

THE CONDON GLOBE

Issued Each Week

CONDON.....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.

Tillman says third term will be the issue in 1908.

An Austrian officer predicts an American-Japanese war and American defeat.

The Interstate Commerce commission is after the coal roads of Illinois and Indiana.

London woman suffragists declare themselves ready to wear short hair to win their cause.

The G. A. R. national encampment will be held at Saratoga, N. Y., the week of September 9.

In a clash between American troops and Cuban rural guards at Santa Clara, Cuba, five were seriously injured.

Oklahoma's constitution has been completed. The initiative and referendum and direct primary laws of Oregon have been copied.

Roosevelt has demanded Harriman's deposition and his backers will take away control from him so he will lose all his railroads.

The railroad presidents have concluded they have no mandate to present to the president and have decided they want to obey the law.

So great has been the Japanese immigration through El Paso, Tex., that Mexicans have been displaced by the brown men after assisting them to enter this country.

Dowie's funeral sermon, written by himself, cursed his enemies.

Harriman wants railroads excepted from Sherman anti-trust law.

Finland has just held its first election under universal suffrage.

The Japanese agreement has been carried out in San Francisco and Washington.

Schmitz and Ruef, the San Francisco grafters, have lost every point so far in the courts.

The total deaths due to the disaster on the French warship Jena has now reached 103.

Speaker Cannon and other members of the congressional party at Panama express surprise at the amount of work that has been done on the canal.

Ex-Senator Burton, of Kansas, will probably stay in jail an extra month because of his inability to pay his fine of \$2,500.

Homer Davenport will send one of his Arabian horses across the continent to prove the strong enduring powers of that breed. A cousin of the cartoonist will ride the animal.

The improvement in Archie Roosevelt's condition continues.

Paper manufacturers throughout the country will advance the price of their products soon.

Roosevelt has told Governor Gillette that legislation by California will prevent Japanese exclusion.

The strike of Portland millmen may close down some business houses that have need for many boxes.

Stuyvesant Fish, who was thrown out of the Illinois Central presidency by Harriman, has gone to Gould.

Fifteen passengers on a Los Angeles trolley car were badly injured by a Southern Pacific engine striking the car.

A Chicago grand jury is after the so-called church and school furniture trust. The indictments charge the trust with controlling 80 per cent of the business of the country.

One of the Japanese warships coming to Jamestown will have great attractions for naval men. It has a speed better than any of ours and was finished in less than two years after the keel was laid, which is better time than is made in American yards. The vessel was built by the Japanese.

The people of Oklahoma are to vote on prohibition.

M. Petkoff, the Bulgarian premier, has been assassinated.

Nicaragua is accused of spying on the American minister.

Premier Stolypin promises not to dissolve the Russian duma.

Nicaragua is said to be preparing a force with which to attack Honduras by sea.

The Kansas house has passed the senate bill providing for 2-cent passenger fare.

POINT AGAINST HERMANN.

Answered Letters, but Copies of Answers Not Found.

Washington, March 15.—Evidence decidedly damaging to Binger Hermann was introduced by the government today in the trial of the ex-land commissioner for destruction of 35 letterpress copybooks, alleged to have contained official correspondence.

Charles L. Dubois, chief of survey division; D. C. Sherman, formerly Hermann's financial clerk, and John S. Wile, another clerk in the land office, all identified several letters taken from the files of the land office, all pertaining to government business and all endorsed on the back, "answered by commissioner."

They all agreed that this endorsement signified that Hermann himself dictated the replies and that his answers were press-copied in what were known as the commissioner's "personal" letter-books. It was also brought out by the government that careful search through the letter-books now in the land office failed to disclose copies of the answers to these particular letters, thereby strongly intimating that the letters must have been copied in the books destroyed by Hermann as charged in the indictment, and that the books, therefore, contained official correspondence.

No stronger evidence in support of indictment has heretofore been given during the protracted trial. In fact, most of the evidence submitted up to this time has been designed to show a motive for the destruction of the books and had no direct bearing upon the actual charge contained in the indictment. Today's evidence is very strong in support of the indictment, and while it is circumstantial, yet leaves little doubt in the minds of those who have followed the case that Hermann's so-called "private" letter-books in fact contained much correspondence relating to the business of his office.

MAY PROMOTE IMMIGRATION.

Government Will Not Interfere With Movement of Southern States.

Washington, March 15.—Information received today renders it clear that the immigration authorities, as one result of the several conferences recently held, in which the president, Secretary Straus, Attorney General Bonaparte, Commissioner of Immigration Sargent and prominent men of the South have participated, will interpret the existing immigration law as it was interpreted in the South Carolina case. The attorney general has held that the immigrants landed at Charleston, S. C., last November, are legally in the country. They were induced to come to America by authorized agents of South Carolina and the passage money for some, at least, of them was paid by the state, and others by contributions of the citizens. Several other Southern states have decided to seek immigration along the same lines as were followed by South Carolina and it is understood they will not be interfered with.

CHANGES CANAL BOARD.

Roosevelt Receives Resignations and Appoints New Members.

Washington, March 15.—The president today received the resignations as members of the Isthmian Canal commission of Rear Admiral Endicott, Brigadier General C. P. Haines and D. M. Harrod, to take effect tomorrow. To fill the vacancies he announced the appointment of John F. Stevens as chairman of the commission to succeed T. P. Shonts, and as commissioners Lieutenant Colonel Goethals, Majors Gaillard and Siebert, Civil Engineer Rousseau, Dr. Gorgas and Jackson Smith.

Ex-Senator Blackburn will have to await the retirement from the commission of Mr. Stevens about April 1.

Enjoins New Copper Deal.

Grand Rapids, Mich., March 15.—Judge Knappen, of the United States Circuit court, today admitted that yesterday he issued a restraining order forbidding stockholders of the Calumet & Hecla Mining company from holding a meeting to vote proxies in the Osceola company, and hearing on an injunction was set for March 25. Judge Knappen refused absolutely to discuss the matter. The action before Judge Knappen was instituted by Mr. Boynton, attorney for the Bigelow interests in the Osceola mine.

Sell to Insurance Company.

Milan, March 15.—In the town of Borsano, near this city, 2,000 persons were today made homeless by a fire which destroyed the greater part of the village. The people were indifferent to the spread of the flames, because their property was insured, and the authorities were obliged to force peasants to work to check the fire.

FLOOD IS RECEDING

Damage at Pittsburg Estimated Ten to Twenty Millions.

AT LEAST TWENTY LIVES LOST

Whole Business Center of the Smoky City is Submerged When Ice Gorges Go Out.

Pittsburg, Pa., March 16.—With the rapid receding of the waters in the Monongahela, Allegheny and Ohio rivers, conditions are resuming normal proportions. The approaches to the bridges are now clear of water and street car service in the flooded district has been resumed.

At 9 o'clock last night the river had fallen almost eight feet. At that hour the stage was 29 feet and dropping six inches an hour.

Ten square miles were inundated. The loss is summarized as follows:

Loss in output of steel mills, \$3,000,000.

Loss in output of other industries, \$2,000,000.

Losses in wages of employees, \$1,837,777.

Damage to industrial plants, \$2,500,000.

Total, \$9,337,000.

Various other estimates are being made, ranging from \$10,000,000 to \$20,000,000.

Reports from numerous Western Pennsylvania towns are to the effect that the flood is subsiding.

The water in this city reached 37 feet at 6 a. m. yesterday, the highest stage ever recorded. More than 100,000 persons were temporarily thrown out of employment; every transportation company in the city was interrupted; skills carried hundreds of people to their places of business, and the utilization of wagons and horses as conveyances, which did valuable service, was discontinued, owing to the strenuous protests by the Humane society.

Twenty fatalities have occurred in Allegheny county, directly due to high water.

In a fire that threatened the entire Mount Washington section of the city 25 business structures and dwellings were destroyed or damaged today, causing a loss estimated at \$200,000. Many of the dwellings were tenements or apartment houses, and there were many narrow escapes.

The structures were mostly of frame construction and, because of a break in the water main, the only available fire-quenching materials were chemicals from extinguishers and buckets.

Two attempts were made to stop the flames by dynamiting buildings on either side, but each time the wreckage caught fire. It finally burned itself out.

COLLUSION, SAYS GREENE.

Substance of Idaho Irrigation Fraud Charges by Inspector.

Washington, March 16.—Secretary Garfield is working on a report sent to his predecessor by Special Agent A. R. Greene, detailing alleged frauds which he believes he has uncovered in connection with the construction of the Boise-Payette irrigation project in Idaho.

Mr. Greene, so it is reported, alleges there has been collusion between contractors on the Deer Flat reservoir dam and Reclamation Engineer D. W. Ross, it being rumored that Mr. Greene charges that the contractors, in return for favors shown by Mr. Ross, made him a present of 12,000 acres of land. Officials of the reclamation service absolutely discredit the report, and have the utmost confidence in Mr. Ross. It is their belief that investigation will show Mr. Greene to be in error.

Three Drown in Ohio Town.

Zanesville, Ohio, March 16.—Three Hungarians were drowned here as the result of the flood this morning. A score of foreigners were living in a house that was surrounded by the Muskingum river, which overflowed during the night. When they started to wade to land three were caught in the current and swept out into the river. Flood conditions through Muskingum county are unprecedented and growing worse hourly. The Muskingum and Licking rivers are out of bounds in this city and doing much damage.

Another Naval Disaster.

Brest, March 16.—There was another accident to a French warship off this port today. During torpedo practice the coast defense ship Fulminant was struck and seriously damaged on the water line by a torpedo. Collision masts were at once applied to the vessel's side and she was towed into port in a sinking condition.

GRAFT IN IRRIGATION.

Officials and Contractors in Idaho Work Suspected.

Boise, March 13.—Evidences of graft in the arid land reclamation service of the government has been discovered and is now in possession of the department of the Interior at Washington. Action looking toward a number of indictments is anticipated. The principal evidence, so far as disclosed here, relates to grafts in Idaho, but it is said that similar conditions exist throughout the service and that officials in nearly all the Western states where irrigation work is in progress will have to answer.

The Federal grand jury, now in session here, will probably take the matter up, so far as this state is affected, if the new secretary of the interior, James R. Garfield, says the word, and decides to furnish evidence now in his possession. Agents of the department have been conducting an investigation for some time. Their discoveries in Idaho are said to typify conditions in other places, and a reorganization of the department is said to be in prospect.

The charges in general are that engineers and other officials of the department are "standing in" with favored contractors in some instances, and in other instances have thrown out bids in order to make commissions on the purchase of machinery by the government and to profit in other ways.

In Idaho the Boise-Payette irrigation project has been under special scrutiny.

Evidence has been secured bearing on the relations of the contracting firm of Hubbard & Carlson, having headquarters at Boise, with certain department officials. It is charged in affidavits now on file that this firm has received many special favors and explanation has been asked of the reason for this.

EXPLOSION ON WARSHIP.

All France Appalled at Disaster on New Battleship.

Toulon, March 13.—The powder magazines on board the French battleship Jena blew up at 1:35 o'clock yesterday afternoon, and as a result Captain Adigard, commander of the battleship; Captain Vertier, chief of staff of the Mediterranean squadron, and from 70 to 80 bluejackets are dead, while Rear Admiral Manceon and hundreds of men are suffering from injuries. Naval circles are aghast and the public is stunned by the appalling catastrophe, coming so soon after the loss of the French submarine boat Lutin, in which 16 men met death.

The entire after part of the Jena was blown to pieces. The bodies of the victims were hurled through the air by a succession of explosions and panic-stricken workmen at the arsenal fled for their lives from the vicinity of the drydock. Scores on board the Jena jumped overboard on the stone quays and sustained serious injuries.

The primary cause of the accident was the premature explosion of a torpedo. What caused the explosion is not known, but the powder magazines of the Jena were set on fire and the resulting explosions practically destroyed what was considered one of the best vessels of the French navy. The Jena had just undergone the final construction of her hull and machinery, the latter part having been partly overhauled preparatory to joining the squadron today.

DAKOTA'S CREW PAID OFF.

Sailors of Wrecked Steamship to be Sent Home.

Yokohama, March 12.—The crew of the wrecked steamer Dakota has been discharged. The Europeans will be sent to America on the American steamer Tremont. The Asiatics will be sent to Hongkong. The majority of the passengers left here will take the steamer Siberia. Their hotel and other expenses were paid by the Great Northern Steamship company, owners of the Dakota.

The American consul has sent \$150 to the governor of Chibu prefecture for distribution among the fishermen who assisted in the rescue of the American passengers. No salvage measures have yet been taken.

An official inquiry has been arranged, steps having been taken for the preservation of evidence. Captain Francke, of the Dakota, is still at the scene of the wreck, awaiting the decision of the underwriters.

Uncle Sam to Make Torpedoes.

Washington, March 13.—Admiral Mason, chief of the naval bureau of ordnance, has completed plans for the construction of a torpedo factory at the Newport naval station, and expects to advertise at once for proposals. This will be the first time the government has undertaken to make its own torpedoes on a large scale. The new factory will give employment to at least 200 skilled workmen. It is proposed to make every part of the torpedo except the steel flask which contains the compressed air.

Congressmen Arrive at Colon.

Colon, March 13.—The steamer Panama arrived today with 53 congressmen, who are desirous of inspecting the work on the canal.

ROADS TO RETRENCH

State Legislation Everywhere Is Having Its Effect.

RETALIATION NOT THEIR AIM

Claim It Prudence to Stop Construction Until They Know Where Money Is Coming From.

Chicago, March 14.—Railroad presidents agree that the general disposition all over the country to attack the roads by means of hostile bills has reached a stage where some decided action must be taken or the country will suffer severely. As a matter of fact, the roads already have suffered tremendous losses, but eventually the heaviest burden will fall upon the public in diminished and inferior service, general retrenchment, cheaper equipment and the abandonment of extensions which would develop new country.

The greatest danger, according to all authorities, lies in the great crop of two-cent rate bills, regardless of the conditions in the states adopting the bills. In the East it is possible to maintain good service at this rate. In the West it is not.

Benjamin Winchell, president of the Rock Island system, probably best epitomizes the sense of all the replies received to messages sent all presidents asking for an opinion on present conditions and what was necessary to reduce the danger of poorer service. Mr. Winchell says:

"If the Interstate Commerce commission does its work wisely and manly, as I believe it will do, the railroads have nothing to fear. They will get even justice, which is all they ask. I am relying on the sound sense of fairness of the American people to stop before the situation becomes acute financially. It is a mistake to say the railroads are retaliating by reducing their service and abandoning great enterprises. It is simple prudence, a bowing to the storm. We are forced to stop building new lines, buying cars and other equipment until we know where the money is coming from. It is simple business sense, and not retaliation."

"I am heartily in accord with the plan for railroad presidents to confer with President Roosevelt. We must take the public more into our confidence and break down the distrust. Cooperation with the government in laudable reforms is a good thing."

HOPE TO RECOVER THE MONEY

Treasury Theft Has Not Yet Been Returned, However.

Chicago, March 14.—"If the man who got the \$173,000 from the sub-treasury will send it back through the mail or by express, the chances are that he never will be detected."

This observation was made yesterday by a high Federal official working on the disappearance of the money, and it represents the hope of the government authorities, so far as can be learned from anyone engaged in the investigation. The hope that the money would be returned in some mysterious fashion failed to materialize.

Deputy Treasurer Bantz admitted for the first time that there is a remote possibility that the cash in the sub-treasury is not \$173,000 short. He made it with a reservation.

Defects Found in Dreadnaught.

London, March 14.—According to the Chronicle today, the official accounts of the Dreadnaught's behavior on her trip to Trinidad are not altogether supported by private letters. The engines worked well, but the heat in the engine room exceeded anything ever experienced by those on board. Owing to the great size of the ship, her maneuvering qualities at slow speed were not equal to those of small ships. It is stated that the big battleship cannot keep her station with reciprocating ships at 20 knots, and that for night maneuvering without lights, in close formation, the ship is out of the running.

Will Carry Out Agreement

Washington, March 14.—Following the receipt of a telegram tonight from President Walsh of the San Francisco board of education, announcing the carrying into effect of the agreement between the president, Secretary Root, the San Francisco mayor and school board on the Japanese question, President Roosevelt tomorrow will sign the passport amendment of the immigration bill. The case pending to test the constitutionality of the law segregating Japanese children, will not be dismissed.

Pennsylvania Streams Swollen.

Pittsburg, March 14.—Dispatches from all sections of Western Pennsylvania report heavy rains last night and rapidly rising waters. Streams are already beyond their banks and much territory is submerged.