. What became of the forty-four persons besides these mentioned above can only be surmised, although there is a remote possibility that one or more of the three boats in which they left the sinking steamer in the midst of a fierce storm off Cape Hatteras, has been picked up by a sailing vessel.

The Ville Ste. Nazaire was a single-screw bark-rigged steamer of 2,640 tons register. She was owned by the Compagnie Trans-Atlantique Generale. The accident vividly recalls the fate of the same company's steamer Ville de Havre, which went down November 23, 1873, with 226 people on board. The Ville Ste. Nazaire was commanded by Captain Jaguena, a sailor of experience and ability. Hard weather was experienced from the time the steamer left this port until the water began pouring into and over her, and it was determined to abandon her. The passengers and crew took four boats, the fifth having been crushed in the attempt to lower it. There had been no time to provision the boats. It was night, and in the midst of a storm the transfer was made.

Captain Berri, manager of the West Indian line of the Compagnie Trans-Atlantique Generale, was one of the 35 men who embarked in the larger of the boats, and upon him devolved the command of that frail refuge for so many souls. He, Senor Tagado, Lantz, the third engineer, and Maire, the ship's doctor, are the only ones surviving. They were brought to Perth Amboy yesterday by the schooner Hilda, which came upon them March 14, as they were drifting at sea with the dead bodies of four of their fellow-passengers in a small boat. The survivors were almost dead from starvation and exposure, and were too weak to relieve the small boat of the weight of the corpses. The four rescued men were brought to this city from Perth Amboy in the tug Idlewild last night. Captain Berri is being attended by Dr. L. Deplez, who entertains doubts of his recovery, and declares that he must have endured most terrible hardships.

The Ste. Nazaire cleared from New York for Port au Prince on March 6. On the following day, according to the story told by one of the survivors, the leak was discovered, but it was not thought to be sufficiently serious to warrant a return to port. By the middle of the second day, however, the leak had increased to a dangerous extent, and a portion of the cargo on the port side of the vessel was damaged by the water, which had commenced to pour in in great quantities. A terrible storm arose on the night of the second day, and the heavy seas, together with the big leak, rendered the escape of the vessel from shipwreck an impossibility. Realizing that the ship was doomed, the captain ordered the four lifeboats to be lowered, and into them crowded the passengers and crew. The boats were soon swept apart by the wind and waves.

The boat which was found by the Hilda six days after the sinking of the steamer is the only one of the four boats that has been heard of. Thirty-five persons, it is said, were crowded into the boat from which the survivors were taken. One by one all but the four rescued men died from exposure or hunger, or were swept into the deep by waves which broke over the small boat. The bodies of the dozen who died in the boat during the first days of its terrible voyage were thrown over board by the survivors. But those who withstood the elements and managed to live without food or drink, at last became too weak to rid the boat of its ghastly freight, and were compelled for days to gaze upon the stiffened corpses of their unfortunate companions. Agent Forget, of the French line, is doing all in his power to make the survivors comfortable.

Captain Berri, who is 55 years of age and a trusted employe of the French line, is under the care of a doctor. The physician found his patient's throat fearfully parched and his lungs in the same condition. After examination, the doctor said that with careful treatment he might recover. It would be over a week, however, before he could take any solid food. The captain's body is covered with bruises from being thrown about the boat while she was tempest-tossed.

### Decorated by the Pope.

Rome, March 22.—The pope has conferred decorations upon several French officers who saved Roman Catholic religious houses during the fires at Canes.

## BLOCKADE HAS BEGUN.

Greek Ships Will Be Prevented From Approaching Crete.

Canes, March 23.—The situation in Crete today may be described as one of expectancy. This morning the fact that the blockade had formally begun was generally communicated from Canes to all points in the island in the telegraphic circuit.

Pillaging still continues. Three Turkish soldiers who were caught in the act of pillage Saturday night Halapa fired on the gendarmes, who returned the fire, killing one of them.

Some doubt is now expressed by officials here as to whether Colonel Vassos, commander of the Greek forces in Crete, will be able to hold out long, owing to the scarcity of provisions. It is denied by the officials that there is friction between the admirals and the consuls.

### Foreign Warships at Crete.

London, March 23.—The Athens correspondent of the Times says a strong gale is blowing across the Aegean sea, which will make the blockade exceedingly difficult.

It is reported the admirals purposely refrained from interfering with vessels which have recently landed provisions in Crete, one having discharged a cargo at Akrotiri almost under the eyes of the admirals.

The necessity of removing the Turkish troops from the island becomes more and more imperative. Absolutely nothing else, continues the correspondent, will convince the Cretans of Europe's sincerity. It may be regarded as certain that they will even prevent the departure of the Greek army by force until the Turks have gone. There is no time to be lost. It is impossible that Greece and Turkey could long support the armies they have mobilized. Each will favor provoking a struggle to seeing its troops starve.

### THE AMERICAN TARIFF.

Arouses the German Press to a Spirit of Animosity.

Berlin, March 23.—The German press displays special interest in the new American tariff. The Cologne Gazette publishes the full text of the bill, and all leading newspapers publish extracts from it, and editorials on the subject. These latter breathe a spirit of fierce animosity, and a strong desire for reprisals. The Kleiner Journal says:

"If this bill becomes a law, Europe, and especially Germany, must feel it to be an intentional blow in the face. A large part of our exports is thereby prohibited, and exports of another part is rendered extremely difficult. Many of our industries will be forced to completely reorganize their system of production, raise the quality of their goods and specialize. This will require a period of experiment and delay. In the meanwhile, much of the commerce and industry will be lost.

Referring to the currency plans of the United States, the Kleiner Journal says:

"We deem silver to be a danger to gold countries, especially to Germany, even greater than the tariff. The remainder of our commerce in America will be put on a shifting basis, and great losses are threatened to our financial investments in the United States. Our holdings in the Northern Pacific railway alone amount to 2,000,000 marks, and billions of German capital will be imperilled."

The Tagblatt, National Zeitung, Cologne Gazette, Weiser Zeitung, and Hamburger Nachrichten publish similar articles.

### A MURDER AVENGED.

Pearl Bryan's Slaying Died on the Scaffold.

Newport, Ky., March 23.—The murder of Pearl Bryan, fourteen months ago, was avenged today. Scott Jackson and Alonzo Walling were executed at 11:45 A. M. from the same scaffold. There was a double trap, but only one lever, and when Sheriff Plummer pulled the lever, both dropped the same instant. Walling, however, lingered a moment longer than Jackson. The neck of neither was broken, and both struggled hard in the process of strangulation.

The arrangements were complete, and the performance was so perfect that it was without any incident unusual on such occasions. Both men were nerved to the last, and on the gallows protested their innocence, and died with their secrets, so that it may never be known, what was done with the head of Pearl Bryan, or where she lodged the two nights previous to her murder, or what part each took in the decapitation, or whether others were implicated. There were over 300 men men within the enclosure to witness the hanging, and many thousands gathered around the jail yard, but the special deputies and police maintained order. The execution was quickly dispatched, as neither man had anything to say on the gallows, except to declare his innocence, and Rev. A. J. Lee was brief in his remarks.

### Capitol Bill Vetoed.

Olympia, Wash., March 23.—The capitol building project has been put to sleep for two years more. Governor Rogers today refused to give the measure his official sanction, and stated as his reason that it was not legally passed.

### Destroyed by Fire.

Ottumwa, Ia., March 23.—A disastrous fire broke out this evening in a brick business block on Main street owned by the Seth Richards estate, and destroyed property valued at \$180,000. After a hard fight the fire department succeeded in getting the fire under control. The property destroyed was insured for \$100,000.

The gardener should remember that harmless snakes are expert and voracious bug catchers.