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TAFT PREPARES FOR FUTURE.

**War Secretary Orders Department
Estimates Made for Fiscal Year.**
Washington, July 24.—The esti-
mates of the fiscal year ending June
30, 1909, are being prepared by the
various bureaus of the war depart-
ment. This is being done in accor-
dance with instructions from Secre-
tary Taft, who intends to prepare
his annual report, including his rec-
ommendations for appropriations for
the needs of the war depart-
ment for the fiscal year 1909 before
he leaves Washington on his trip to
the Philippine Islands. The secre-
tary has a number of engagements
to speak in the west before sailing
for the Philippines early in Septem-
ber, and he will leave Washington
soon after the middle of August and
will not return before he sails.
The secretary has in mind various
recommendations which he intends
to make to Congress, and the putting
of them into shape and considera-
tion of the estimates for the fiscal
year 1909 will occupy most of his
time during the short period which
will intervene between his return
to Washington from Murray Bay,
Canada, the first part of August, and
his departure later for the west.

RAILROAD EARNINGS

**NEVADA - CALIFORNIA - OREGON
RAILWAY'S SURPLUS FOR
THE YEAR IS \$52,514.33.**

Sacramento, July 24.—In its re-
port to the State Board of Equaliza-
tion the Nevada-California-Oregon
road gives 115.70 miles of main
track in California, valued at \$17,950.
Its rolling stock is valued at \$14,780.
Its gross earnings were \$253,218.81,
its operating expenses \$124,052.85,
leaving a net income from operation
of \$129,165.96. Its miscellaneous
income amounted to \$161,683.82,
giving a total net income of \$145,-
849.78. Deductions for interest, etc.,
left a surplus on December 31, 1906,
of \$52,514.33.

The Sierra Valley's railways, op-
erated under the same management,
have 36.48 miles of tracks, valued at
\$37,915. It has two locomotives on
hand unfit for service, one passenger
coach, five box cars and two flat cars,
and a value of \$480 is placed on its
rolling stock, the rolling stock of the
N. C. & O. being used on this road.
Its gross earnings from operation
were \$62,823.11. Its operating ex-
penses were \$26,553.74, leaving a net
income of \$36,269.37. The balance
of the road's financial statement
shows a deficit of \$87,956.97. If the
amount of interest that has accrued
on \$300,000 of 6 per cent bonds
from 1895 to 1901 were added, the
deficiency would amount to \$108,-
000.

None to Claim a Fortune.
St. Louis, Mo., July 24.—All ef-
forts to clear up the mystery of Mrs.
Nannie L. Long, a wealthy woman,
who died of heart disease at the Mon-
telle Hotel July 5, have proved un-
availing. Public Administrator Troll
can find no trace of her relatives or
heirs, though she is said to have a
son and to have been the owner of a
big estate in New Orleans.

Mrs. Long had many friends among
wealthy and fashionable people in
St. Louis, but she kept the secret of
her family connections so well that
none of her acquaintances are able to
give any information of value about
her.

French Incensed at Germans.
Paris, July 24.—The French
newspapers are greatly incensed over
the decision of the German authori-
ties to suppress the teaching of
French in the common schools of the
"lost provinces," Alsace and Lor-
raine. Statistics are cited to prove
that along the frontier four-fifths of
the children are born of French par-
ents and speak nothing but French.

Exploding Gun Does Deadly Havoc.
New London, Conn., July 24.—
Private Hammond of the One Hun-
dredth company of artillery, was
killed and two members of Company
K, Third Infantry, and a sergeant of
the One Hundredth company were
severely injured when a six-inch gun
exploded at Fort Terry yesterday.

After Express Companies in Nebraska.
Omaha, Neb., July 24.—Because
of the activity of the five express
companies doing business in Nebras-
ka in opposition to the Sidley law,
which reduced rates 25 per cent, the
State Railway Commission held an
open hearing today with the avowed
intention of reducing the rates. The
session is in accordance with the
law, which permits no reduction
without an open hearing.

**SURVIVORS OF
WRECK IN PORT**

**RESCUED VICTIMS OF MARINE
TRAGEDY ARE BROUGHT TO
PORT BY THE POMONA.**

Survivors Reach Eureka on the
Elder, and 31 Reach San Fran-
cisco From the Wreck.

San Francisco, July 24.—Ninety-
eight men, women and children are
on the death roll of the Columbia.
Of these seventy-five were cabin
passengers, nine were in the steer-
age and fourteen were officers and
seamen of the ill-fated vessel. One
life-raft and five boats are still un-
reported, and it is possible that
when these come ashore the number
of the dead will be lowered.

Thirty-one survivors of the terri-
ble disaster reached this city at half-
past 10 o'clock yesterday morning
on the steamer Pomona, from Eureka.

As the survivors of the Columbia
came down the gangplank and were
recognized by friends and relatives
in the crowd there were cries of
greeting and many scenes of joyful
reunions were witnessed.

Women became hysterical and
many a man to whose eyes tears
had long been strangers made no
effort to conceal the fact that he
was moved to tears by the pathos of
the moment.

Those of the survivors whose
friends were awaiting them on the
dock were as soon as possible hur-
ried away to hospitable homes, where
they told again as best they could
the horrors through which they had
so recently passed.

Of those thirty are members
of the Columbia's crew and the other
is Mrs. Ottilia Liedelt, a music
teacher living at 1325 Larkin street.
Mrs. Liedelt is the first passenger
on the lost steamer to return to this
city. She tells a harrowing story
of the awful scenes aboard the
doomed steamer, and is herself so
overcome by the shock of the ex-
perience that she will not soon re-
cover.

Mrs. Liedelt pays a high tribute
to the wisdom and coolness of Cap-
tain Doran. She describes the mad
scramble for places in the boats and
tells of her own horrible experience
for three hours on a life-raft, where
a woman perished before her eyes.
She says that after she and others
had been taken aboard the San Pedro
a number were drowned when the
mast snapped off, and still others
when parts of the deckload were
swept away.

Second Officer R. Agerupp and
Third Officer Robert Hawse of the
Columbia were among the officers
of the Columbia who arrived here on
the Pomona. Hawse is who res-
cued heroic Maybellie Watson of
Berkeley after she had battled in
the water for two hours to save a
helpless woman's life.

Chief Engineer J. F. Jackson of
the Columbia was also a passenger
on the Pomona. He denies em-
phatically that the vessel's boilers
burst, and states that all the men
in the engine-room were saved.

A story of the high heroism that
consists in the performance of duty
when duty looks like death is that
told by A. Marks, the second steward.
Marks awoke his men immediately
after the collision and sent them
about the vessel arousing the sleep-
ing passengers. They strapped life
preservers on them and sent them
to the boats. Marks says it was
impossible to induce some of the
women to leave their cabins, so
overcome were they with fright.

The particular hero of the stew-
ards' mess is C. Murphy, who
strapped eight women into life pre-
servers and afterward jumped into
the water with three women and a
child clinging to him. He saved all
of them. This child was 13 years old
and was the only little one saved
from drowning.

The crew had many stories to tell,
but always they returned to the her-
oism of their captain. They say that
he did not try to leave the doomed
vessel, and that as he sent the
passengers and crew away in the
boats and rafts his last words were:
"Well, boys, I did all I could for
you, and I can do no more. She's
a goner. Good-by."

Further details of the Columbia
disaster are coming in slowly, owing
to poor communication. The total
list of known survivors numbers 154.
Of this number 149 were brought in
by the steamer George W. Elder, and
the remaining fifteen came to mid-

night, having made a landing with
their raft near Shelter Cove.

So far as known only one child
was saved. How many were drowned
is problematical as the steamship
officials kept no record of them on
the register. The Elder has left for
Portland with the majority of the
survivors.

Conservative estimates now place
the number of lost at ninety-six, pas-
sengers and crew. There were 190
passengers on board and sixty crew
on the sailing list. This leaves ninety-
six to be accounted for, and it is
thought very doubtful that any sur-
vivor who have not yet been picked
up.

Few bodies have been recovered.
Acting under orders from the San
Francisco & Portland Steamship
Company, Purser J. E. Byrnes of the
ill-fated steamer Columbia is having
the survivors cared for. Such as
wish to return to San Francisco will
do so on the City of Topeka.

Reports from the scene of the
wreck are that few bodies have been
recovered. Relief parties are being
sent along the coast to pick up possi-
ble survivors of the wreck and to
recover bodies. Coastwise vessels
have also been notified of the tragedy
and will keep a sharp lookout for
life-rafts and boats. Not all of the
life-saving apparatus of the Colum-
bia has been recovered as yet, and
there is some hope that more sur-
vivors may be found, but it is a
rather forlorn one because of the
condition in which the rafts were
launched, the hurry allowing but lit-
tle time for proper equipment.

RUSHED TO SLAUGHTER

**NEW MILITARY COURT SCHEME
IN RUSSIA MORE BLOOD-
THIRSTY THAN EVER.**

St. Petersburg, July 24.—The new
regulations concerning the mode of
procedure in military district courts
introduced July 20, have now begun
to bear fruit, and the results consti-
tute a close approach to the notorious
reign of the drumhead court-martial,
which was abolished by the late Dou-
ma.

The innovations shorten the entire
course of the inquest and trial, al-
lowing only seventy-two hours be-
tween indictment and execution, in-
cluding the appeal of the prisoner to
the military court of cassation, and
the decision of this court. The form-
er regulations allowed a fortnight
for this procedure. The new military
courts are now obliged to hand down
sentences without waiting to hear
the testimony of witnesses, who may
be absent. They also enjoy juris-
diction over a wider area than the
former drumhead courts, which only
operated in the provinces that had
been placed under a state of extra-
ordinary defense.

The number of executions under
the new rulings show a sudden in-
crease. At Kiev yesterday five sap-
pers were executed and today an-
other sapper was sentenced to death.
Three peasants have been executed
at Moscow, and at Warsaw and at
Yekaterinislav three workmen have
been put to death under decisions
handed down by these new courts.

At Riga a young man named Ber-
lan went into a clothing store, select-
ed an overcoat and started for the
door without having paid for it.
When asked to settle his bill he drew
a revolver, covered the clerk and
succeeded in getting away. He was
later captured and sentenced to death.

Another young man, named Damb-
be, was sentenced to death at Riga
for the theft of five dollars, and two
girl accomplices, aged 12 and 20
years, were sentenced to exile and
hard labor for life.

Bullets Riddle Farmer's House.

Hopkinsville, Ky., July 24.—A
hundred night raiders surrounded
the home of Stephen Moseley, a
farmer, at 2 o'clock this morning and
riddled the house with bullets.
Moseley was shot in the face, ear
and hand. His wife's eye was
pierced with wire from a screen door
which was shot out by bullets. A
hundred shots were fired. The
raiders carried Moseley from the
house and warned him to quit talk-
ing. Moseley has been a strong anti-
tobacco association man.

Submarine Bells for Vessels of Navy.

Washington, July 24.—Admiral
Cowles, chief of the equipment
bureau of the Navy Department, fol-
lowing the lead of the Lighthouse
Service, yesterday gave orders for
the equipment of five battleships, ten
cruisers, six torpedo-boat destroyers,
the converted yacht Mayflower and
the dispatch-boat Dolphin, with a sys-
tem of submarine bell signals to
assist in difficult navigation.

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