

Heppner Gazette

Issued Thursday of Each Week

HEPPNER OREGON

RESUME OF THE WEEK'S DOINGS

General Review of Important Happenings Presented in a Brief and Comprehensive Manner for Busy Readers—National, Political, Historical and Commercial.

Municipal ownership has suffered a blow in the London elections.

The Interstate Commerce commission is considering plans to curb Harriman.

San Francisco authorities are preparing to seize the water plant as city property.

The house has passed a bill providing for three-cent fares in the District of Columbia.

Jerome is striving to send Thaw to the insane asylum without the case ever going to the jury.

Charges are made in Salt Lake that the police, including the chief, stood in with gamblers and thieves.

Congress has made big appropriations for officers, quarters, barracks and stables at the Vancouver and Boise army posts.

Battle people are finding how difficult it is to get along without a paper. None have been issued in that city since February 12 and the city is dead.

There is no hope of saving the steamer Corona, which lies on the rocks at Eureka. An effort will be made to get the cargo off before the vessel goes to pieces.

Harriman says if he were to build and run railroads on the same principle the Panama canal is being dug a receiver would soon be in possession of his property.

The Nebraska legislature has passed an anti-pass bill.

The British premier favors action on disarmament at The Hague.

Reform of land laws will go over to the next session of congress.

Russian terrorists have planned a wholesale massacre of officers.

The president may create many forest reserves before the new law takes effect.

Forty-two Greek laborers were injured in a smashup of a construction train on the Salt Lake road at Leith, Nev.

Railroads affected by the 2-cent passenger rate laws passed in several states will combine to carry the fight into the courts.

Fighting between Nicaragua and Honduras is now general. The former seems to have the advantage, though Salvador is helping Honduras.

Sylvester R. Rush, of Nebraska, has been appointed special assistant to the attorney general. He is to have charge of the land fraud investigations in the Northwest. He has had much success in convicting land thieves in Nebraska.

Chinese famine sufferers are dying by thousands.

Hill has purchased the Astoria & Columbia River railroad.

A number of senators and representatives will visit Hawaii this summer.

General Koslevsky was assassinated after joking about threats made to kill him.

The National Arbitration and Peace congress will meet in New York April 14 to 17.

President Roosevelt and Secretary Root have been asked to urge the people to help the Russian famine sufferers.

A Baltimore & Ohio express train was wrecked near Connellsville, Pa., and two persons killed and eight injured.

The Iowa legislature has adopted a resolution calling on congress to call a convention to amend the constitution so that United States senators may be elected by direct vote of the people.

The San Francisco water board has revoked the franchise supplying the city with water on the ground that the company has been collecting excessive rates. The property is estimated to be worth \$5,300,000.

The French accuse the church of having meddled in politics.

The St. Paul railroad has stopped all improvements till popular wrath cools.

Sixteen children and their teacher were burned to death in a Montreal school.

Grand Duke Nicholas of Russia narrowly escaped being blown up by a terrorist bomb.

Stoessel is called a coward by Smirnoff, one of the generals at Port Arthur during the siege.

Fire at Los Angeles destroyed property valued at \$200,000. Firemen rescued 12 people from the flames.

The English parliament will arrange a loan of \$5,000,000 for Kingston, the money to be used to rebuild the business portion of the city.

George Von L. Meyer, former American ambassador to Russia, has returned to the United States to become postmaster general in President Roosevelt's cabinet.

RAILWAYS GIVE AID.

Colonist Rates Promote the Upbuilding of Northwestern States.

Low one-way colonist rates to the Northwest are helping largely in settling up the states of Oregon, Washington and Idaho. These reduced fares are perhaps the greatest factor in inducing immigration outside of the publicity work of the various chambers of commerce of these states. The railroads are working hand in hand with the commercial bodies everywhere in the Pacific Northwest to swell the number of settlers in this territory.

Colonist rates are not new in Western railroading, but at no time previously have they been so effective in diverting travel this way as at present and the biggest colonist movement in the history of the Pacific Northwest is predicted for the four spring and fall months of 1907 when the reduced one-way fares are in effect.

The growth of the westward movement is due to the better advertising and exploitation methods of commercial bodies and railroads and to the growing density of population in the East, where many are able to find more congenial surroundings by moving away to a part of the country where there is more elbow room, where climate is more equable the year around and where land is cheaper and less worn by repeated cropping for years.

These conditions contribute to the constant "trek" westward which is a significant movement in the history of the American continent and which dates from the days of the California argonauts of '49. By prairie schooner and by ship the pioneers came to settle a vast wilderness. Since the transcontinental railroads have been built, the second generation has found an easier mode of seeking out the great West but the movement has by no means ended and is on in greater volume than ever before.

HITS ROCK OFF EUREKA.

Steamer Oakland Another Victim to Humboldt Bar.

Eureka, Cal., March 5.—Humboldt bar claimed another victim today when the steamer Oakland, in an attempt to reach the inside entrance, ran on the rocks of the south jetty. For almost an hour the Oakland remained on the rocks, and the bar tug Ranger was called to her assistance by the lifesaving crew.

When the tug reached the Oakland, Captain Krager, of the Oakland, refused aid. A big wave washed the Oakland from her perilous position, but also tore off her rudder. For several hours she drifted helplessly and perilously near the rocks. The lifeboat, commanded by Captain Hennig, put out.

At this time the Oakland displayed distress signals and once more the tug Ranger went to her assistance, towing her this time into the bay, where she was beached in a badly leaking condition. There are several large holes in her stern.

The Oakland went on the rocks about 1,000 feet from the wrecked Corona. Several attempts have been made to reach the Corona by the Humboldt bay lifesaving station, but all were futile. One trip the lifeboat barely escaped destruction on the rocks on the north jetty.

DAKOTA ON ROCKS.

Big Hill Liner Strikes in Bay of Tokio and May be Lost.

Yokohama, March 5.—The Great Northern steamship Dakota went ashore in the bay of Tokio last night. All passengers are safe and the agents of the vessel are hopeful of saving her. The Dakota struck on a rock off Shihama, a village between Mojima and Sunosaki, shortly after 6 o'clock. It is thought that the Sunosaki light was mistaken for the Joghama light. The vessel sustained much damage and sprung a heavy leak.

Agents of the steamship, who were sent to Omimaru to arrange for the salvage, are returning this afternoon with passengers and mails and details of the accident.

The steamer Dakota is making water freely and it is feared that the floating will be difficult.

City Now Spotless Town.

San Francisco, March 5.—A "spotless town" was inaugurated when at the sound of a bugle Sunday morning, 20,000 men with picks, shovels and brooms, and 3,500 teams, began to clean up the dirt and debris in the streets. While the entire city was covered, special attention was given to the burned district. When night fell a great improvement of the district was noticed, and many tons of dirt had been removed. It was the result of volunteer labor, and men of all professions and occupations participated.

Over 5,000 Are Homeless.

Naples, March 5.—The mountain in the province of Potenza, near Montemurro, which is slipping into the valley, began again this morning to move, after having remained quiet since Saturday night. The roaring of the avalanches was heard for a considerable distance. Trees were uprooted and the whole country was devastated. Five thousand persons are homeless. It is feared that the whole village will be covered over.

On Sands in Dover Strait.

London, March 5.—The Red Star line steamer Vaderland, Captain Ehoff, which sailed from Antwerp on Saturday for New York, is ashore on Goodwin sands.

DOINGS OF OUR NATIONAL BODY OF LAWMAKERS

Sunday, March 3.

Washington, March 3.—Beginning at 11 o'clock today, by far the largest part of the session of the senate was devoted to a filibuster by the Democrat senators against the ship subsidy bill as it passed the house, and when the senate adjourned a few minutes before midnight the bill was still pending.

Washington, March 3.—More than an hour was spent by the house in obtaining a quorum today, but when the necessary number was secured, business proceeded as usual. A greater part of the day's session was given to consideration of conference reports. Of these a partial report on the LaFollette railroad bill were accepted and the sundry civil, pension and general deficiency appropriation bills were agreed to in full. By an almost unanimous vote the house agreed to stand by its measure regulating employment of railway telegraphers to nine hours.

Saturday, March 2

Washington, March 2.—The house devoted most of its time today to considering the senate amendments to the sundry civil and agricultural appropriation bills. The senate amendments to the sundry civil bill directing the department of Commerce and Labor to make an investigation of the industrial conditions of female and child labor, relating to a further examination of black sands, appropriating \$125,000 for the transportation of silver dollars were disagreed to and a further conference ordered. The night session lasted until 1:25.

Washington, March 2.—By a roll call vote of 62 to 1, the senate today instructed its conferees upon the pension appropriation bill to insist on retaining the 18 pension agencies throughout the country. The house abolished all except the one in Washington.

The senate today passed the deficiency appropriation bill. The bill carries slightly less than \$10,740,000. It was amended by the senate by the inclusion of several provisions aggregating \$800,000, among which is an item of \$15,000 to reimburse Senator Smoot for his fight to retain his seat.

Friday, March 1.

Washington, March 1.—It has been years since the house was the scene of so general a battle between two great parties as took place today over the ship subsidy bill. The bill was passed, but not until it had been defeated, and this fact in itself shows how close the alignment was.

Immediately after the first ballot discussions began and on the final vote to pass the bill as amended the work done by the Republican leaders during the heat of the battle was made manifest. The bill was passed, 155 to 149.

Washington, March 1.—The denatured alcohol bill passed the senate today by a vote of 65 to 1. Pettus of Alabama cast the negative vote. This action was taken after the committee amendment requiring the presence of a government storekeeper whenever alcohol is being manufactured had been defeated by a vote of 47 to 16. The bill as passed contains a senate amendment permitting rum to be denatured. Consequently the measure must be returned to the house for action. The bill is intended to make it possible for a farmer to establish stills of limited capacity for the manufacture of alcohol to be denatured.

Thursday, February 28.

Washington, Feb. 28.—The senate today passed without division the bill extending government aid to the Alaska-Yukon-Pacific exposition to be held in Seattle in 1909 and debated for several hours the denatured alcohol bill, reaching no conclusion on the latter measure.

The conference report on the army appropriation bill was presented and by the senate's reading on the point in controversy—its provision for the retirement of paymasters' clerks—a complete agreement between the two houses resulted.

Washington, Feb. 28.—General debate on the ship subsidy bill in the house terminated at 2:15 p. m. today, whereupon the bill was read under the five-minute rule for amendments. From that time until the recess at 6 o'clock amendments were offered and the discussion proceeded thereon. The leaders on both sides were drawn into the debate.

By a vote of 112 to 127 the house de-

Agree on Appeal Bill.

Washington, Feb. 27.—The conference report on the bill regulating appeals in criminal prosecutions to permit appeals by the government, as adopted by the senate today, allows write of error within 30 days on behalf of the United States in the District courts direct to the Supreme court of the United States on all criminal decisions on demurrers to indictments or arrest of a judgment of conviction for insufficiency of the indictment, where decisions are based on the invalidity or construction of the statutes.

Major Goethals' Record.

Washington, Feb. 27.—Major G. W. Goethals, named by the president as chief engineer of the Panama canal, was graduated from West Point in 1880 and after two years at the engineers' school at Willets Point, N. Y., was for two years on the staff of General Nelson A. Miles as engineer officer of the department of the Columbia, and in numerous other positions. He was a chief engineer of the army corps during the war with Spain.

feated an amendment offered by Littauer excepting the Sierra, the Sonoma and the Ventura, of the Oceanic line, from the operation of the provision empowering the postmaster general to make contracts with citizens of the United States for carrying the mails on steamships. This was regarded as a test vote in relation to the Pacific lines.

Wednesday, February 27.

Washington, Feb. 27.—After listening to an argument by Patterson of Colorado in favor of government ownership of railroads, the senate today agreed to the conference report on the river and harbor bill. Protests were made against the reduction from \$650,000 to \$250,000 of the amount for improvements in the Mississippi river between Cairo and St. Louis by Hopkins, Cullom, Stone, Allison and Overman. The smaller amount prevailed.

Washington, Feb. 27.—Humphrey of Washington held the center of the stage for a considerable time today during the debate in the house on the ship subsidy bill. He had a hot exchange of compliments with Sullivan of Massachusetts about the attitude of the Democrats on the Japanese controversy.

He said he would not vote to report any bill that would not provide that the flag shall go to the Philippines. He charged the Democratic party with trying to keep this country from holding communication with the Philippines "in order to bring disgrace upon our administration of those islands. They hope to inveigle us into a war with Japan, to make us so weak that Japan will attack us, and then they hope to ride into power over their country's disgrace," he said.

Tuesday, February 26.

Washington, Feb. 26.—The senate today passed the sundry civil appropriation bill carrying \$114,578,861, an increase of over \$10,000,000 as compared with the house bill. It also passed the Aldrich currency bill by a vote of 43 to 14.

The currency bill authorizes the issuance of \$10 gold certificates, to the end that the \$10 greenbacks may be broken up into \$1, \$2 and \$5 bills, for which there is a great demand. It also authorizes the deposit of customs receipts in national banks, as internal revenue receipts are now deposited. It raises from \$3,000,000 to \$9,000,000 the national bank circulation that may be retired in any one month.

Washington, Feb. 26.—General debate on the ship subsidy bill continued throughout the day in the house. The rule limiting the general debate to five hours was by unanimous consent amended so that general debate shall run through tomorrow, with a night session from 8 o'clock until 11 o'clock, when the debate will terminate. Mr. Grosvenor was the principal champion of the bill.

The conference reports on the fortifications and the omnibus revenue duties bills were adopted. The conference reports on the army and river and harbor appropriation bills were presented.

Monday, February 25.

Washington, Feb. 25.—The senate today passed the agricultural appropriation bill, carrying nearly \$10,000,000, with an amendment providing that forest reserves in certain Western states shall not be created or enlarged without an act of congress, the post office appropriation bill, carrying \$210,000,000; the pension appropriation bill, carrying \$145,000,000, and the bill authorizing the establishment of an agricultural bank in the Philippines.

By a vote of 43 to 19 the senate tonight ratified the Santo Domingo treaty. This was one more vote in the affirmative than was required.

Washington, Feb. 25.—Ship subsidy secured a marked impetus today in the house, which, just before adjournment, adopted a rule that will probably insure the passage of the Littauer substitute for the senate bill and result before the final adjournment in positive legislation.

The rule was reported by Dalzell in the shape of a resolution providing that the compromise bill shall be considered, with debate limited to five hours, and that the final vote shall be taken not later than next Friday afternoon at 3 o'clock. The rule was adopted by a vote of 158 to 122, 24 Republicans voting with the Democrats in opposition to the rule.

Beatty Will Hold Over.

Washington, Feb. 27.—Judge Beatty, of Idaho, has been requested to remain on the bench to hold the March term of court, which means that his resignation will not be accepted until after congress adjourns. It is understood that this arrangement is made so that the president, in making the selection of a new judge, may have the views not only of Senator Heyburn, but of Senator Borah. No recommendation can properly be filed until Judge Beatty's resignation has been accepted. The president wants to get the right man.

Smother's Piles' Pet Bill.

Washington, Feb. 26.—There is trouble ahead for Representative Cushman, because he today defeated the pet bill of Senator Piles, authorizing the appointment of an appraiser of customs for Puget sound. The bill passed the senate and was called up in the house, when a motion was made to attach an amendment removing the office of collector of customs from Port Townsend to Seattle. Mr. Cushman objected, and the bill was put aside.

RAILROADS ARE BLAMED.

Secure All Practical Men That Work on Panama Canal.

Augusta, Ga., March 4.—"We are down and out," said J. B. McDonald, president of the Panama Construction company, in discussing the rejection of the bid of W. J. Olliver for the construction of the Panama canal. "They have taken the matter out of our hands, and it now rests with the president. The responsibility should be placed where it belongs."

"I cannot see why our bid should have been rejected, except that it is due to the far reaching machinations of the political influences that have worked against all bids that threaten actual construction of the big canal. It is hardly necessary to say that these interests are those of the trans-continental railroads."

"You will notice that, one by one, the practical men who have been identified with the canal have been picked off by big financial interests. It is not difficult to trace the relations. This is very poor business, however, for the canal is bound to come, if not during this administration, then during another. It is inevitable."

"I cannot see where the president and his associates are right, and do not see how they will be able to dig the canal. Sooner or later the ditch will have to be dug under the businesslike management of a constructor who has figured cost down to a minimum. Our company was willing to perform every item of the agreement required by the government. It was our understanding that, when the conditions imposed by the government were met, the contract went to our company. We have made every preparation at considerable expense and were prepared to begin shoveling dirt on or before the time limit of 60 days."

GREAT MONOPOLY BROKEN.

Farmers Are Now Free to Make Alcohol Under New Law.

Washington, March 4.—The denatured alcohol bill, which went to the president for signature, will have the effect of breaking the Standard Oil company's monopoly of this new fuel product. Under the provisions of this bill individual farmers will be permitted to manufacture denatured alcohol for their own needs or for sale in large or small quantities. As the original bill was drawn, denatured alcohol could only be produced by large distilleries, and the Standard had completely monopolized the entire product.

It was to preserve this monopoly that Senator Aldrich endeavored to amend the pending bill, but, to his surprise, a large majority of the senators turned against him, and his amendment was lost. Senator Fulton, who had received many appeals from Oregon farmers on behalf of the new bill, vigorously attacked the Aldrich amendment, as did other senators from the Northwest, except Ankeny and Heyburn, who stood with Aldrich and against the farmers. Heyburn making a speech in favor of the amendment, which would have prohibited individuals from manufacturing denatured alcohol.

STEAL MAIL WAGON.

Daring Theft is Committed on Busy Street in Chicago.

Chicago, March 4.—A United States mail wagon, containing three pouches, two of which were filled with miscellaneous mail matter and a third with registered mail, was stolen from in front of the Stock Exchange building, LaSalle and Washington streets, tonight while the driver was making a collection in the building. At the time of the theft the street was crowded with persons, none of whom saw the theft.

While the collector was inside the thief drove off with the wagon, which was enclosed by a screen, the door of which was locked.

Two hours after the robbery the wagon was found three miles distant from the downtown district. The screen had been broken and the pouches taken.

The postoffice authorities say they do not know just how much jewelry the registered pouches contained, but believe that the thieves secured fully \$5,000.

Can't Suppress Thaw Story.

Washington, March 4.—No action will be taken by the Postoffice department regarding the publication by newspapers of the details of the Thaw trial. Some time ago President Roosevelt directed Postmaster General Cortelyou to go into the subject with a view to keeping from the mails, if possible, papers publishing obscene details. The postmaster general submitted the proposition to the attorney for the Postoffice department. The only course that could be taken, according to him, was to warn the newspapers.

May Ship Firearms.

New Orleans, March 4.—Nicaragua and Honduras may tomorrow ship firearms from the United States without fear of detention. Shipments of firearms for both governments have been held up here pending instructions from Washington, but Attorney General Bonaparte wired that "the department could find no authority under existing circumstances for the detention of the munitions of war mentioned," and the shipments will be released.

Avalanche Threatens City.

Naples, March 4.—A mountain in the province of Salerno, near the village of Montemurro, is slipping into the valley in a series of landslides and threatening to overwhelm the village. The people are fleeing in panic. Only a low spur of the mountain is preventing the destruction of the village and this resistance apparently soon will be overcome.

RESCUED BY LIFE SAVERS

Steamer Corona Wrecked and Only One Life Lost.

Struck While Attempting to Enter Port at Eureka in Bad Weather—Hard Work to Reach Vessel With Line From Shore—Beyond Range of Beach Gun.

Eureka, March 2.—The steamer Corona, Captain Boyd, considered the best boat in the Pacific Coast Steamship company's service between this city and San Francisco, lies straddling the north jetty on the Humboldt bar, a hopeless wreck. The Corona, with nearly 100 passengers aboard, struck at 10:10 o'clock yesterday morning, as Captain Boyd was attempting, in the teeth of a stinging wind and a terrific bar flood, to drive her into port.

The usual scenes attendant upon a shipwreck followed. The passengers rushed into the social hall. Some of the women were hysterical and some of the men were palsied with fear, but reassuring words from the crew and some of the calmer passengers brought calm. Thereafter the passengers assembled upon the hurricane deck, where they remained until the rescue work was undertaken in the afternoon.

Soon after the ship struck, a boat, in charge of Quartermaster Gunn, was lowered away. It contained three of the crew and three steaming passengers. This boat capsized at once in the boiling surf and H. Erickson, a Swede, was drowned. Gunn and the others succeeded in reaching shore, the lifesaving crew under Captain Hennig having come to their assistance.

A second boat, in charge of Second Officer B. V. Joann, was put off. Badly battered and leaking like a sieve, this boat reached the shore. Meanwhile, T. F. Sothorn, night saloon watchman, formerly a marine in the United States navy, stripped to the waist and attempted to carry a line ashore. The small line he had tied about his waist parted, however, before he had gone far. Sothorn was picked up by the life-savers. Several attempts were made to shoot a line aboard with the Lytle gun, but each time the line fell far short.

Finally it was decided by Captain Hennig and the life-savers to go out in the billows, and they made as gallant a voyage as ever men undertook, finally reaching the side of the Corona and picking up the line.

Within a short time after the Corona struck, news of the accident was communicated to Eureka and several thousand people during the day went to the beach opposite the wreck to watch the work of rescue. Several unsuccessful attempts were made to work early in the day, but it was not until 4:50 o'clock in the afternoon that Captain Hennig and his men worked effectively.

SAYS SENATE WAS BOUGHT.

Story About Cause of Spanish War Excites Span.

Madrid, March 2.—A sensation has been caused here by the publication of a story credited to the Diario de la Marina, of Havana, which purports to show by documentary evidence that the United States congress was bought in 1897 by Tomas Estrada Palma to insure war being declared against Spain. According to the Havana newspaper, bonds to the value of \$37,000,000, redeemable when Cuba should become independent, were issued in Washington to senators and a contract exists which contains phraseology like that of the joint resolution of April, 1888, voted by congress. The article says further that the value of the bonds fell heavily in 1899, and therefore a new contract was made between Palma and the American senators. Count Salazar, minister of foreign affairs, has telegraphed to the Spanish representative at Washington for the fullest information.

Japanese Cruisers for Jamestown.

Yokohama, March 2.—The Japanese cruisers Tsukuba and Chitose left at 11 o'clock this morning for Jamestown, Va. Naval Minister Vice Admiral Saito, Admirals Togo, Ito, Inouye, the naval attaché at the American embassy, Consul General Miller and local Japanese officials were present upon the occasion. The emperor and crown prince sent special aides de camp with a farewell message to Admiral Ijima on the flagship Tsukuba. The pier, which was decorated, was lined with an interested but undemonstrative crowd.

Congressmen to Visit Panama.

Washington, March 2.—A party consisting of Speaker Cannon, Senator Curtis, Representatives Tawney, Minnesota; Lunderslager, New Jersey; Sherman, Littauer and Olcott, New York; McKinley, Illinois; Moore, Pennsylvania, and L. W. Busbey, secretary to Speaker Cannon, will sail from New York on March 5 for a cruise to the West Indies, South America, the Panama canal and Cuba. The party will be absent one month.

New Treaty Causes Uproar.

St. Thomas, D. W. I., March 2.—There is intense excitement in Santo Domingo regarding the new American-Dominican treaty. The ministers demand the withdrawal of Senor Velasquez' portfolio or that the president accept their resignations.