

Bohemia Nugget

Bohemia Nugget Pub. Co.

COTTAGE GROVE, OREGON.

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

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

Senator Heyburn is slightly improved.

Women of England are working for suffrage.

Madrid is making great preparations for the royal wedding.

Vesuvius is pouring a torrent of mud on the nearby villages.

It is now believed that Mrs. Jefferson Davis may recover.

A prompt agreement on the rate bill is likely by the two houses of congress.

It is understood that an Anglo-Russian agreement is about to be perfected.

It is regarded as practically certain that the second Hague peace conference will meet in May, 1907.

The district judge has seized tax records and ballot boxes at Denver and discovered wholesale fraud.

United States warships have been ordered to watch for filibustering vessels going to Santo Domingo.

A severe earthquake in Luzon, P. I., caused a lake to form where a good sized mountain had stood. The natives in the vicinity are in a state of terror.

New York will expend \$160,000,000 in adding to the city's water system.

The San Francisco fire destroyed proof of the citizenship of 100,000 voters.

Wu Ting Fang, ex-Chinese minister to the United States, proposes radical reforms in China.

John Mitchell, president of the United Mineworkers, will soon resign to take up the practice of law.

Barracks have been built in Golden Gate park, San Francisco, which will accommodate 5,000 persons.

The Interstate Commerce commission has secured more admissions of grafting by Pennsylvania railroad officials.

Insurance companies have already paid about \$200,000 San Francisco losses and it is expected all undisputed claims will be paid by June 1.

A great forest fire in Michigan has burned over an area of 200 square miles and latest accounts report the flames still burning. Fourteen towns have been wiped out entirely and thousands of people are homeless. As far as known no lives have been lost, although several entire families have not been accounted for and may have perished. The money loss will be enormous.

The president has declared himself in favor of ship subsidy.

Evidence of rebating has been found against the Pennsylvania railroad.

Cumberland Presbyterians will go to law to prevent if possible church union.

Natives at Guantanamo, Cuba, attacked United States sailors, killing one and wounding 22.

Governor Blanchard, of Louisiana, has sent a special message to the legislature asking for an insurance reform law.

A court of inquiry has found General Stoesel wrong in surrendering Fort Arthur and he may be disgraced and sent to prison.

Commissioner Garfield has produced much documentary evidence against the Standard Oil at the Interstate Commerce hearings.

A New York man just returned from Panama says that country is practically a monarchy with the president at the head. He says the government is constituted on the plan of the big insurance companies—the president's relatives all hold jobs in the government service and control all the good places.

The Russian parliament is preparing demands to the czar for liberty.

The Great Northern and Burlington are to run through trains from Portland to Chicago.

Taft has again declared that he will continue to buy canal supplies in the cheapest market until restricted by congress.

Rains and floods are causing enormous damage in Texas, Oklahoma and Indian Territory. A number of persons have been drowned.

The house committee on insular affairs has made a favorable report on the bill extending United States citizenship to the inhabitants of Porto Rico.

Municipal ownership in Denver has been beaten by blunders and treachery.

Well known scientists who have been studying Vesuvius are preparing to predict earthquakes and eruptions and say insurance risks may be reduced to a minimum.

Will J. Dav's, who was manager of the Iroquois theater, Chicago, at the time of the great fire in that building, has been arraigned on a charge of manslaughter, following out of the fire.

MANY SETTLERS MISSING.

Michigan Forest Fire Lays Waste to Hundred Square Miles.

Milwaukee, May 21.—A dispatch to the Sentinel from Escanaba, Mich., by a staff correspondent says: Four known dead, a score or more persons missing, hundreds of families homeless, several millions of dollars in property burned, four towns wiped out entirely and a dozen more partially, five counties devastated and 100 square miles of territory fire-swept. This is the dreadful picture that the Northern Michigan peninsula presents today, after the worst forest fire since the Pestigo disaster in 1871.

General Superintendent W. E. Wells, of the Escanaba & Lake Superior railroad, along whose right of way the greatest loss occurred, returned tonight from a trip of inspection over the fire-stricken area, and says that the flames have gone down and for the time being the danger is over, unless a new gale arises to again fan the embers into flames.

The following summary briefly tells the story:

Peter Lafond, a cook, smothered in a lumber camp near Katos, body found tonight.

Three unknown children dead at Quinnesec, Mich., separated from their parents while the village was burning and perished.

Scores of homesteaders and woodsmen are missing and many have probably perished in the flames.

Territory devastated, five counties, Marquette, Menominee, Delta, Alger and Dickinson. The territory fire-swept is 100 miles square.

Towns totally burned:

Talbot, Mich., 100 population, only a few houses left standing.

Quinnesec, Mich., 1,000 population, only one house remains.

Saunders, 150 population, all wiped out.

Niagara, Wis., 500 population, all wiped out.

Towns partially destroyed:

Northland, Cornell, Antine, Spring Valley, Kingsley, Woodlawn, Foster City, Sala and Metropolitan.

KILL CANAL BY DELAY.

Purpose of Sea Level Party on Panama Enterprise.

Chicago, May 20.—Expressing the sentiments of senators and congressmen on the recent action of the senate committee in voting for a sea level canal, Edward G. Clark, correspondent at Washington for the Chicago Evening Post, says:

"Suspicion that a systematic effort is being made in the senate to delay indefinitely the digging of the Panama canal has become a conviction. There is anger among the friends of rapid work on the isthmus and a well-defined and freely expressed belief that interests are at work to jeopardize the whole project. It is declared freely in Washington that, while it was supposed that the hosts of representatives of certain corporate interests who had been at the capital during the last few months were here for the purpose of watching railroad rate legislation, in reality most of them were here with the intention of using what influence was at their command to defeat the attempt to obtain a favorable report for a lock canal.

"Senator Platt, of New York, voted for a sea level canal. It is stated that Mr. Platt did not attend one committee meeting at which the matter was discussed. Everybody knows why John T. Morgan, of Alabama, voted in favor of a sea level plan. He is bluntly honest. He does not want a canal, and he has the grace to say so.

"The movement that began in the senate committee to get a sea level canal has behind it, however, a tremendous force and it is the intention of powerful senators to endeavor not only to get the sanction of the senate itself, but to bring every possible pressure to bear on the house to induce it to recede from the position it took in favor of a lock type. If the powerful ones succeed, the day of canal digging is far in the distance. The people may be obliged to speak on this matter in no uncertain way."

Biggest Steamer Afloat.

New York, May 20.—The Hamburg line steamer Ka'serin Auguste Victoria, the largest passenger steamer afloat, with a gross tonnage of nearly 26,000, completed her initial trip across the Atlantic tonight from Hamburg, Dover and Boulogne. She brought 490 saloon and 1,706 steerage passengers. The Kaiserin Auguste Victoria made an average speed of 17 knots during the voyage. The Kaiserin Auguste Victoria is 700 feet in length over all, with a beam of 77 feet and depth from boat deck to keel of 57 feet.

Gout Gains on Pope.

Rome, May 20.—When Dr. Lapponi visited the Pope this morning he found his patient improved, although the pontiff passed a somewhat restless night as the result of his attack of gout. Owing to a slight rise in temperature, Dr. Lapponi ordered the pope to remain in bed for several days. Although the condition of the Pope is not grave, some apprehension is felt at the frequency of the gout attacks through exposure to fatigue.

Die of Heat in New York.

New York, May 20.—Two deaths and some prostrations from heat were reported here today. The official thermometer stood at 85 degrees during the afternoon, but on the streets the mercury rose to 95.

OREGON STATE ITEMS OF INTEREST

OFFICIAL BALLOT.

Ticket to Be Voted On in June Made Up by Secretary of State.

Salem—Secretary of State Dunbar has issued his certificate of the Republican and Democratic primary nominations and the prohibitions of the Socialists and Prohibitionists and the arrangement of the names on the official ballot.

The state senatorial and congressional ticket is as follows:

Governor—L. H. Amos, Multnomah county, Prohibitionist; C. W. Barzee, Wasco, Socialist; George E. Chamberlain, Multnomah, Democratic; James Withycombe, Benton, Republican.

Secretary of State—Frank W. Benson, Douglas, Republican; R. C. Brown, Douglas, Socialist; T. S. McDaniell, Multnomah, Prohibitionist; P. H. Sroat, Marion, Democratic.

State Treasurer—Leslie Butler, Wasco, Prohibitionist; G. R. Cook, Multnomah, Socialist; J. D. Maxlock, Lane, Democratic; George A. Steel, Clackamas, Republican.

Supreme Judge—C. J. Bright, Sherman, Prohibitionist; Robert Eakin, Union, Republican; T. G. Hailey, Umatilla, Democratic; Marcus W. Robbins, Josephine, Socialist.

Attorney-General—C. C. Brix, Crook, Socialist; A. M. Crawford, Douglas, Republican; Robert A. Miller, Multnomah, Democratic; F. B. Rutherford, Multnomah, Prohibitionist.

Superintendent of Public Instruction—J. H. Ackerman, Multnomah, Republican; J. E. Hoerner, Multnomah, Socialist; Henry Sheak, Benton, Prohibitionist.

State Printer—J. C. Cooper, Yamhill, Socialist; Willis S. Dunaway, Multnomah, Republican; Alvin S. Hawk, Multnomah, Prohibitionist; J. Scott Taylor, Klamath, Democratic.

Commissioner of Labor Statistics and Inspector of Factories and Workshops—O. P. Hoff, Multnomah, Republican; W. S. Richards, Linn, Socialist.

United States Senator (to fill vacancy)—Hiram Gould, Yamhill, Prohibitionist; Fred W. Mulkey, Multnomah, Republican; J. D. Stevens, Multnomah, Socialist.

United States Senator (term beginning March 4, 1907)—Jonathan Bourne Jr., Multnomah, Republican; John M. Gearin, Multnomah, Democratic; B. Lee Paget, Multnomah, Prohibitionist; A. G. Simola, Multnomah, Socialist.

Congressman, First District—Charles V. Galloway, Yamhill, Democratic; Edward F. Green, Benton, Prohibitionist; Willis C. Hawley, Marion, Republican; W. W. Myers, Clackamas, Socialist.

Congressman, Second District—W. R. Ellis, Umatilla, Republican; James Harvey Graham, Baker, Democratic; A. M. Paul, Union, Socialist; H. W. Stone, Multnomah, Prohibitionist.

Spring Produces Clams.

Albany—Water from a spring flowing from a solid sandstone hill, three miles northeast of Lebanon, produces fresh water clams. Though there are no clams in the spring, and, so far as known, none that its water could come in contact with in any way, yet the water, when poured into a trough, produces clams, which grow to ordinary size. Water flows from solid rock through an iron pipe, about 45 yards, into a watering trough. In this trough the clams develop. The trough has been frequently cleaned, but fresh water clams always developed in it again.

Indians Want to Work.

Klamath Falls—It is probable that a part of the labor, in constructing the Klamath project of the United States reclamation service will be performed by the Indians of the Klamath reservation, who are said to be faithful workmen. It is understood the question has been taken up with the Indian bureau through the proper channels and that from 100 to 250 descendants of the braves who fought on the battlefields of the lava beds in the famous Modoc war will work in digging the ditches.

Sawmill on Wendling Line.

Engene—The Southern Pacific company has selected a site for one of its proposed sawmills along the Wendling branch railroad. It will be located on the company's land about one mile north of Marcola station. A large force of men is clearing the right of way for a spur from the Wendling line to the sawmill site, nearly one mile. Agents of the company have been in Engene the last two days looking for about 20 men to assist in the work.

Flooded With Paper Money.

Oregon City—Oregon City is being flooded with paper currency in consequence of a suspension of the mint at San Francisco by reason of the earthquake and subsequent conflagration. Local banks have received their gold and silver largely from the San Francisco mint, and have always been plentifully supplied heretofore.

Entire Sawmill Made in Albany.

Albany—The Albany Iron Works has just completed a complete sawmill outfit and shipped it to Medford, where it will be erected and placed in operation immediately. All the machinery from the largest to the smallest piece was made in the local foundry.

Rich Strike in the Goldbug.

Sumpter—The Blue Mountain American says: "Another wonderfully rich strike has been made at the Goldbug mine, in the Red Boy district, on north drift, vein No. 5. The pay streak is eight to ten inches thick. One assay gives \$300 to \$1,900 a ton."

INITIATIVE MEASURES.

Questions on Which Oregon Voters Will Pass at June Election.

Salem—There are 11 measures upon which the people will be called to vote in June, five of which are proposed amendments to the state constitution. The remaining six are legislative measures proposed by initiative. Their title and order on the ballot, which are to be voted "yes" or "no," follow:

Shall act appropriating money maintaining insane asylum, penitentiary, deaf mute, blind school, university, agricultural college and normal schools be approved?

For equal suffrage constitutional amendment.

For amendment to the local option law giving anti-Prohibitionists equal privilege.

For law to abolish tolls on the Mount Hood and Barlow road and providing for its ownership by the state.

For constitutional amendment providing method of amending constitution and applying the referendum to all laws affecting constitutional conventions and amendments.

For constitutional amendment giving cities and towns exclusive power to enact and amend their charters.

For constitutional amendment to allow the state printing, binding and printer's compensation to be regulated by law at any time.

For constitutional amendment for the initiative and referendum on local, special and municipal laws and parts of laws.

For bill for a law prohibiting free passes and discrimination by railroad companies and other public service corporations.

For an act requiring sleeping car companies, refrigerator car companies and oil companies to pay an annual license upon gross earnings.

For an act requiring express companies, telegraph companies and telephone companies to pay an annual license upon gross earnings.

Mammoth Canal at Klamath Falls.

Bend—Mason, Doris & Co. have the contract for construction of a big canal at Klamath Falls. The amount involved is about \$400,000, and something like 700,000 yards of dirt will be excavated. The contract includes much concrete work and a tunnel 3,300 feet long, which will pass under the town of Klamath Falls. Seventy-five teams and about 300 men have been engaged. The contract calls for a trench nine miles long, 44 feet wide on the bottom and 75 feet at the top and 13 feet deep. The in-take is at Upper Klamath lake.

Branch of Boys' and Girls' Aid.

McMinnville—An advisory board of the Boys' and Girls' Aid Society has been organized in McMinnville. This board will pass on applications from Yamhill county for children to be taken into family homes. It will also keep in touch with the children thus placed out, and report on their condition. This board may take up the matter of truancy, neglect and other forms of delinquency, in which case strong co-operation will be furnished.

Hop Farm is Incorporated.

Salem—The Molson Hop Farm company, of Rickreaf, Or., is the title of a corporation whose articles have been filed in the secretary of state's office, with Albert J. Ray, Clifton N. McArthur and Earl C. Bronaugh as incorporators. The principal office is in Portland and the capital stock is \$50,000, in shares of \$100 each.

PORTLAND MARKETS.

Wheat—Club, 72c; bluestem, 73c; red, 70c; valley, 70c.

Oats—No. 1 white feed, \$29; gray, \$24.50 per ton.

Barley—Feed, \$23.50@24 per ton; brewing, \$24@24.50; rolled, \$24.50@25.50.

Hay—Valley timothy, No. 1, \$12@13 per ton; clover, \$7.50@8; cheat, \$6@7; grain hay, \$7@8; alfalfa, \$13.

Butter—Fancy creamery, 17 1/2 @20c.

Eggs—Oregon ranch, 19c per dozen.

Poultry—Average old hens, 14@15c per pound; mixed chickens, 13 1/2 @14c; broilers, 20@22 1/2 c; young roasters, 12 1/2 @13c; old roasters, 11@12 1/2 c; dressed chickens, 16@16 1/2 c; turkeys, live, 15@18c; turkeys, dressed, choice, 20@23c; geese, live, 10@11c; geese, dressed, old 10c; young, 12c; ducks, old 17c, young 20c.

Hops—Oregon, 1905, 11 1/2 @12 1/2 c.

Wool—Eastern Oregon average best, 16@21c; valley, coarse, 22@23c; fine, 24@25c per pound; mohair, choice, 28@30c.

Fruits—Apples, \$2.50@3.50 per box; cherries, \$1.25@1.50 per box; strawberries, California, \$1.25@1.50; Oregon, 10c per pound; gooseberries, 8c per pound.

Vegetables—Asparagus, 75c@1.25 per box; beans, 10c; cabbage, \$1.75@2 per 100; cauliflower, \$2.25 per crate; celery, \$5 per crate; head lettuce, 25c per dozen; onions, 10@15c per dozen; peas, 5@6c; radishes, 15c a dozen; rhubarb, 3c per pound; spinach, 90c per box; parsley, 25c; turnips, \$1 @1.25 per sack; carrots, 65@75c per sack; beets, 85c@1 per sack.

Onions—4c per pound.

Potatoes—Fancy graded Burbank, 60@65c per hundred; ordinary, nominal; new California, 2 1/2 @2 1/2 c per pound.

Veal—Dressed, 3 1/2 @3 1/2 c per pound.

Beef—Dressed, 3c per pound; cows, 4 1/2 @5 1/2 c; country steers, 5@6c.

Mutton—Dressed fancy, 7@8c per pound; ordinary, 5@6c; lambs, with pelts on, 8c.

Pork—Dressed, 7@9c per pound.

DANGER OF QUAKES.

One of Chief Reasons for Committee Favoring Sea Level Canal.

Washington, May 18.—That the earthquake that destroyed San Francisco helped determine the vote of the senate committee on interoceanic canals in favor of a sea level type is apparent from the fact that a feature of the majority report is a discussion of the effect earthquakes might have on locks and dams. The majority report in favor of a sea level canal was submitted today by Senator Kittredge.

The report says that the canal structures would be exposed to injury by earthquakes, particularly the locks at Gatun. If the lock walls should be moved, leakage would result and the gates would be useless. In case of fracture of locks, months or years might be required for repairs, and meanwhile traffic would be interrupted.

It is maintained that the data at Gamboa proposed by the majority of the board of consulting engineers, is not liable to injury by earthquakes, for it will be built on a solid rock foundation, reinforced with strong walls and buttressed at each end with walls of the Calabrut cut likely to be disturbed, but an earth dam on an alluvial base might be cracked, draining the lock and ruining the canal. The committee says:

"At San Francisco, where the water pipes were broken, the disaster was greatly augmented by this cause, for the water could not be held in the pipes and directed on the flames. What would happen to the aqueduct, conduits, pipes and valves, buried in the concrete walls, used for filling and emptying the locks, cannot be well conjectured."

It is stated that ships of all classes could be passed through the sea level canal in 8 1/2 hours less than the time that would be consumed in passing ships through locks alone. The cost of annual maintenance is estimated at \$1,840,000 for the sea level and \$2,330,000 for the lock type. A sea level canal free from all obstacles could pass 100 warships in less than a day. Naval commanders and commercial shipmasters oppose locks.

The majority argues that an enemy could destroy a lock canal much easier than a sea level canal with explosives. The cost of a sea level canal is estimated at \$250,000,000, while the total cost of the lock canal would be at least \$190,000,000, and the cost of transferring the latter into a sea level canal would be \$200,000,000. The conclusion of the majority is "that the sea level canal can be realized in 10 or 12 years at a cost not exceeding \$60,000,000 above that required by the construction of the multilock canal proposed by the minority."

AIDS TO PACIFIC NAVIGATION.

Omnibus Bill in House for Lightships and Signal Stations.

Washington, May 18.—The house committee on interstate and foreign commerce today authorized a favorable report on an omnibus bill carrying between 20 and 25 projects as "aids to navigation" and authorizing an appropriation of something in excess of \$1,300,000. Among the provisions are:

Light station at Makapuu Point, Island of Oahu, Territory of Hawaii, \$60,000.

Light station and range lights at Honolulu harbor, \$40,000.

Fog signal at entrance to harbor at Humboldt, California, \$15,000.

Lightkeeper's dwelling at Cape Mendocino, Cal., \$5,500.

Light and fog signal station near Point Cabrillo, California, \$5,000.

Light vessel for use off the mouth of the Columbia river, Oregon, \$130,000.

Lightkeeper's dwelling at Robinson Point, Washington, \$5,000.

Fog signal at Ediz Hook light station, State of Washington, \$10,000.

New tender for inspection service in the 13th lighthouse district, \$110,000, in addition to the unexpended balance of \$40,000 for the repair of the tender Manzanilla to be applied on the new tender.

Rebuilding of Stanford.

San Francisco, May 18.—Stanford University will be reconstructed at once, and by next September every building necessary to the work of the college will be in perfect condition. The work has already commenced, and there is plenty of money on hand to assure the trustees that the repairs may be accomplished as quickly as they desire. The structures will be rendered earthquake proof. Three experts have been appointed, and their report will be the basis for whatever changes are considered necessary.

Make Money by Disaster.

Oakland, Cal., May 18.—Some very curious schemes for making money have been devised since the earthquake and fire. Two Stanford students, in the early days of the trouble, secured many views of the ruins in San Francisco and surrounding country. These they had reproduced on lantern slides, and now they are touring the small towns of California presenting stereopticon lectures. From latest reports they are receiving heavy patronage.

Withdraw Troops June 1.

Washington, May 18.—General Greeley has reported to the War Department from San Francisco under date of last night that the reported killing of a large number of people by the army during the San Francisco fire is incorrect. General Greeley adds that he has notified the citizens committee and the Red Cross that the troops will be drawn from San Francisco not later than June 1.

PROVISIONS OF BILL

Power of Interstate Commission Over Railroads Enlarged.

PENALTIES MADE MOST SEVERE

New Rate Bill as Passed by Senate Allows Interstate Board to Fix Rates.

Washington, May 19.—The principal purpose of the railroad rate bill passed yesterday is to permit the Interstate Commerce commission to fix rates. The provision conferring this authority is found in the fourth section, which amends section 15 of the interstate commerce law so as to accomplish this result. This section directs the commission to investigate complaints of unjust and unreasonable charges on the part of common carriers in the transportation of persons or property, or of regulations or practices affecting such charges. It also authorizes an inquiry as to whether the rates or practices are "unjustly discriminatory or unduly preferential or prejudicial, or otherwise in violation of the act," and, in case any of these conditions are found to exist, the commission is empowered to determine and prescribe what will be the just and reasonable maximum rate, and what regulation or practice is just, reasonable and fair.

Further, authority is given the commission to enforce its orders, and they are to go into effect within 30 days and continue in force for two years unless suspended, modified or set aside by the commission or by a court of competent jurisdiction.

A penalty of \$5,000 for each offense in disobedience of the order is imposed, and the penalty is to accumulate at the rate of \$5,000 a day in case of continuous violation. Orders other than those for money payments are to be enforced by the federal courts through writs of mandamus or injunction, and, in case of appeal to the supreme court, these cases are to be given preference over all others except those of a criminal character.

The bill was amended by the senate so as to give the United States circuit courts jurisdiction to entertain suits brought to annul or change the orders of the commission and to provide against the granting of interlocutory decrees without hearing and making appeals from such orders direct to the supreme court.

There are no changes in the law relative to the reports to be required of common carriers, and a penalty of \$100 a day is imposed for failure to comply with the report requirement. The commission is given access to the accounts of the companies affected by the act, but examiners are forbidden, under penalty of heavy fine and long imprisonment, to divulge the facts ascertained. A fine of \$500 for each failure to keep proper accounts is provided.

TRANSIT TUBES FLATTENED.

Sand and Water of East River Make Costly Work Valuable.

New York, May 19.—Mayor McClelland announced today at a meeting of the Rapid Transit commission that, crushed by the weight of sand and water, the rods of the Rapid Transit tubes under the East river, connecting the subway system in Manhattan with Brooklyn, have been flattened so seriously at various points that they must be rebuilt so that trains can pass through them.

C. M. Jacobs, chief engineer in charge of the Pennsylvania tunnels under the East and North rivers; Gustav Lindenthal and C. S. Smith, called in as experts, declare that the present conditions in the East river are sufficient to cause a delay of from 2 1/2 to three years in the work. Reconstruction is expected to be absolutely necessary for more than 1200 feet of the section from Joralemon and Hicks streets out under the Brooklyn waterfront.

World's International Commerce.

Washington, May 19.—The world's international commerce will aggregate fully \$25,