

## COMMISSION IS OUT

Asked to Resign by Direction of the President.

## FREE HAND IN REORGANIZATION

All Commissioners Now in Washington Comply with Request, Which is Cabled to Governor Davis.

Washington, March 30.—The first practical step having in view the reorganization of the Panama canal commission was taken today, when, in compliance with instructions from President Roosevelt, Secretary Taft requested the members of the commission to tender their resignations. This request was promptly complied with by the members of the commission now in Washington and their resignations will be in the hands of the president tomorrow.

The purport of Mr. Taft's letter requesting the resignations of the commissioners was sent to Major General George W. Davis, retired, of the army, governor of the canal zone, and also one of the members of the commission, and a prompt answer is expected from him.

As indicated in the letter of Mr. Taft, the resignations are requested in order that the president may have a free hand in reorganizing the commission. That the president has contemplated reorganization has been known for some time and he has been in consultation with Mr. Taft as to his future policy in choosing its personnel and directing its work. It was believed originally that better results might be accomplished by the appointment of a smaller commission than now existing, but a recent opinion of Attorney General Moody held that under the law, the president was required to name seven members in all. The appointments probably will be announced during the progress of his Southern trip.

The members of the present commission, in addition to General Davis, are Rear Admiral John G. Walker, of the navy, retired, chairman; William Barclay Parsons, William H. Burr, Benjamin M. Harro and C. Ewald Grunsky, the last four being civil engineers.

## FAILS IN SPEED TRIAL.

Torpedo Boat Destroyer Makes Final Effort on Puget Sound.

Seattle, April 1.—Twenty-five knots was the average speed made by the torpedo-boat destroyer Goldsborough on her final trial held in the waters of Elliot bay this afternoon. On the fifth lap of the mile course the craft made 29.4 knots for half a mile, but she failed to keep it up, and from the report of the trial board there is little hope that she will ever be able to develop an average of more than 25 knots.

True to her reputation, the Goldsborough featured the trial with a series of accidents. They were of a minor character, however, consisting only of trouble with her auxiliary engines and the blowing out of packing in her steam connections. It cannot be determined what the Navy department will do regarding the Goldsborough until after the result of the trial is submitted to the bureau at Washington. The trial board was composed of J. V. B. Bleeker, captain of the Bremerton navy yard and president of the board; J. B. Buret, naval constructor at the yard; Commander Stacy Potts, head of the steam engineering department; Commander R. M. Doyle, of the Philadelphia, and Lieutenant B. H. Fish, of the Philadelphia, who acted as recorder of the trip.

Lieutenant G. C. Davidson and his crew from the Paul Jones, another torpedo boat destroyer, were in charge of the engineering department of the Goldsborough.

## No Person was Responsible.

Brockton, Mass., March 30.—A statement that no evidence had been adduced to show that any person was criminally liable for the explosion in the R. B. Grover company's shoe factory here last week, which caused the death of 58 employees, made this afternoon by District Attorney French, concluded an inquest held in the police court to determine, if possible, the cause of the accident. Mr. French also said that he believed it to be shown that the explosion was due to a hidden defect in the factory boiler.

## Good News to Santo Domingo.

Santo Domingo, Republic of Santo Domingo, March 30.—The news of the acceptance by the government at Washington of the proposition of the Dominican government that the government of the United States assume control of the finances of this republic with the view of setting aside a portion of the revenues for the payment of its debts, pending definite action on the part of the American senate, has had a most favorable effect here.

## Engineer of Indian Irrigation.

Washington, March 30.—Secretary Hitchcock today designated William H. Code, of Los Angeles, as chief engineer of Indian irrigation. He will have supervision of irrigation construction work on Indian reservation throughout the West.

## BOWEN IS UPHELD.

Has Not Exceeded His Instructions in Dealing with Castro.

Washington, March 31.—Dr. Jose de Jesus Paul, special representative of President Castro, had an interview today with the president respecting the issues that have arisen between Venezuela and the United States. Dr. Paul appears to believe that these issues might be settled by a change in the American legation in Caracas, in view of the strained relations between President Castro and Mr. Bowen. He is awaiting the text of the communication from President Castro to the American minister relative to the arbitration proposal, which document is en route to Washington by mail.

As an impression apparently prevails to some extent, not only in Venezuela, but in this country, that Minister Bowen has incurred the ill will of President Castro by an excess of zeal in the presentation of the American claims against Venezuela, it may be stated that official inquiry from Washington has developed the fact that Mr. Bowen merely presented to the Venezuelan government the precise instructions sent to him from the State department relative to arbitration; that he did not add to nor take from those instructions in the slightest degree, but in fact effaced himself, so the fact is that the State department and not Mr. Bowen is responsible for this presentment which has so stirred the Venezuelan government.

In view of the statement from Dr. Paul touching Mr. Bowen, it can be added upon the highest authority that, in view of the administration, the doctor has no official standing and whatever communication he makes to the president or State department cannot have any weight or bearing. If President Castro is dissatisfied with Mr. Bowen, he must have recourse to the regular diplomatic channel and communicate that fact formally to this government, which cannot receive representations on the subject from other sources.

## MILL IS IN RUINS.

Bannockburn Property at Albany is Ravaged by Fire.

Albany, Or., March 31.—The old Albany woolen mill, a brick building being operated by the Bannockburn Woolen Mills company, of Portland, was Wednesday entirely destroyed by fire, involving the owners in a loss of about \$50,000, and the city in a loss in payroll and general expenditures in the city's stores that cannot be replaced in years. While the Bannockburn Woolen Mills company will not suffer a loss greater than the figures given above, the building could not be duplicated for less than \$75,000. It cost that when built, and later some \$20,000 more was spent upon it.

The fire originated in the drying room, in a wooden annex or basement built below the main floor of the building, on the water front. It is supposed to have been started by an explosion in the steam drying apparatus, though the exact origin is not known. The flames shot quickly up the big power belt to the first floor of the main building. Here the greasy floor and woodwork furnished fuel for the flames and in a moment the entire building was on fire.

The building, with all the valuable and intricate machinery, is a total loss. There were no manufactured products on hand, hence the losses are confined to buildings, machinery and the small amount of raw material. The large boiler and engine are thought to be uninjured, though some explosions that were heard from the direction of the engine and drying rooms may have injured the big machinery.

## Strengthen Northern Forts.

Tokio, March 31.—Interest in the war is partly shifting eastward. It is reported that the Russians plan to abandon the island of Sakhalien when the harbors are free of ice. The Russians are strengthening the defensive points north of the Tumen river, Corea, in the vicinity of Hunchun, northwest of Poesiet bay, and at points on the railroad in the vicinity of Ninguta, 160 miles east by north from Kirin. A good highway extends from Poesiet bay northward to Ninguta, where it joins the Kirin road.

## Awaits Creditors' Approval.

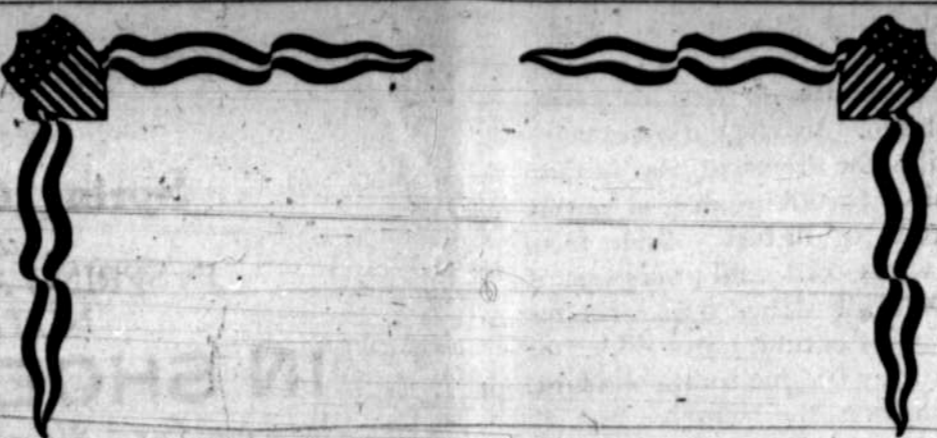
Washington, March 31.—Interest at the State department centers in the attitude of the French and Belgian creditors towards the recent settlement with Santo Domingo. It is realized there that an unfavorable reply on their part might cause an embarrassing situation, in view of the action which this government has already taken. These creditors have, in all, claims of \$16,000,000 against Santo Domingo, and their attitude towards the agreement is of great importance.

## Commission on Port Arthur's Loss.

St. Petersburg, March 31.—(1 a. m.)—The membership of the commission to investigate the circumstances of the surrender of Port Arthur, under the presidency of General Ruop, has been announced. It consists of General Reuber, of the engineers; Glebenekoff and Kamaroff, of the infantry; Denionenkoff, Krijanorsky and Bogaviesky, of the artillery; and Admirals Dikoff and Doubasoff. The sitting will begin at the middle of May.

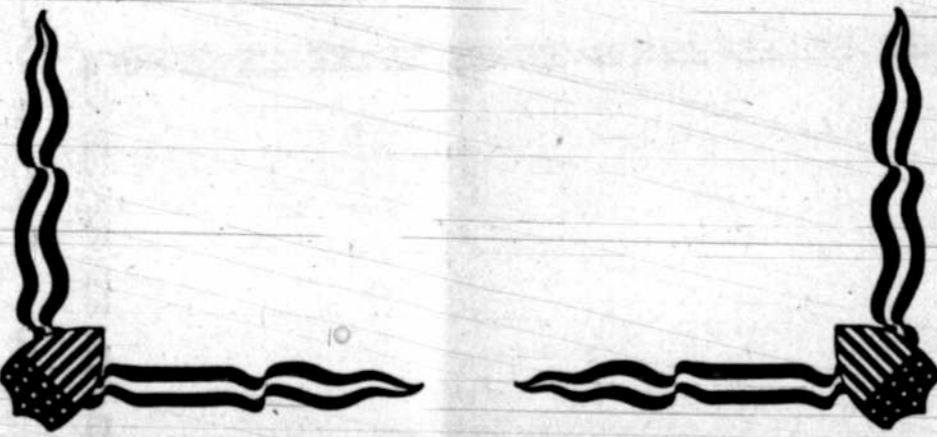
## All but American Treaty Ratified.

Berne, Switzerland, March 31.—The Bundesrath today ratified all the pending treaties of commerce with the exception of the treaty with the United States. Further negotiations regarding the latter will be necessary because of the action of the American senate in modifying what is regarded as an essential clause of the treaty.



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Leaves Corvallis..... 11:30 A M  
Arrives Albany..... 12:15 P M

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Arrives Albany..... 6:40 A M  
Leaves Albany for Detroit..... 7:30 A M  
Arrives Detroit..... 12:50 P M

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Train No. 3 for Detroit, via Albany, leaves Corvallis at 6:00 a. m. and connects with the S. P. Albany-Portland local train leaving Albany at 7 a. m. Train No. 4 leaves Albany for Detroit at 7:30 a. m., arriving there at noon giving ample time to reach the Breitenbush hot springs the same day.

Train No. 4 connects at Albany with the Portland-Albany local, which arrives there at 7:10 and runs to Corvallis leaving Albany at 7:15 and arriving in Corvallis at 7:55 p. m.

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I had a bad case of La Grippe about ten years ago which left my Lungs so weak that I have been troubled more or less every winter since until I used FOLEY'S HONEY AND TAR, which cured me completely and my Lungs are no longer trouble me.—J. H. BROWNING, D.D.S., Orrick, Mo.

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