

BOHEMIA NUGGET.

Published Every Friday.

COTTAGE GROVE, OREGON.

EVENTS OF THE DAY

A Comprehensive Review of the Important Happenings of the Past Week, Presented in a Condensed Form, Which is Most Likely to Interest Our Many Readers.

Prince Henry is on his way to the United States.

Fire at Wisdom, Mont., destroyed \$20,000 worth of property.

Martial law has been declared at Trieste, Austria, on account of riots.

General Bell has stamped out the rebellion in Batangas province, Luzon.

The treaty for the Danish West Indies will come up in the senate this week.

Because they could not get whiskey, three Osage Indians in Oklahoma drank a concoction of wood alcohol, vanilla, cologne and Florida water.

A British force was caught in a Boer trap on the Klip river and two officers and 10 men killed and a large number wounded before they gained shelter.

NO SUCCESS WITHOUT IT.

No brilliant success in business is on record where the value of newspaper advertising was not recognized and employed with profit.—Oaksho Times.

Lewis and Clark exposition stock has been increased to \$500,000.

The president will announce his decision in the Schley case in a few days.

Representative Tongue has introduced a new irrigation bill in the house.

A company has been incorporated in California to develop the island of Mindanao, P. I.

Troops have had to be called out in France to preserve order among striking leather workers.

Santos-Dumont's airship burst while he was making a trial, and the inventor had a narrow escape from drowning.

Theodore Roosevelt, Jr., has passed the danger point in his sickness. The president has returned to Washington.

Russia expresses herself well pleased at the Anglo-Japanese alliance, but hopes the United States is not a party to it.

Commander Booth-Tucker, of the Salvation Army, has taken the oath of allegiance as a citizen of the United States.

Lord Kitchener made a concentrated movement of all available troops against Dewet's forces, but the Boer leader managed to slip through the lines.

Theodore Roosevelt, Jr., is nearly out of danger.

The senate will construct a new war tax reduction bill.

The oleomargarine bill has been passed by the house.

The Anglo-Japanese alliance was the work of Marquis Ito.

The dowager queen of Italy will make a tour of the United States.

Six men were killed and six fatally injured in a battle in Kentucky.

The work of developing the Philippine islands will consume years.

The rebel gunboat Libertador captured and sank a Colombian gunboat.

Renewed riots in Spain have resulted in the death of a number of people and the injury of scores.

The imperial German yacht Hohenzollern has arrived at New York, one day earlier than was expected.

Northern Pacific switchmen at Missoula, Mont., are on strike.

Young Teddy Roosevelt is slightly better, although the crisis has not yet passed.

San Francisco chamber of commerce favors the admission of Chinese merchants.

England and Japan have formed an alliance for the preservation of China and Korea.

Colombia offers the United States a guaranteed title to a waterway for the construction of a canal.

Governor Taft favors bringing some native Filipinos to this country and educating them.

The Marquis of Dufferin, ex-governor general of Canada and ex-viceroy of India, is dead.

Fire at Springfield, Ill., did over a million dollars damage.

A new geyser has been found in the Yellowstone National park.

Taft strongly opposes the importation of Chinese to the Philippines.

A farmer and wife, living near New York, received a legacy of \$5,000 from a man whom, as a hungry wanderer, they befriended 16 years ago.

Herbert Bickness was sent to jail at Fort Wayne, Ind., for contempt of court. He persisted in calling on his wife, who is suing for divorce.

Peter Quinn, aged 35, who inherited a fortune from his father, squandered it in high living and has just died in New York, a homeless wanderer.

W. D. JENKINS DIES.

He Was Secretary of State of Washington From 1897 to 1902.

Olympia, Feb. 17.—Word has been received here from San Francisco that ex-Secretary of State Will D. Jenkins died in that city Saturday morning. Mr. Jenkins left Olympia a year ago for California, where he was interested in an oil company.

Will D. Jenkins was one of the prominent men of Washington. He was a native of Indiana, being born in Tippecanoe in 1841. At an early age he came West and settled in Kansas, where at 16 years of age he established weekly newspaper called the Clarion.



WILL D. JENKINS.

Some few years later he established the Smith County Pioneer, which is now one of the leading county papers of that state. In 1881 Mr. Jenkins came to Washington and located at Seattle. He aided in establishing the Daily Chronicle and helped edit that paper when it was the leading state journal. In 1883 he removed to Whatcom and with others established the Daily Reveille. Later, he served three terms as mayor of that city. In 1890 he was census supervisor for Western Washington. Shortly after the formation of the Populist party, in 1892, Mr. Jenkins became one of its leaders. In 1896 he was nominated by that party for secretary of state and was elected. Since retiring from office a year ago, he had interested himself in oil ventures. About two years ago he was stricken with a malady that puzzled the physicians, but later it was diagnosed as an abscess, and from this he has never recovered. He leaves a wife and five children, three girls and two boys.

MERGING SAVINGS BANKS.

Big Consolidation Scheme That Is Under Way at Cleveland.

Cleveland, Feb. 18.—At three meetings held during the past week, the preliminary arrangements were completed in this city for one of the most gigantic bank consolidations in the history of money and banking in Ohio. In general the plan contemplates the consolidation of nearly all the smaller savings banks in Cleveland and will eventually absorb a number of banks in nearby towns. The elimination of the smaller savings banks means their absorption into one great associated bank to be located somewhere in the heart of the city, with a capitalization of more than \$1,000,000. At first no new capital stock will be issued, but the capital stock of all the banks going into the associated bank will be turned into a pool to form the capital stock of the combined bank. It is planned to include in the consolidation from the start all the smaller outlying banks in the city, some 15 or 20 in number. It is not probable that the names of the banks interested will be announced until all have signed the agreement.

CLEARED OF YELLOW JACK.

Havana Is in Better Condition Than It Has Been for 100 Years.

Havana, Feb. 18.—Major W. C. Gorgas, chief sanitary officer of Havana, says the principal work of the sanitary department for the past year has had for its object the extermination of yellow fever, and that he has many reasons to believe Havana has been actually purged from the disease. During the past 100 years, Major Gorgas says, yellow fever has been epidemic in Havana, and all sanitary measures that have been taken have had no effect. General disinfection, as carried out for other diseases, had been tried to no purpose, but yellow fever disappeared upon the introduction of the system based on the killing of infected mosquitoes, on the theory that by such mosquitoes only could the disease be transmitted. Since September 28, 1901, not a single case of the fever has been reported, and this condition is so unusual that, in the opinion of Major Gorgas, it puts aside all question of chance.

Hundreds Were Killed.

St. Petersburg, Feb. 18.—The latest news received here from Shamake confirms the appalling character of the earthquake at that place, and adds that 300 corpses have already been taken out of the ruins. The piles of wreckage are so vast that the search is necessarily slow. Most of the victims were Mussulmans. The survivors are encamped outside the ruins of the city.

Report is Confirmed.

Washington, Feb. 18.—The state department has received cable advices confirming the report that the ransom money for Miss Stone has been paid to the brigand captors. It is not known when her release will occur, but it is understood that the brigands have made a condition that they shall have a period of a week or ten days in which to make sure of their safe retreat before the prisoner is given up.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL PARTS OF OREGON.

Commercial and Financial Happenings of Importance—A Brief Review of the Growth and Improvements of the Many Industries Throughout Our Thriving Commonwealth—Latest Market Report.

The new furniture factory at Corvallis has started operations.

Oregon horses have given better service in the Yukon than any other.

Contractors are at work on the remodeling of the laboratories in the state house.

A gasoline lamp exploded at Adams, causing \$4,000 damage in the fire that resulted.

Only 166 electors have registered in Yamhill county, out of an approximate total of 3,050.

The Republican congressional committee for the first district will meet in Portland February 20.

Volume 39 of the Supreme Court Record will be issued from the state printing office in about a month.

John A. Johns, an Oregon pioneer of 1851, died at the home of his son, south of Salem, aged 81 years.

The increased demand for lumber in Eastern Oregon has caused Baker City mills to enlarge their capacity.

The state printer has an extra force at work getting out the blanks, abstracts, tally sheets, etc., to be used at the coming state election.

The state land board has not yet finally disposed of the application of the Pilot Butte Development Company for a contract to reclaim arid land.

Very little of the 1901 prune crop remains in the hands of the growers in the Willamette valley. Growers who are still holding their crops want 4 1/2 cents per pound.

Ashland is to be the western terminus of a new telephone system which is to reach into Eastern Oregon through Klamath and Lake counties and into Modoc county, California.

The heavy rains in Southern Oregon have turned the Rogue river into a raging torrent. Some damage has been done in the lowlands. The water is higher than for 12 years.

The annual school meetings which have heretofore been held on the first Monday in March will this year be held on the third Monday in June. School officers whose terms would, under the old law, expire next month will continue in office until June.

Pendleton has decided to adopt a re-trenchment policy, the first act of which was to let one policeman go.

Ashland is investigating the matter of a comprehensive sewer system for the city. An estimate places the cost at \$20,000.

A company is being organized to construct seven telephone lines from Pendleton to the small outlying districts which are not at present supplied.

A petition is being circulated in and around Baker City asking congress to set aside Crater lake and adjacent land sufficient to make a national park.

The price of hops continues to advance steadily. Buyers around Salem are offering 13 1/2 cents per pound, but the growers in most cases refuse to sell at that price.

Portland Markets.

Wheat—Quiet. Walla Walla, 63@63 1/2c; bluestem, 64@64 1/2c; Valley, 63 1/2c.

Barley—Feed, \$19@20; brewing, \$20@21 per ton.

Oats—No. 1 white, \$1.10@1.25; gray, \$1.05@1.15.

Flour—Best grades, \$2.80@3.40 per barrel; Graham, \$2.50@2.80.

Millstuffs—Bran, \$18 per ton; middlings, \$21; shorts, \$20.50; chop, \$17.

Hay—Timothy, \$11@12; clover, \$7@7.50; Oregon wild hay, \$5@6 per ton.

Potatoes—Best Burbanks, 90c@1.25 per cental; ordinary, 70c@85c per cental; growers' prices; sweets, \$1.75@2 per cental.

Butter—Creamery, 25@27 1/2c; dairy, 18@20c; store, 11@13c.

Eggs—20@21 1/2c for fresh Oregon. Cheese—Full cream, twins, 12@13c; Young America, 14@15c; factory prices, 1@1 1/2c less.

Poultry—Chickens, mixed, \$3@3.50; hens, \$4@4.25 per dozen, 9@10c per pound; springs, 10c per pound, \$3@3.50 per dozen; ducks, \$6.50@7.50 per dozen; turkeys, live, 11@12 1/2c; dressed, 14@15c per pound.

Mutton—Gross, 4c per pound; dressed, 7@7 1/2c per pound.

Hogs—Gross, 5 1/2c; dressed, 6 1/2@7c per pound.

Veal—8 1/2@9c per pound, dressed.

Beef—Gross, cows, 3 1/2@4c; steers, 4@4 1/2c; dressed, 6 1/2@7 1/2c per pound.

Hops—11@12 1/2c per pound.

Wool—Nominal, Valley, 13@15c; eastern Oregon, 8@12 1/2c; mohair, 21@21 1/2c per pound.

THEY FAVOR PANAMA.

Engineers Before the Senate Committee on Inter-oceanic Canals.

Washington, Feb. 17.—Alfred Noble, civil engineer and a member of the isthmian canal commission, was before the senate committee on canals. Mr. Noble said it would be necessary to have absolute control of the cities of Panama and Colon in order to control sanitation. He thought the conditions were favorable for yellow fever during most of the year on the isthmus. There is no yellow fever in Nicaragua, as far as he knew.

Mr. Noble said he considered the price of \$40,000,000, asked by the Panama Company for its property, as fair and reasonable. The expense of operating the two lines proposed would be practically in proportion to the lengths of the canals.

"Taking the whole proposition, do you consider the Panama proposition better than the Nicaragua proposition?" asked Senator Hanna.

"I think it is," promptly responded the witness.

Colonel Peter C. Haines, an engineer and member of the isthmian canal commission, said that neither the Panama nor the Nicaragua route combines all the advantages, but that each presents some good points. The Panama route, for instance, was shorter, while the Nicaragua route was more desirable from a sanitary point of view. Upon the whole, he said, he favored the Panama route as combining more advantages than any other. He thought, he said, that the engineering difficulties could, with the building of the Bahio dam on the Panama route, be overcome, but he admitted that some problems would result in that connection which never have been solved.

Colonel Haines said, in reply to a question, that if the proffer of the Panama Canal Company to dispose of the property to the United States for \$40,000,000 had been made before the report of the commission recommending the Nicaragua route was made, he then would have been in favor of adopting the Panama route.

REPLY TO SCHLEY'S APPEAL.

President Will Announce His Conclusions in a Few Days.

Washington, Feb. 17.—One of the principal subjects discussed at the cabinet meeting today was the reply which the president will make to the appeal of Admiral Schley. The president has given a good deal of attention to the matter, and it is understood that in the course of a few days, probably by the middle of the week, he will be ready to announce his conclusions.

The president outlined his views of the Schley case by reading his first draft of his decision. Some modifications were made in it today, and in view of the fact that it is subject to further, and possibly important changes in text, members of the cabinet back their indisposition to discuss it by the assertion that it is unsafe at this time to predict what its exact effect will be. It is a long document, and one of its features is the clear and concise presentation of the facts regarding the Santiago fight as given the president by the captains engaged in that battle, who recently were summoned to the White House to confer with him. The decision is couched in the president's usual vigorous tone.

COLOMBIA WANTS A CANAL.

If the United States Does Not Build It, Europeans May.

Monterey, Mex., Feb. 14.—Colombia stands ready to duplicate any concessions Nicaragua is willing to make. There need be no question about the title of the Panama waterway. The United States can have it with a guaranteed title.

Colombia is willing to give the United States full control of the territory through which the canal passes. It wants the canal built, and in the event the United States sees fit to accept the Nicaragua route, the government of Colombia will take steps to interest European powers in the construction of the Panama canal.

These declarations were made tonight by General Rafael Reyes, Colombian delegate to the Pan-American congress, and in all probability the future president of Colombia, who is among the visiting Pan-American delegates who are at present the guests of this city.

General Reyes stated that he had not fully decided, but intimated that he would return to Colombia within the next few weeks and take the presidency.

Queen of the Navy.

New York, Feb. 14.—The battleship Illinois, which today dropped anchor off Tompkinsville after its final trial run from Newport News to New York, has proved herself the queen of the navy. In every test she has surpassed the Alabama, the Oregon, and even her sister ship the Kearsarge. The tests were rigorous and fully demonstrated, her officers say, her superiority over other vessels of her class of which the country can boast. Her maintained speed was 15.7 knots.

Captured Thirty Bolomen.

Manila, Feb. 15.—Captain William Swain, of the First infantry, in an engagement with insurgents at Paranas, Samar, recently captured 30 bolomen and 4 riflemen. There were no American casualties. The enemy's loss is not known. It has been learned that two hours before the fight, Lukban, the insurgent leader, was with the natives engaged by Captain Swain's command.

RAISED TO \$500,000

CAPITAL STOCK OF THE LEWIS AND CLARK INCREASED.

There Are to Be Twenty-Five Directors—Ten Will Be Named Later, in Addition to the Present Fifteen—By-Laws Patterned After St. Louis Fair's Are Adopted.

Portland, Feb. 15.—Authorized stock for the Lewis and Clark celebration was last night increased from \$300,000 to \$500,000 by resolution of the stockholders, and a full code of by-laws, patterned after those of the St. Louis fair, was adopted. The number of directors was fixed at 25. The present 15 are not disturbed, but the additional 10 cannot be chosen except at a meeting of the stockholders, called for that purpose. The intention is to select those 10 from the subscribers of the additional stock, and that cannot be done until the additional subscriptions shall have been made.

About \$175,000 of the capital stock of the corporation was represented at last night's meeting, while only \$140,780 was necessary for a quorum. Consideration of the by-laws was the first business to engage attention.

The by-laws were adopted without dissent. Mr. Mallory offered the following resolution:

"Resolved, That the judgment of the stockholders of this corporation, its capital stock ought to be increased from \$300,000 to \$500,000, and,

"Resolved, further, That the said capital stock be and the same is hereby increased to and is hereby fixed at \$500,000."

Mr. Killingsworth was in favor of increasing the capital to \$1,000,000 instead of \$500,000, but several expressed opinions against having the corporation filled with either water or wind, deeming it better to increase the capital again, if it should be found advisable, rather than put figures so high now that they would frighten people or cause the public to lose interest. The resolution as offered by Mr. Mallory carried unanimously.

EVERY DEMAND GRANTED.

Northern Pacific Switchmen Win Their Strike—First Victory for Men Since 1894.

Missoula, Mont., Feb. 15.—The Northern Pacific switchmen's strike in the yards here was called off late this afternoon. Superintendent Russell at 6 o'clock called a conference with the 3 committee of the switchmen. The meeting lasted until 6:30 o'clock this evening, but what passed has been kept a secret, except the fact that every concession asked by the striking switchmen was granted by the railway company. All the strikers have been reinstated by the company, with no deduction from their pay for the time lost while on the strike.

Tonight two crews are working in the yards, and the congestion which has prevailed for the past few days is being rapidly relieved.

The switchmen declare this is the first victory for the men since the fatal strike of 1894.

Passenger Train Ditched.

Fremont, O., Feb. 5.—Westbound passenger train No. 405, the Pittsburg and Detroit flyer, struck a broken rail this morning between Helena and Millersville, and left the track. The train, composed of engine, baggage car, smoker, passenger coach and two sleepers, was ditched and several coaches wrecked. Three persons were seriously injured. Many others were struck by flying splinters and jarred, but their injuries are slight. The baggage and mail cars landed in a field and were demolished. Other cars were badly damaged. Both sleepers are upside down in a ditch.

St. Louis Fair Appropriation.

Washington, Feb. 15.—The officials of the government board of the St. Louis exposition and a number of St. Louis men identified with that enterprise were today before the house committee on expositions in relation to the amount required for the government exhibit. Congress has heretofore appropriated \$250,000 as part of the amount for the building, but the amount for the exhibit itself has been left open. Assistant Secretary of Agriculture J. F. Brigham, head of the government board, and his associates, calculate on \$800,000 for the exhibit. They also desire a building to cost \$450,000.

A Naval Engagement.

Panama, Feb. 15.—The Colombian government fleet left Panama yesterday, met the insurgent warship Padilla off Agua Dulce, at 4 p. m., and fought her for one hour. The government gunboat Boyaca was struck and slightly damaged. The Padilla was hit three times and sought protection from the insurgents' guns ashore.

BERTHA IS WRECKED.

Alaskan Steamer Ashore on Harold Island—All On Board Made Land.

Port Townsend, Wash., Feb. 13.—Another steamship has been added to the long list of wrecks along the Alaskan shores. The Cottage City, arriving tonight, brings news of the wreck of the Alaskan Commercial Company's steamer Bertha, on Harold Island, near the entrance of Fitzhugh sound, north of Queen Charlotte sound. The Bertha sailed from Seattle for Valdes last Friday, having 41 passengers, among whom were 12 members of the United States army signal corps, bound for Valdes, while others were bound for interior points.

All went well with the Bertha until Saturday night, when the weather set in thick, and Sunday morning at 12:30 the vessel struck on Harold Island. All the passengers were in bed, and the shock caused great confusion and a stampede was made for the upper deck. Captain Johanson and the officers of the ship restored order in a short time, and on investigation it was found that the vessel was in such close proximity to the shore that the gangplank would reach an elevated rock. The passengers at once walked ashore, and later bedding and baggage were landed, and a camp was made on barren rocks.

On the approach of daylight the work of lightering the vessel was commenced by landing horses and other freight. A kedge anchor was put out, and the vessel hauled into deep water with the aid of the donkey engine, but as soon as deep water was struck she began to sink. The vessel was swung on the beach. She has lost her keel, and there is a large hole in her bottom forward engine room, and it is believed she will be a total loss.

CAPTURE COLOMBIAN GUNBOAT.

Libertador Puts Her Out of Service and Takes Aboard Her Crew.

Willemstad, Curacao, Feb. 14.—Today the following report of an engagement between the Libertador and the Crespo, a Colombian government gunboat, was obtained:

On Board the Libertador, Off Curacao, Venezuela, Feb. 9.—We left the vicinity of Curacao at 4 o'clock this morning, going southward. We were informed by a schooner that the Venezuelan warships were off La Vila de Coro, and we headed south at full speed. At 2 o'clock in the afternoon we met the steamer Crespo before Curacao, and she immediately prepared for the fight. To our summons to surrender, which was accompanied by a blank cannon shot, the Crespo replied by opening fire on us, to which the Libertador answered by directing the fire of her heavy guns and rapid fire guns on the Crespo. The latter kept up firing for a time, but her shells did not strike us, while our shells inflicted serious damage on her. After half an hour's fighting the Crespo hoisted the white flag and surrendered unconditionally. The commander of the Crespo and all her crew were then transferred on board the Libertador, and the Crespo, rendered completely useless, was abandoned on the coast.

COST OF OUR NAVY.

Ships and Repairs Since 1883 Have Cost Over \$100,000,000.

Washington, Feb. 13.—The new navy has cost the United States \$99,803,928 for construction and \$9,343,233 for repairs on completed vessels. These figures were supplied in a statement forwarded to the senate by the secretary of the navy in response to a resolution adopted by the senate in February, 1901. The facts are all given in tabular form, without explanatory text.

IN ADDITION TO THE EXPENDITURES MADE ON VESSELS NOW AFOAT THERE ARE SEVERAL SLIPS IN COURSE OF CONSTRUCTION. THESE INCLUDE THE KENTUCKY AND THE KEARSARGE, ON EACH OF WHICH AN EXPENDITURE OF \$4,000,000 HAS BEEN AUTHORIZED, AND THE ILLINOIS, INDIANA AND ALABAMA, ON EACH OF WHICH AN EXPENDITURE OF \$3,350,000 IS AUTHORIZED. THERE ARE ALSO SEVERAL SMALLER VESSELS IN COURSE OF CONSTRUCTION WHICH WILL BRING THE TOTAL UP TO A CONSIDERABLE EXTENT WHEN THE VESSELS ARE COMPLETED.

The statement covers the period from 1883 and begins with the building of the Chicago, Atlanta and Boston. Of the completed vessels the Oregon cost the greatest amount—\$6,575,032. The Massachusetts is second in point of cost—\$4,047,175. The cost of the Maine was \$4,677,788.

NEGOTIATIONS AGAIN OPENED.

Constantinople, Feb. 13.—The American delegation remaining at Seres, Macedonia, after the failure recently of the negotiations for the ransoming of the abducted missionary, have again opened negotiations.

BIG PUBLISHERS ASSIGN.

Boston, Feb. 13.—Small, Maynard & Co., publishers, of this city, have made an assignment. No statement of assets and liabilities is given.