

Washington County News

Issued Each Week

FOREST 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.

Zero weather prevails throughout the United States east of the Rocky mountains.

Five bodies have been recovered from the wreck on the Northern Pacific near Helena.

A false emperor of Russia and his suite, who have been stirring up the people of the Volga region, have been arrested.

Fire which was started in the match department of a Lexington, Kentucky, wholesale house, destroyed \$150,000 worth of property.

President Roosevelt condemns hazing, but says the law proposed by congress is too severe and would cripple the navy. He asks for a modification.

President Roosevelt has formally withdrawn the appointment of W. C. Bristol as United States attorney for Oregon and forwarded the charges to Mr. Bristol for an explanation.

General Grodekoff, who became noted for his ruthless measures in restoring order in Amur during the Boxer trouble, will succeed Linievitch as Russian viceroy of the Far East, with command of the land and sea forces.

John E. Wilkie, chief of the United States secret service, says that the captain of every steamer which has been wrecked on the Pacific coast in the last three years has been found to have been fraudulently naturalized. Under the law no man can become captain of an American ship unless he is an American citizen.

Russian soldiers are killing off rebels by the wholesale.

Zero temperature prevails throughout the central states.

Russia is negotiating for a new treaty with China.

Georgia traveling men have started a "clean sheet" crusade.

A worn five-cent piece led to the arrest of a burglar in Seattle.

One of Dowie's leading Elders declares that the prophet is a failure.

Wallace says there is too much red connected with the work on the Panama canal.

Portland is to be invaded by a drug trust, a newly formed concern with a capital of \$10,000,000.

An appropriation of \$4,839,993 for fortifications in 1907 has been agreed upon by the house committee on appropriations.

The Reorganized Mormon church has been started in Salt Lake City and its members will be the principal witnesses against Smoot.

One regiment of infantry and two squadrons of cavalry are being held in readiness at Manila to go to China at the first sign of an outbreak.

W. C. Bristol, United States attorney for Oregon, will have to go. The charge of "unprofessional conduct" is placed against him. It is said that he attempted to draw fees from both sides of a case.

Castro vows vengeance on France.

Democratic senators have united to fight the San Domingo treaty.

The will of the late Charles T. Yerkes may be contested by his widow.

The Union Pacific has bought a control of the Illinois Central railroad.

W. C. T. U. workers will ask Miss Roosevelt to bar wine from her wedding.

Kansas authorities are after a brother of John D. Rockefeller for land fraud.

John A. Linn, clerk of the Cook county, Illinois, court, is charged with embezzling \$50,000.

From present indications the dispute between France and Germany in Morocco cannot be settled.

The Washington railroad commission may make a stricter ruling on issuing passes by railway companies.

Germany is exasperated because of her inability to secure a reciprocity treaty with the United States.

The governor of Iowa will call a meeting of the various governors early in the summer for the purpose of uniting on a plan to secure election of United States senators by the people.

Witte is preparing a plan to sell land to peasants.

Roosevelt denies that he is acting as dictator to congress.

The pope has advised French Catholics to give in to the state.

Colonel Colton reports that peace has been restored in Santo Domingo.

Twenty-seven bodies have been recovered from the wreck of the Valencia.

Seattle people are indignant over the Valencia investigation and demand a more rigid inquiry.

FOUR ARE KILLED.

Disastrous Wreck on O. R. & N. at Bridal Veil.

Portland, Feb. 7.—In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into train No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. When about four miles east of Bridal Veil the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

The injector pipe had broken inside the cab, letting out a flood of steam and driving the engineer and fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard torpedoes on the track and realized that the Spokane Flyer was ahead on the main track, and rushed back into the cloud of burning steam that filled the cab in an effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and, finally baffled, was compelled to retreat to the engine tender. Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose.

Meanwhile Silas Smith, living at Second and Grant streets, Portland, who was brakeman on No. 5, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again hurled it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by his prompt action in bringing the Chicago-Portland Express almost to a stop Brakeman Smith prevented a much heavier loss of life.

HEYBURN GROWS WORSE.

Peritonitis Aggravates Illness of Senator from Idaho.

Washington, Feb. 5.—Considerable anxiety is felt over Senator Heyburn tonight. He slept little last night, and today unfavorable symptoms developed which indicate that peritonitis has set in. The pain and inflammation heretofore confined to the region of the appendix had spread and his stomach is now affected.

Up to this morning the senator was hopeful of early recovery; in fact, expected to get up tomorrow. Tonight he is decidedly depressed, and seems to realize the seriousness of his condition. If he does not show marked improvement by morning, another consultation will be held.

While it is announced at his apartments that there is believed to be no immediate danger, nevertheless everything indicates that he is in a critical condition, the presence of peritonitis and kidney trouble, in addition to appendicitis, being most serious complications.

Douglas' New Campaign.

Boston, Feb. 7.—The announcement is authorized on behalf of ex-Governor W. L. Douglas that before his recent departure for a visit in the South he accepted the presidency of an organization just formed under the name of the Business Men's Tariff Reform league. The league has established headquarters here and is preparing to enter upon an active campaign of education to advance the cause of reciprocity and revision of the tariff. The membership includes leading business men of the state.

Meteor Falls in Nevada.

Reno, Nev., Feb. 7.—Word has been received in Reno to the effect that an immense meteor fell a few miles north of the town of Rhyolite this week. W. E. Turner, well known in this city, together with others, witnessed the descent of the meteor. It fell at an angle of 45 degrees and left a trail of fire 300 yards long in its wake. The heavenly visitor was seen and heard to strike the ground, but every effort to find its location has been without success.

Two-Cent Fares for Ohio.

Columbus, O., Feb. 7.—The house today by a vote of 104 to 1 passed the Freiner two-cent fare bill, which was substituted for the Rathbun bill, passed by the senate. It is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the governor.

OREGON STATE ITEMS OF INTEREST

TEN MEASURES FILED.

Questions To Be Submitted to People for Their Decision.

Salem—The last day for filing initiative measures in the office of the secretary of state has passed and six measures were added to the four already on file. The bills and proposed amendments to be voted upon are as follows: The \$1,000,000 appropriation bill passed by the last legislature and held up by referendum petitions.

The local option bill proposed by the Liquordealers' association as an amendment to the present local option law.

The bill filed by the owners of the Barlow road, requiring the state to buy the road for the sum of \$24,000.

The proposed constitutional amendment filed by the Equal Suffrage league, extending the elective franchise to women.

A bill by the People's Power league making it unlawful for public service corporations to give passes or free or reduced rate service to public officials.

A bill by the State grange, levying a license tax upon the gross earnings of refrigerator and sleeping cars and oil companies.

A constitutional amendment proposed by the People's Power league to amend section 1 of article 12 so that the public printing will be entirely within the control of the legislature, and may be let by contract, or a printer elected or appointed, upon a salary or other compensation.

An amendment proposed by the People's Power league to amend article 4 of the constitution so that the referendum may be demanded upon any item or section of a bill and extending the rights of initiative and referendum to municipalities.

An amendment proposed by the People's Power league to amend sections 1 and 2 of article 17, so that one legislative assembly may submit constitutional amendments, and that when the vote upon an amendment has been canvassed by the governor and a majority found in its favor he shall proclaim it adopted, and it shall then be a part of the constitution, beyond the power of the courts to pass upon; also that no law for a constitutional convention shall be in force until approved by a vote of the people.

An amendment proposed by the People's Power league to amend section 2 of article 11, giving the legal voters of a municipality power to frame and adopt their own charters, and forbidding the legislature to create municipal corporations.

Large Depot at Austin.

Sumpter—The Sumpter Valley Railroad company has just finished an 80 foot depot at the terminus of the road now known as Austin station. Much freight is received at that point, necessitating a larger depot than is generally found at other stations on the line of the road. A few other buildings have been erected at Austin and the place is beginning to assume the proportions of a village. There is no authenticated report current as to whether the Sumpter Valley intends to extend its line beyond that point during the coming season or not.

New Sawmills for Linn.

Albany—Two sawmills are looking for locations in this city, and it is expected both will establish here before the end of the coming summer. One is the mill at Lyons, east of this city, in the Cascade mountains. It is the property of N. H. Wheeler. The other is a saw and planing mill of large capacity now located at another point in this state. The mill will employ about 100 hands, and, if it comes here, will require at least 15 acres for a site. The owners are not ready to have their names made public.

Road Taps Mining District.

Baker City—A special from Sumpter says it is assured that the Sumpter Electric railroad to the mining camp of Bourne will be built this spring. W. E. Hurd, of Portland, and Anthony Mohr, of Sumpter, are in the East, in the interest of the new road, which is planned to handle ores more cheaply. They say the road is practically financed. It will be an electric line about ten miles long, serving one of the richest mining camps in the Northwest.

Range Horses Die by Score.

Baker City—It is reported here from the ranges of Baker county that scores of horses, turned out by their owners to feed themselves during the winter months, have starved to death, while many others are in a most pitiable condition. This is caused by the unusually deep snow, which prevents the animals from reaching the dried grasses of the ranges, on which they usually depend for their winter subsistence.

Buying Heavy Draft Horses.

John Day—J. D. Combs, a local buyer, has been picking up a good many horses during the past week for the Willamette valley trade. He purchased, among other heavy draft horses, the fine team owned by Senator Laycock, paying therefor the sum of \$350. This team is generally thought to be the best in Grant county, and will probably be sold in Portland. Prices generally are good.

Money from State Land.

Salem—The State Land board has received from the sale of public lands and interest, on behalf of the public school, the Agricultural college and the university, funds during January \$74,138.76. The money has all been turned into the state treasury.

ROAD TO BE REBUILT.

Government Work and Immigration Stimulates Klamath Line.

Klamath Falls—Information received at Klamath Falls indicates that the Klamath - Lake railroad, connecting with the Southern Pacific at Thrall and extending to Pekegama, recently acquired by the Weyerhaeuser Lumber company, will be practically reconstructed during the present year, track laid better to enable the line to command traffic of the Klamath Falls region for some time, while also better serving the purposes of its new owners in the development of lumber industries. Four new locomotives have been ordered, a new passenger coach and a number of cars are to be purchased, which is understood to be indicative of the intentions with reference to the railroad.

No official information is had as to the intentions in the way of adding mileage, but it is known that investigations made before the acquisition of the property were with a view to determining the traffic assured by reason of the government work in constructing the canal for which Mason, Davis & Co., of Portland, now have the first contract. With absolute knowledge of the tonnage of traffic that was handled during 1905, and its great increase over the preceding year, and an additional tonnage for the next year that will surely double the commodity traffic of 1905, to say nothing of the immigration that will mean a great deal of business, the railroad officials feel more than justified in large expenditures and will complete their projected work at the earliest possible date.

State to Buy Books.

Salem—Miss Marvin, secretary of the State Library commission, announces that the contract for the purchase of about \$15,000 worth of books for school libraries will be awarded at the next meeting of the commission. The commission called for bids some time ago, and several publishing houses are figuring on the contract. Under the law, each county is required to levy a tax sufficient to equal 10 cents a head for each child of school age in the county for the purchase of books for the school library.

Plans Cheese Factory.

Dallas—R. Robinson, of Tillamook, is in Dallas and plans to establish a cheese factory here. Mr. Robinson says if the farmers will guarantee 250 cows to start with he will immediately make all arrangements for the plant. He expects to rent space in the Dallas ice plant, where cold storage will be convenient, thereby avoiding the expense and delay of building. Mr. Robinson already owns several plants in Oregon.

Use Sagebrush Fuel.

Salem—W. E. Burke, of Harney county, representing the Portland Land company, was before the State Land board at its last meeting arranging to perfect proof of reclamation for about 9,000 acres, under the Carey act, in Harney county, near Burns. This company will obtain water from wells by pumping, using sagebrush for fuel to generate the steam power.

For Experiment Station.

Echo—The United States government has decided to establish an experiment station of 48 acres on the East Umatilla irrigation project. Land will be set apart for this purpose.

PORTLAND MARKETS.

Wheat—Club, 69½¢@70¼¢; bluestem, 70½¢@72¢; red, 67¢@68¢; valley, 73¢.

Oats—No. 1 white feed, \$28; gray, \$27.

Barley—Feed, \$23@23.50 per ton; brewing, \$24; rolled, \$24@25.

Buckwheat—\$2.25 per cental.

Hay—Eastern Oregon timothy, \$13.50@14; valley timothy, \$9@10; clover, \$7.50@8; cheat, \$7@8; grain hay, \$7@8 per ton.

Fruits—Apples, common, 75¢@81¢ per box; choice, \$1.2@1.50. fancy, \$2@3; pears, \$1.25@1.50 per box; cranberries, \$13@13.50 per barrel.

Vegetables—Cabbage, 2@2¼¢ per pound; cauliflower, \$1.85 per crate; celery, \$3.50 per crate; pumpkins, ¼¢@1¢ per pound; sprouts, 6½¢@7¢ per pound; squash, 1½¢@1½¢ per pound; parsley, 25¢; turnips, 90¢@1¢ per sack; carrots, 65¢@75¢ per sack; beets, 85¢@1¢ per sack.

Onions—Oregon, No. 1, \$1.10@1.25 per sack; No. 2, 70¢@81¢.

Potatoes—Fancy graded Barbanks, 60¢ per hundred; ordinary, nominal; sweet potatoes, 2¢@2¼¢ per pound.

Butter—Fancy creamery, 27½¢@30¢ per pound.

Eggs—Oregon ranch, 23¢@24¢ per dozen.

Poultry—Average old hens, 11¢@12¢ per pound; mixed chickens, 10¢@10½¢; broilers, 15¢@17¢; young roosters, 10¢; old roosters, 8¢@9¢; dressed chickens, 13¢@14¢; turkeys, live, 16¢@17¢; turkeys, dressed, choice, 18¢@20¢; geese, live, 9¢@10¢; geese, dressed, 12¢@14¢; ducks, 16¢@18¢.

Hops—Oregon, 1905, choice, 10¢@11¢ per pound; prime, 8½¢@9¢; medium, 7¢@8¢; olds, 5¢@7¢.

Wool—Eastern Oregon average best, 16¢@21¢; valley, 24¢@26¢ per pound; mohair, choice, 30¢.

Beef—Dressed bulls, 2¢@2½¢ per pound; cows, 3¼¢@4½¢; country steers, 4¢@5¢.

Mutton—Dressed, fancy, 8¢@8½¢ per pound; ordinary, 4¢@5¢; lambs, 7¢@7½¢.

Veal—Dressed, 8½¢@8¾¢ per pound.

Pork—Dressed, 6¢@7¼¢ per pound.

LEASE RANGE LAND.

Day of Small Cattlemen Is Near at Hand in West.

Washington, Feb. 6.—The time is unquestionably coming when congress will authorize the leasing of that part of the public domain, suitable for grazing, but not at the present session. The tendency of the times is to break down the large stockmen who have dominated the public range in times past and to protect and encourage the small stockowner. The cattle baron of the past, like those of his number who still survive, had little interest in the public welfare. His was a war of extermination on the small stockman; he had no care for the future; he looked only to the profits of today. The result has been that, when allowed full swing, he has demolished all competition, he has ruined the public range, and has grown rich to some extent at public expense.

But this order of things is coming to an end. The Roosevelt administration is no lover of the wanton cattle baron. It prefers to see the West filled with small stock owners, for these men become citizens, and good citizens; they have an interest in the public welfare; they exert an influence for good, and it is the purpose of the administration to help them as far as possible. But the process of evolution must be slow; it cannot be accomplished in a day. One of the most effective means of protecting the small stockowner is to adopt a system of leasing the public grazing lands and putting a government control over the land which will preclude monopoly and give the settler and the small stockowner a "square deal" in the parceling out of the public range. A bill for this purpose, which in general meets the approval of the administration, was drawn and introduced by Representative Lacey, of Iowa, chairman of the house committee on public lands. True, it stands little chance of passing the present congress, because there is a strong sentiment among certain Western senators and representatives against the leasing of the public domain. It is a new departure; it is a radical move, and while it is bound to come, the sentiment against it is sufficiently strong at this time to defeat the Lacey bill. But the bill serves a good purpose—it brings the leasing question before the public; it will lead to general discussion throughout the West; it will be instrumental in shaping public sentiment, and in the end, or some similar bill, will go through, and a material check will be placed upon the operations of the cattle baron. The bill is the basis of what in time will become a notorious fight in congress.

PUBLIC WORKS IN HAWAII.

Delegation Comes to Urge that Customs Money Be Used There.

Washington, Feb. 6.—A delegation of Hawaiian citizens arrived here today to appear before a committee of congress to advocate legislation requiring three-fourths of the customs duties and internal revenues collected in the territory to be expended on public works there.

It is said \$1,200,000 a year, equal to \$8 per capita of the population, is taken out of the territory, which the members of the delegation say constitutes a heavy drain on its resources. The members of the delegation include W. O. Smith, attorney general of the island before the annexation; George W. Smith, president of the board of supervisors of Oahu county, in which Honolulu is situated; Mark B. Robinson, J. R. Galt, E. A. McQuerny, D. H. Case and A. B. Loebenstein. W. O. Smith, the chairman of the commission, in speaking of the visit of the delegation, tonight, said:

"We ask nothing for the exclusive benefit of Hawaii. We are here to ask that 75 per cent of the customs duties and internal revenue collected in the territory for the next twenty years be expended on public works. We do not ask a dollar for our own current expenses. The only benefit the people of the islands will reap will be that the money spent for wages on the proposed public works will be kept in circulation in the islands instead of being shipped in gold to San Francisco.

Italy Has Forest Fire.

Milan, Feb. 6.—A forest fire that started three days ago on the St. Gothard railroad is still burning, and now covers 12 square miles. Several hundred workmen are endeavoring to save the signal posts along the track and peasants are working to preserve their homes from destruction. A number of factories and a chapel have been destroyed. The big electric station at Anzola, near Domodossola is surrounded by fire, and several towns are without light, and many factories have shut down for want of motive power.

Order for Coal Strike.

Indianapolis, Feb. 6.—It was intimated at the national headquarters of the United Mineworkers of America to day that before the adjournment of the present session of the executive board, Secretary-Treasurer W. B. Wilson will be instructed to prepare a formal strike order, effective April 1, in order to avoid the necessity of reassembling the board after the adjournment of the present session. No meeting of the board was held today.

Japan to Increase Navy.

Tokio, Feb. 6.—At a meeting of the special budget committee today delegates representing the government said that Japan expected to increase the tonnage of her navy to 400,000 tons for the fiscal year 1909-7.

WRECK IN MONTANA

Runaway Freight Dashes Into Passenger Train.

BOTH TRAINS ARE DESTROYED.

Freight Standing on Track Took Down Steep Grade and Overtook Passenger.

Helena, Mont., Feb. 6.—The disastrous railroad wreck that has opened in this section occurred tonight when a runaway Northern Pacific freight train crashed into a passenger train a short distance west of Helena. Four persons are known to have been killed, having been burned to death by the flames which broke out immediately following the wreck. It is believed the two others also met death. A number of passengers and trainmen were seriously injured.

The story of the accident shows that the passenger train, which was loaded with lumber and shingles, was being hauled by a locomotive which was uncontrolled by the freight to take water and the passenger train was standing on the track. It was a steep grade east of Helena, and some means the freight train got down the hill.

The passenger train stopped when it arrived at the Montana Central crossing. Then the engineer heard a sound behind him that warned him of danger. He started his train, but it was too late. The freight train crashed into the rear car. There were but two cars in the train, a combination express, mail and passenger car, and a day coach. The two cars were smashed and thrown into the air. The engine of the passenger train became coupled from the cars, but did not stop the track, and Engineer Petty was kept ahead of the flying freight.

The freight went probably 600 feet when it, too, went off the track. A few minutes fire started, and for the cars and the lumber burned down.

MAY END BOYCOTT.

Radical Changes Made in Chinese Regulations.

Washington, Feb. 6.—Secretary of commerce, today took action which was expected to decrease considerably friction between this country and China, and perhaps cause the abandonment of the anti-American boycott, which has been approved by the special mission, composed of Assistant Secretary Murray, Solicitor Sims and J. A. Campbell, of the Immigration bureau, providing for a radical revision of existing regulations under which Chinese may enter and reside in this country.

The commission's report touches way of either exclusion or amendment of the existing regulations. By certain alterations that promise to avoid delay in landing Chinese, apply for admission, other alterations have been made where possible, in view to avoid any action that might seem offensive, provided that the intended by such regulations could be accomplished otherwise.

As an illustration of this, the commission recommended the direct action of the Bertillon system of identification.

Another amendment is a requirement that the administrative officers advise Chinese persons, either labor or of the exempted classes, before departure from the United States of the conditions under which they are admitted upon their return. At this point the officers are directed to use special care, so that no Chinese person who has a right to reside in this country shall be allowed to depart therefrom under a mistaken impression that he will be readmitted.

Will Reorganize Universities.

St. Petersburg, Feb. 6.—The committee of rectors and professors is co-operating with Count John Stol, minister of Education, in drafting permanent laws governing the universities for submission to the national assembly, has decided on a reorganization of the universities. The German system and has recommended the abolition of university diplomas as credentials. Hitherto open to government positions have been open only to university graduates.

Kidnap Alaska Women.

San Francisco, Feb. 6.—Capt. whaling vessels have been accused of kidnaping native Alaskan women. The United States government has ordered a rigorous investigation. Senator Stratton today received information from the department of Commerce and Labor ordering him to investigate the matter and arrest the offenders. The charge is made in a report to the department by Captain Hamlet, of the revenue cutter Bear.

Little Damage to the Meade.

San Francisco, Feb. 6.—After making a thorough inspection of the ship Meade, Major Lea, Federal inspector general of the department, reported today that the total damage to the transport would not exceed \$20,000. The number of army officers, however, all their baggage and personal effects except the clothing they wore.