

## ED WHITE KILLED

Escaped Convict Meets Death Near Eddyville.

## WOUNDED, HE ENDS HIS LIFE

Deputy Sheriff Warnock Shoots Him Through the Body To Avoid Capture While Fires a Bullet Into His Brain.

CORVALLIS, Feb. 5.—(Special.)—In a desperate encounter Ed White, the convict who recently escaped from the Oregon penitentiary, was killed near Eddyville yesterday. After receiving a shot through the body from a Winchester rifle in the hands of Deputy Sheriff Robert Warnock, White turned his 44-caliber Colt's revolver to his own forehead and sent a ball into his brain. He died five minutes afterward. The body passed through Corvallis today on the way to the penitentiary.

The encounter happened in the vicinity of Robert Warnock's house. After the encounter Sunday, White crossed Alsea Bay to Lajitas and traveled north and east. Monday night he spent in a barn owned by Charles Bruner, and Tuesday was seen in the Chitwood Schoolhouse, from which he was driven by persons who were going there to hold a meeting. From there he went eastward up the river, where he obtained breakfast at a farmhouse. His whereabouts had become known to officers, and they were in pursuit. Wednesday he passed down the Yaquina River to the vicinity of the Warnock farm. There, while passing up the railroad track with Section Foreman Hewitt on a Sunday train, Warnock observed a man answering White's description on the county road. When he noticed the handgun and its occupants the convict proceeded to shoot at the officers. Within a few minutes White was discovered moving along in the lane leading past Warnock's house. The house was only about 90 yards distant from the scene of the shooting. White was fired upon by the officers, and he was killed. Warnock opened fire, the first shot being for the purpose of inducing the fugitive to halt. White, however, ran to the house and lost several seconds in untying the animal. Then he attempted to mount, when a ball from the officer's rifle passed through his chest and he fell. Warnock, hastily changing his plan, left the horse and started to run to the barn near the Warnock house. He had gone but a short distance when he was fired upon by the officers. He fell, and the officers stopped his flight. He entered the small of the back, and White staggered and dropped to his knees. While in this position he placed the muzzle of his revolver against his forehead and pulled the trigger.

Within a few minutes Sheriff Ross, who had also been in pursuit, joined Warnock. When the officers reached him White was still alive, but he died five minutes afterward. When reached he was lying on his face. His right hand, with thumb on the trigger, grasped the handle, and his left hand held the muzzle of the revolver, just as he clapped the weapon when he took his own life. His hat lay near by, and was burning at the point where it had been set on fire by the discharge of the revolver.

The body was taken to Eddyville, where a coroner's inquest was held. The verdict exonerated the deputy sheriff from all blame and the county board came to his death by gunshot wounds inflicted by Warnock and by his own hand.

**Identified by Superintendent Lee.**  
ALBANY, Feb. 5.—(Special.)—Today Sheriff Ross, of Lincoln County, brought the body of Ed White to Albany, where Superintendent Lee, of the penitentiary, met Sheriff Ross and identified the remains as those of the escaped convict.

**Was Serving Sentence for Burglary.**  
SALEM, Or., Feb. 5.—(Special.)—Superintendent Lee, of the State Penitentiary, arrived in Salem this afternoon from Eddyville, Lincoln County, with the body of Ed White, the escaped convict.

White was 35 years old and was received at the prison from Coos County in 1899 under sentence of 15 years for burglary. He gained the confidence of the officials and was soon made a trustee. During the recent spell of typhoid fever at the institution, White served as hospital steward, and it was while working in that capacity that he succeeded in evading the officers.

The mother of the deceased man, who lives at Bandon, has been notified, and until she is heard from no disposition will be made of the body.

**OVERCOME BY TUNNEL GAS.**  
Great Northern Crew and Passengers Have Serious Trouble.

SEATTLE, Feb. 5.—A special to the Post-Intelligencer from Everett says: Great Northern passenger train No. 4, known as the eastbound overland, stuck in the Cascade tunnel last night about midnight and ten passengers in the sleepers and five members of the train crew were more or less seriously affected by gas. No deaths, however, were reported, and the division superintendent's office here said the train left this city at 8:15, on time last night. A helper is used to pull it through the Cascade tunnel. On the western slope of the tunnel, last night, another, the train stuck, and the helper engine broke away. It was run back, recoupled and broke away a second and third time. On the third breakaway, Engineer Freeman ran the helper through to the east end of the tunnel. Conductor Weston and the fireman were both unconscious when the mouth of the tunnel was reached. When the four men awoke, the helper was not going to return, the train was backed out and run to Wellington.

Engineer Sheerer, of the main crew, his fireman and head brakeman and ten passengers were more or less, though not dangerously, overcome by the gas. The whole time the overland was in the tunnel, as stated by the superintendent, was about 30 minutes.

The helper later returned and the train was pulled through the tunnel all right with the same crew.

**COUNTRY WINS OUT.**  
But Pass Fitzpatrick's Bill With Narrow Majority.

BOISE, Idaho, Feb. 5.—(Special.)—In the House Fitzpatrick's bill placing 50 percent of all moneys collected for liquor licenses into the general school fund was narrowly defeated in committee of the whole, the recommendation that it pass being carried by a tight two majority. It was strictly a fight between country and city, and the country won. The unfortunate condition of many country schools was undisputed by the opponents of the bill, but they claimed the relief provided in the bill was infinitely small compared with the harm wrought in city school districts.

Under the present law one-half the

## ONE MISSING GRAND JUROR.

But Seattle Prosecutor Says Guilty Will Not Escape.

## FIGHT ON EIGHT-HOUR BILL.

Idaho Senate Recommends Measure for Nine and a Half Hours.

BOISE, Idaho, Feb. 5.—In the Senate today the committee recommended the passage of the Ballantine eight-hour bill. There has been a great deal of discussion of similar measures in both branches of the legislature, and the measure is being made to defeat such legislation. The Ballantine bill provides that eight hours shall constitute a day's work in all underground mines and reduction works.

**Oldest Montana Pioneer Dead.**  
SALT LAKE, Utah, Feb. 5.—A special to the Tribune from Helena, Mont., says: J. W. Patrick, the oldest Montana pioneer, is dead at Augusta, Mont., aged 94. Patrick was born in the same county as President Lincoln, and in the same year.

Patrick came to Montana from St. Louis in 1858, and later engaged in freighting across the plains, making 40 trips from St. Louis to the West before railroads were built. In 1864 he joined the 10th Cavalry, and participated in the battle of Buena Vista, Mexico, and in 1869 joined in the rush to California. Later he was employed by the Northern Pacific as guide, and came to Helena in 1872.

**Astoria Marine Notes.**  
ASTORIA, Or., Feb. 5.—(Special.)—The barkentine Omega cleared at the customhouse today for San Francisco with a cargo of 675,000 lbs of lumber, which was loaded at Knappton.

The barkentine Mary Winkelman, which was damaged yesterday morning by striking a rock, was towed by the tugboat down the river this morning in tow of the steamer Oklahoma. The only damage to the vessel is to her mizen topmast, and her master has decided not to delay his sailing on that account, as he does not feel that it will interfere with the sailing qualities sufficiently to warrant his waiting for the repairs to be made.

**Accidents at Astoria.**  
ASTORIA, Feb. 5.—(Special.)—John Purcell, while working at the Clatsop mill yesterday afternoon, had his right hand caught in a pulley and was badly injured. An effort is being made by the physicians to save his hand, but it is hardly possible that it will be successful.

John evened the man fell from the mill, and lost several seconds in untying the animal. Then he attempted to mount, when a ball from the officer's rifle passed through his chest and he fell. Warnock, hastily changing his plan, left the horse and started to run to the barn near the Warnock house. He had gone but a short distance when he was fired upon by the officers. He fell, and the officers stopped his flight. He entered the small of the back, and White staggered and dropped to his knees. While in this position he placed the muzzle of his revolver against his forehead and pulled the trigger.

**Deathblow to Woman Suffrage.**  
ELIOT, Mont., Feb. 5.—A Helena special says: Woman suffrage received its deathblow in the Senate today as far as the Eighth Legislative Assembly is concerned. By a vote of 15 to 10, the committee of the whole decided to report the bill back for indefinite postponement. When the bill came up for final action by the Senate it was defeated by a vote of 15 to 10.

**Freights Crash Together in Fog.**  
SEATTLE, Feb. 5.—In a rear-end collision between two Great Northern freight trains on Railroad avenue, near the foot of Bell street, this morning, Thomas Morris, engineer of switch engine No. 30, was killed, and Fireman J. S. Nelson was slightly injured. The engine was telescoped, and is nearly a total wreck.

So far as can be ascertained the collision was not the fault of the crew in charge of either train. The heavy fog which overtook the trains prevented the engineers from seeing the length of a car ahead.

**Shoots His Wife's Paramour.**  
BUTTE, Mont., Feb. 5.—Walter W. Brooks, a local bartender, shot his wife and Emory Chevier, a barber, in a room in a dubious house early this morning and shot Chevier down. He gave himself up to the police.

White was 35 years old and was received at the prison from Coos County in 1899 under sentence of 15 years for burglary. He gained the confidence of the officials and was soon made a trustee. During the recent spell of typhoid fever at the institution, White served as hospital steward, and it was while working in that capacity that he succeeded in evading the officers.

The mother of the deceased man, who lives at Bandon, has been notified, and until she is heard from no disposition will be made of the body.

**To Manage Chemawa Printing.**  
SALEM, Or., Feb. 5.—(Special.)—J. J. Brant, superintendent of the printing department at the Indian training school at Chemawa, and will enter upon the duties of his position today. He was appointed to the position on February 1st, and will receive a salary of \$200 per annum, with expenses. Mr. Brant has been engaged in the printing business in this city for some time, coming here from the Indian reservation at the mouth of the Willamette river.

**Ex-Senator May Go to Jail.**  
SALT LAKE CITY, Feb. 5.—Judge Hall, of the United States district court, today adjourned the case of Senator Arthur Brown, charged with contempt of court in failing to comply with the court's order to pay Mrs. Brown's attorney's fees. Judge Hall ordered Senator Brown committed to jail until the amount was paid. An appeal will be taken.

**Oregon Pioneer of 1852.**  
ROSEBURG, Or., Feb. 5.—Hon. James D. Burnett, an Oregon pioneer of 1852, died at his home at Ruckles, 17 miles south of here, yesterday, aged 80 years. He was an Indian War veteran and was widely known throughout the state. He brought up a large family, the members of which are now all dead except one son. He was a former member of the Oregon Legislature.

**Investigate the Grant on Gamblers.**  
HELENA, Mont., Feb. 5.—The House today a committee was appointed to investigate the charge that county and state officials were making collections from the gamblers and not enforcing the gambling law. The committee was composed of two Republicans and one Democrat, and will begin work immediately.

**Ex-Senator Cannon Ill.**  
SALT LAKE CITY, Feb. 5.—Ex-Senator Frank J. Cannon lies critically ill at the Holy Cross Hospital, in this city. He was brought down from his home in Ogden late last night and hurried to the hospital, where he immediately underwent an operation for acute appendicitis.

**Observe Santa Anna Anniversary.**  
WALLA WALLA, Feb. 5.—The Spanish-American War veterans tonight celebrated the fourth anniversary of the battle of Santa Anna, Island of Luzon. Over 100 veterans were in the city, and a banquet and smoker was held at the Sons of Veterans' hall.

## NO VOTE AGAINST IT

Fellow-Servant Bill Passes Legislature.

## SPEEDY ACTION IN TWO HOUSES

Having Gone Through House, It is at Once Considered by Senate and Passed After Spirited Debate.

SALEM, Or., Feb. 5.—(Special.)—The Legislature passed the Hansbrough fellow-servant bill this morning without a negative vote. Mr. Hume doubted the expediency of the bill, but as the discussion progressed preliminary to the vote and he saw the unanimity for the measure, he withdrew his opposition. When his turn came to vote, he remarked:

"I say that wise men sometimes change their minds. I don't wish to be put out of the class of wise men. I vote yes."

In the Senate there was a skirmish over the proper procedure, a fine, though brief, outburst of eloquence by Senator McGinn and an exchange of allusion between Marsters and Mays. An effort was made to postpone the bill until Monday on the ground that "railroad" any bill is bad business, but it failed.

There was not much debate over the bill in the House. The question had been pretty well threshed out last Monday night in the joint meeting of the railroad committees. Mr. Hansbrough, in opening the discussion this morning, said there was no need of extended debate. "The bill is just," he remarked.

Mr. Hansbrough-Railroad employees are well known to be careful men. Mr. Hume-All men are careful when they are paid for their work. Carelessness begins when that control ends.

Mr. Hansbrough responded that the bill was for the protection of the public more than of the employees. "I am sorry," returned Mr. Hume, "to see any bill pass that will arrest the railroad development of Oregon."

"Any man," said Mr. Marsters, "who listened to the arguments over this bill in committee last Monday night could not fail to give hearty support to this measure, unless he was impelled by selfish motives. The bill is just, and it is the States of Georgia and Iowa, which had enacted bills more sweeping than the one under consideration many years ago, and yet those states had made great progress in railroad development."

"The brainless lawyers," went on Mr. Marsters, "in the Northwest argued against this bill, but all their ingenuity was not sufficient to convince the minds of their auditors that this bill should not pass."

"If a railroad company," said Mr. Judd, "had absolute control over the employees, it could discharge any employee who discovered them careless or negligent, then I would more strongly favor this bill. It is plain that the companies have not this control."

Mr. Hansbrough denied that companies could not discharge employees. "They may discharge at any time," he declared. "The bill is just, and it should pass by unanimous vote."

"The will of labor," cried Mr. Davey, "should be heard in this Legislature. But I would support the bill more heartily if it were carried by a two-thirds vote. The only weakness of the bill in my opinion. The man on the gangway of a sawmill is entitled to just as much protection as an employee of a railroad. I fear the courts will look upon it as class legislation."

Mr. Cornett cited the fact that railroad attorneys had admitted that the bill would not be class legislation. "The bill is just," he said, "and it should pass by unanimous vote."

**Humanity Demands It.**  
"Humanity," exclaimed Mr. Hale, "demands this bill."

Mr. Bailey saw no justice in the fact that the railroad companies could recover for injuries, and that railroad employees could not. Therefore he favored the bill. "Labor organizations," said he, "never attempt to interfere with an employer's right to discharge an incompetent or careless or negligent."

Mr. Banks said the law would cause companies to be more careful in selection of their employees. "The most important reason why the bill should be passed," he said, "is that it would be a law."

Mr. Wheelan favored the bill. Mr. Galloway thought the bill was founded on the right principle—enforcement of responsibility. "The only point that has been raised against the measure," said he, "is that railroad unions do not permit discharge of employees. I do not believe any union would compel an employer to retain incompetent employees."

This closed the debate, and the bill passed. When the bill came up in the Senate there was a fierce battle over a motion to refer the bill to the railroad committee. With instructions to report tomorrow at 2 p. m. The motion was made by Senator Croisan, who said that he had not read the bill and was not familiar with its terms. He was like to be in a quandary to consider it. "I do not like," he said, "to see any bill brought into the Senate from the House and crowded down our throats without our having time to study it."

Senator Marsters said that the printed bill has been on the desks of members for two weeks, and that every Senator is familiar with it. The passage of the bill was delayed by the railroad employees, and at this time in the session a delay would endanger the passage of the bill. He made an eloquent plea in behalf of the railroad employees who stay at their posts of duty in time of danger and suffer injury or death in order that the property of the railroad companies, as well as the lives of passengers may be saved.

Senator Mays opposed the passage of the bill today as being unseemly. He said the bill had passed the House only this morning, and that it should lay over at least one day before being taken up in the Senate. "There remain more than two weeks of the session, and there is no reason why this or any other important measure should be hurried through. Let the Senate proceed, that the dignity of this character, and not continue a custom now growing of taking important bills and passing them hastily. I expect to vote for this bill when it comes up on final passage, but I object to being forced to vote on it today. There is no reason why the bill should pass both Houses in one day, and unless there is such a reason, I would oppose hasty action on any bill. Twice in the last two days I have objected to the passage of bills in this manner, and I hope the Senate will not force this measure to final action today."

Senator Kuykendall said that he wanted to record his protest against rushing a bill through the Senate. "This has been done a number of times at this session," he said, "and in each case I have protested without any reason for the haste. I shall vote for the bill, but I must protest against being compelled to vote on it without having an opportunity to investigate it. I hope the motion to refer will carry."

**McGinn's Eloquent Plea.**  
Senator McGinn, who was the champion of the bill, had been sitting quietly at his desk, waiting for the motion to be held going on, but taking in every word of the

discussion. When Senator Kuykendall had finished, he arose, and, with flashing eye and outstretched arm, addressed the Senate in behalf of immediate consideration. "This measure," he said, "has been published and discussed through the press. It has been printed and laid upon our desks; it has been discussed in joint committee, where its opponents had the hearing; it was discussed at the hustings in the last political campaign, and we pledged it our support. There is now no reason for delay. Now is the time for us to redeem our pledges. I have no sympathy or patience for those men who make promises in a political campaign and forget them as soon as they have a chance to fulfill them."

Talk not to me of the dignity of the Senate. When we were at the hustings pleading with the railroad boys for their support, there was no question of dignity then. Now is the accepted time—now is the opportunity to redeem the pledges we made to the railroad boys, and I hope to see the bill put to a vote now."

During his outburst of eloquence Senator McGinn was listened to with suspended breath. For a moment after he ceased speaking perfect silence prevailed, and the outburst of applause which followed burst upon the ears of the Senate.

The silence was broken by Senator Sweek, who added his protest against delay, and insisted that the bill be put upon its final passage now.

Senator Marsters again took the floor, and with flushed face and suppressed excitement, replied to those who asked for delay.

"It is strange," he said, "that every one of the Senators who asks for delay says that he intends to vote for the bill. Then why not vote for it now? It seems to me that any Senator who won't vote for the bill today will not vote for it tomorrow—unless some influence be brought to bear upon him. I am sure that any influence brought to bear upon him will be the influence of the railroad boys."

Senator Mays rose to a question of privilege, and inquired to whom Senator McGinn was alluding. "I understood my esteemed colleague from Multnomah to say that he expected to vote for the bill, but did not want to vote today. If I misquoted him, I humbly beg his forgiveness."

In replying to this, Senator Mays took occasion to remark that he had no doubt that if the Senator from Douglas believed that Senator McGinn was not sincere in this belief arises from something he has in his own heart. Senator Mays said that there were some of the railroad boys in the Senate who were not sincere in their belief that they would vote for the bill and who knew that his purpose in asking for a day's delay was not to defeat the bill.

After more discussion, a vote was taken, resulting as follows:  
For postponement until tomorrow—Booth, Croisan, Daly, Farrar, Hobson, Johnston, Marsters, McGinn, Mays, Rand, Smith of Yamhill, Stetler, 11.  
Noes—Carter, Dimmick, Fulton, Howe, Johnston, Marsters, McGinn, Miller, Mulkey, Myers, Pierce, Smith of Multnomah, Smith of Yamhill, Sweek, Wade, Wehring, Williamson, Mr. President—18.

So the motion was lost, and the bill was put to final vote, when it passed unanimously. After the ballot had been taken Senator Kuykendall explained that it is his purpose to examine every bill that comes before the Senate, but in order to do so, he must take time to read the bill. He is likely to come up. Taking up a bill out of its order and on short notice leads to confusion. As he had not expected this bill to come up, he had not had time to read it, and did not know its contents until he heard it read by the clerk.

Senator Croisan said that he was in exactly the same position, or the bill had just been read, and he had not had an opportunity to read it. While he felt satisfied the bill was all right, he did not like being compelled to vote for it without knowing its contents.

**COUNTIES MUST PAY DAMAGES.**  
They Cannot Escape Liability for Defective Highways.

SALEM, Or., Feb. 5.—(Special.)—A bill to limit the liability of counties for personal injuries received from defective highways was introduced in the House this morning. The bill was introduced by Mr. Webster, and as first framed repealed section 431 of the new Oregon Code, which provided that counties should be liable for damages received by persons who were injured on highways which they had traveled were unsafe. He did not think the county should be held liable under such circumstances.

The bill was introduced by Mr. Webster, and as first framed repealed section 431 of the new Oregon Code, which provided that counties should be liable for damages received by persons who were injured on highways which they had traveled were unsafe. He did not think the county should be held liable under such circumstances.

Mr. Judd did not like the bill, and said that people were entitled to the fullest measure of protection that the county could give them. He said that the bill was introduced by Mr. Webster, and as first framed repealed section 431 of the new Oregon Code, which provided that counties should be liable for damages received by persons who were injured on highways which they had traveled were unsafe. He did not think the county should be held liable under such circumstances.

**FAVORED INFORMATION BUREAU.**  
Grant's Pass People Were Anxious for Passage of H. B. 259.

GRANT'S PASS, Feb. 5.—(Special.)—A meeting of the Grant's Pass Board of Trade and citizens was held here this afternoon to consider the matter of the establishment of a bureau of information at Portland. Colonel Frank V. Drake, of Portland, presented the matter before the citizens and told of the importance and necessity of such a bureau. The business men of the city and county entered enthusiastically into the spirit of the meeting, and all expressed their hearty approval of the establishment of the bureau.

Resolutions were adopted favoring the establishment of a bureau of information and urging the passage of H. B. 259, introduced by Burleigh, the citizens and miners also agreed to use their best endeavors in collecting an exhibit of minerals and ores from the mines and producing them at the exposition to place on exhibit at the bureau.

**HAS MADE NO SELECTION.**  
Commander Calkins Has Not Named Master for the Heather.

ASTORIA, Feb. 5.—(Special.)—Commander Calkins, commander of this light-house district, who has been in the city for a couple of days, was asked this afternoon whether he had made a selection for the master of the new light-house tender Heather, when she goes into commission. He stated that while he had made a selection, he was not sure that the selection was the best. He was given the northern station it would be necessary to house her in more than her present plans provide, in order to provide suitable quarters for those on board. While Commander Calkins would not say so, it is understood that Captain Byrnes, first officer of the Columbia, has been selected to command the tender which will be stationed in Alaska.

**Keller Wanted in Portland.**  
SAN FRANCISCO, Feb. 5.—(Special.)—John J. Keller was arrested today on arrival of the Steamer Geo. W. Elder, from Portland, by Detective Ben J. McLaughlin, on a charge of obtaining money under false pretenses. Hunt, who was in the city, said that Keller had been in the city for some time, and was being held on a charge of obtaining money under false pretenses. Hunt, who was in the city, said that Keller had been in the city for some time, and was being held on a charge of obtaining money under false pretenses.

**McGinn's Eloquent Plea.**  
Senator McGinn, who was the champion of the bill, had been sitting quietly at his desk, waiting for the motion to be held going on, but taking in every word of the

## COLONEL OWINGS DEAD

REPUBLICAN POLITICIAN OF WASHINGTON TERRITORY.

Was His Party's Leader Before the Days of Statehood—Secretary of Territory Four Times.

OLYMPIA, Wash., Feb. 5.—(Special.)—Colonel Nicholas H. Owings, a distinguished officer of the War of the Rebellion, former Assistant Superintendent of the Railway Mail Service, Secretary of Washington Territory and member of the first State Senate, died very suddenly at his home in this city this morning of apoplexy. Colonel Owings was born in Indianapolis, December 21, 1838. He was educated at the old seminary in that city; graduated at the law school of the Northwestern University, and began the practice of law in Indianapolis.

At the time of the breaking out of the Civil War he enlisted in the Clay Guards, organized by William M. Clay, in Washington Territory. He served in the war, and was honorably discharged as a private at the end of 60 days' service. Thereafter President Lincoln appointed him a general staff officer with the rank of captain. He served on the staff of General Grant until the siege of Vicksburg, and on the staff of General Sherman until the close of the war, being with that famous general on his march to the sea. For gallant conduct he received one promotion and two brevets and at the close of the war, in 1865, he resigned with the rank of Lieutenant-colonel.

At the time of the reorganization of the Army he was appointed Major in the regular Army, but declined to qualify. Later he was appointed special agent of the Postoffice Department under Superintendent George Hanger, and subsequently promoted to Assistant Superintendent of the Railway Mail Service.

On February 5, 1877, 26 years to a day prior to his death, he was appointed Secretary of Washington Territory, serving in that capacity four full terms. Although appointed as a Republican, his services were of such marked character and ability that President Cleveland insisted on his holding over during his first term.

In 1888, when Washington assumed statehood, Colonel Owings was elected to the first State Senate from Thurston County, and held over for the full term, serving in the first two sessions. During the second session he supported Judge Calkins for United States Senator and was a leader of the Calkins forces.

Colonel Owings was intensely patriotic. Upon the outbreak of the Spanish war he was keen to enlist, but his immediate friends and relatives took steps to deter him from such a course, knowing that his advanced years would make it difficult for him to do so. At one time representative of the railroad interests in Olympia, but this was in days when there were no public accusations of railroad domination of Washington legislation, and in the recent events connected with the attempt at passage of a railroad commission bill, Colonel Owings was one of Governor McBride's ablest seconds. He was one of the most frequent visitors at the Governor's office, and only the other day remarked concerning the leader of the railroad lobby here, "Why, I helped educate that boy in railroad matters, but he's outgrown me now."

The Colonel's death was very unexpected. He was on the street yesterday and was only slightly ill this morning. His death occurred at 11 A. M. Colonel Owings was for a number of years vice-president of the Capital Bank of this city, but retired about one year ago. His wife survives him and his son, Frank C. Owings, is prosecuting attorney of Thurston County.

**ALBANY STILL HAS BRIDGE.**  
Effort to Make It Joint Property of Linn and Benton Falls.

ALBANY, Or., Feb. 5.—(Special.)—The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000. The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

The County Courts of Linn and Benton Counties held a joint session in Albany today to consider the question of the two counties taking the Albany bridge and Corvallis ferry. The City Council of Albany had previously agreed to sell the bridge to the two counties for \$100,000.

## The MAN and the HOUR

meet by the time of an

## Elgin Watch

Punctuality's watch word is Elgin. Worn everywhere; sold everywhere; guaranteed by the world's greatest watch factory. Booklet mailed free.

ELGIN NATIONAL WATCH CO., ELGIN, ILLINOIS.

was represented by an attorney, and a number of representative citizens were present. The Benton County officials presented a proposition that the counties take the bridge and ferry, the maintenance of the same to be paid for by each county in proportion to the relative amount of taxes paid by each under the state levy. As this would make Benton County's proportion of expenses for both the bridge and the ferry less than that for the ferry alone, the Linn County Court refused to accept the proposal.

The Linn County Court then proposed that the two counties take both bridge and ferry jointly, the expense of maintenance to be divided equally. Judge Waters, of Benton County, asked if this was the best Linn County could do, and after receiving an answer in the affirmative, moved that the joint session adjourn. Thus ends the effort to make the Albany bridge and Corvallis ferry the joint property of the two counties.

But the Albany bridge may yet be free. The County Court is now considering petitions from 15 precincts of the county, asking that the county take the bridge. There are about 1