

The Santiam News.

VOL. X.

SCIO, LINN COUNTY, OREGON, FEBRUARY 1, 1907.

NO. 32.

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

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

Hill says he has not watered his railway stock.

Ex-Governor Higgins, of New York, is slightly improved.

Twenty miners were killed by an explosion in a West Virginia mine.

The Northwestern railroad is changing its locomotives to oil burners.

The powers are already divided on the question of disarmament at the Hague conference.

The Oklahoma constitution provides that 15 per cent of the voters are required to bring an amendment before the people.

President Castro, of Venezuela, has sent a message from his sick bed declaring he will survive this illness and also that he has no intention of becoming dictator.

The Alaska delegate in congress opposes land grants to the companies proposing to build new railroads. He says the trusts have ample capital to do the work without Federal assistance.

George A. Burnham, Jr., has been sent to Sing Sing for two years for grand larceny from the Mutual Reserve Life Insurance company. He was counsel and vice president of the company and his conviction is the result of the recent investigations.

The Panama canal contract will likely be given to Olliver, one of the recent bidders.

Russia has announced her intention of withdrawing all troops from Manchuria except a railway guard.

At a meeting of tariff revisionists at Chicago a special session of congress to revise the tariff laws was advocated.

Attorney General Bonaparte has been asked to bring suit to prevent the formation of a gigantic copper trust extending into Europe.

San Francisco relief work for January is estimated at \$445,470, which amount has been forwarded by the National Red Cross society.

At the Interstate Commerce inquiry at Washington into the coal monopoly it was shown that only favorites were able to obtain cars.

The North Dakota blizzard continues with unabated fury. The temperature ranges from 5 to 45 below zero and all railroad traffic is at a standstill.

Swettenham still obstructs relief work at Kingston. A report in London that he has presented his resignation will be neither denied or affirmed by officials.

The attorney general of Minnesota has begun suit to cancel the charter of the St. Paul, Minneapolis & Manitoba Railroad company. This is really the parent company of the Great Northern Railroad company and the Great Northern is joined in the suit.

Another blizzard has blocked Dakota railroads. Shonts denies that friction caused him to resign.

More charges are being made against Senator Bailey, of Texas.

Another bloody battle has occurred between Mexicans and Yaquis.

The British cabinet admits that Swettenham will be recalled.

Chicago has traced much of the scarlet fever epidemic to sweat shops.

The blizzard in Europe has been the cause of many people freezing to death.

Eastern Republicans would grant ship subsidy to South American lines only.

The naval appropriation bill carries \$253,000 for the Puget sound navy yard.

Bristol will retain his office as United States attorney for Oregon until the land fraud trials are finished.

The census bureau has just issued a bulletin which shows that 1,750,000 children between the ages of 10 and 15 years are employed as breadwinners.

Governor Swettenham, of Jamaica, threatens to dissolve the Kingston council for taking sides against him. There is a great need of lumber, but the governor refuses to receive it.

The flood of the Ohio river is receding slightly.

Jamaicans denounce Swettenham and ask his recall.

A rate discrimination inquiry is in progress in Denver.

The Colorado legislature has passed an anti-cartoon law.

POWERFUL CENSORSHIP.

Proposed to Give Postal Authorities Control of Newspapers.

Washington, Jan. 29.—The bill of the Joint Postal commission, just completed, if enacted into law, would create a press censorship in the hands of government employees to determine what information the reading public wants, and extend a paternalistic guardianship over the counting room by limiting the amount of advertising and specifying just how it shall be printed in the pages of daily newspapers.

The joint commission started work on the hypothesis that second class mail matter is carried at a loss to the government, and does not pay its proportionate share in revenue. One of the main results of its pondering is the discovery that the newspaper, especially the Sunday edition, has expanded too much in the direction of the magazine. The members of the commission avow that the miscellaneous matter contained in the Sunday issue of a newspaper lacks the "quality to make it socially and educationally valuable." They would reform everything by abolishing the Sunday supplement or else make it so innocuous that nobody would care to read it.

A glance at the above provisions of the bill will fully convince any one of the radical nature of the law the commission proposes. It would limit the amount of advertising; it would eliminate all legitimate advertising matter from supplements, and it would prevent the publication in the supplements of all fiction, of all matter of general and useful information regarding the affairs of the world, and make the supplement merely an overflow for the news of the main sheet.

CROPS CAUSED SHORTAGE.

Railroads Had So Much Traffic They Could Not Carry Coal.

Washington, Jan. 29.—Representative Marshall, of North Dakota, in an interview tonight declared that while there is a shortage of fuel at some points in North Dakota and danger of shortage at other points, growing primarily out of the so-called snow shortage, and later of an unusual snow storm, North Dakota is in no need of financial assistance.

"The shortage of cars," he said, "grew out largely of the enormous crops raised throughout the state and through the expansion of business far beyond all ordinary limits, which literally swamped the railroads, not only with products going out of the state, but also with merchandise and materials coming in. In an attempt to handle this tremendous volume of traffic, the railway companies were grossly negligent in relation to the fuel supply, so our great prosperity is the real cause of our temporary embarrassed condition. It is not a financial shortage, but a railroad shortage which embarrasses the people of the state at this time."

LAGUNA DAM ENDANGERED.

Rio Colorado Threatening to Destroy Irrigation Project.

Los Angeles, Jan. 29.—The Times this morning says: "If the Rio Colorado should not be forced to return to its old channel and remain there, the Laguna dam, constructed by the United States Reclamation service across the river 12 miles above Yuma, will be destroyed and the irrigation of hundreds of thousands of acres in Arizona, California and Mexico will be impossible."

The Laguna dam is unique in that the danger threatening its existence lurks below instead of above the surface. During the past three years, the Colorado, instead of repairing its breaks by salt deposits, has cut them wider and deeper, and it has formed a gorge 60 feet deep and 1,500 feet wide through the cultivated lands of the Imperial valley. During the period of the highest flood it cut back at the rate of a third of a mile a day. The Laguna dam is said to have cost about \$2,000,000.

Sent Many Goods to Cuba.

Washington, Jan. 29.—Never before in the history of United States commerce with Cuba was the export trade of this country to that island so great as during the past calendar year. American importations from that republic are considerably below that for the preceding year. The total exports from this country to Cuba were valued at \$46,491,944, which is more than \$2,000,000 over the exportations for 1905. The importations from Cuba were valued at \$85,085,295, showing a falling off of about \$10,000,000.

Capture Desperate Cuban Bandit.

Havana, Jan. 29.—Enrique Mesa, a bandit of the provinces of Santiago, who for more than two years had terrorized Eastern Cuba and defied the rural guards, and who was wanted for alleged murders, was captured here last night by the secret police.

MERGER IS PROVEN

Interstate Commerce Commission Ends Portland Inquiry.

COMPETITION WAS KILLED IN 1901

Attorney for Commission Declares All That Was Sought To Be Established Has Been Proven.

Portland, Jan. 29.—After showing conclusively that competition was destroyed by the merger of the Harriman lines in this state, C. A. Severance announced at the close of the Interstate Commerce commission investigation yesterday afternoon that he would call no more witnesses here, as the facts he came to show had been admitted by the testimony of railroad officials.

Commissioner Franklin K. Lane then adjourned the session to meet in San Francisco next Tuesday, where R. P. Schwerin, general manager of the Pacific Mail Steamship company, and other Harriman officials will be placed on the stand.

By the statement of Mr. Severance to Commissioner Lane, the sessions in Portland have been eminently satisfactory to the commission's attorney. Witnesses examined yesterday testified that the year 1901 was an unfortunate one for Oregon. Then it was that the O. R. & N. and Southern Pacific were merged under one management and the service offered on both roads was impaired. Officials at the head of the system had an eye single to big earnings and a minimum of expenditure. The service suffered, alternative routes for shippers were denied, and the roads in possession of the territory were amenable to none for business.

Shippers said both rail and water lines have depreciated since the merger, there has not been a disposition to extend into new territory and the entire Central Oregon region has been effectively bottled up.

Railroad officials who serve as the head of allied roads and who there maintain there is competition between them, when, as a matter of fact they work together as two partners in one business, were grilled yesterday by Attorney Severance.

Witnesses maintained that rates showing rank discrimination have been put into effect on ties to California, whose object is to harass the Gould system. Others said the passenger service between Portland and Omaha is abominable, and is due to the merger of formerly competing lines, while the steam service to California of the Harriman companies is worse than it has been for 20 years.

While Attorney Cotton was at his best in stemming the tide of adverse testimony and never showed his adroitness to better advantage, the facts brought out were strongly against the Harriman interests.

BUILD GREAT BATTLESHIP.

Naval Bill Allows for Second Dreadnaught and More Sailors.

Washington, Jan. 29.—An appropriation of about \$95,000,000 is provided for in the naval appropriation bill agreed upon today by the house committee on naval affairs. The bill provides for an additional battleship of the type agreed upon in the naval appropriation bill of last year. It also makes provision for two torpedo boat destroyers and appropriates \$2,000,000 for submarines. This \$2,000,000 is additional to the \$1,000,000 for submarines provided in the bill of last year, which has not yet been expended. Provision is made for about 3,000 additional sailors and 900 marines.

The new battleship provided for in the bill is to be a sister ship of the monster authorized by congress last year, which, the bill required, should be a "first-class battleship carrying as heavy armor and as powerful armament as any known vessel of its class, to have the highest practicable speed and greatest practicable radius of action."

Will Make Stevens Chairman.

Washington, Jan. 29.—An announcement was made today at the War department that the offices of chairman and chief engineer of the Isthmian Canal commission would be combined, and that Mr. Stevens, the chief engineer, would be given the appointment, the understanding being that he will maintain a residence upon the isthmus. Secretary Taft today announced his purpose of filling the four vacancies existing upon the Isthmian Canal commission by the appointment of some bureau chiefs.

Keystone State Liberal.

Harrisburg, Pa., Jan. 29.—A bill providing for an appropriation of \$75,000 to arrange for a Pennsylvania exhibit at the Seattle exposition in 1909 was introduced in the lower house of the legislature today. The bill also provides for a commission of 20, headed by the governor.

BLEEDING NORTH DAKOTA NOW

Northern State, Hungry and Cold, Wrests Title From Kansas.

Washington, Jan. 28.—Conditions arising from a shortage of fuel and of food supplies continue to be bad in portions of North Dakota, according to dispatches received at the Interstate Commerce commission. At the same time other dispatches show the railroads are making efforts to reach the places suffering from the want of these necessities of life. Mayor James J. Dougherty, at Park River, N. D., complains that the Great Northern railroad is not making any effort to move trains over the lines reaching there. The city is entirely out of coal. There has been no mail for six days. The weather is fine. Prompt action, the mayor urges, should be taken to compel the delivery of fuel and mail.

A dispatch from Sherwood, N. D., dated January 26, says the place is entirely without fuel of any kind. Three cars of coal for Sherwood, it is asserted, were confiscated at Mohall. There has been no train for a week. As provisions are low, the situation is reported alarming.

Under yesterday's date a dispatch from Milton, N. D., says that two cars of soft coal have arrived, but no mail train as yet. From President Hill, of the Great Northern, a dispatch was received from St. Paul, dated January 26, saying that two freight trains with 17 cars of coal got through Thursday on the line reaching Hannah, one of the places suffering from a lack of coal.

MESSAGE ON CARS.

President Will Urge Passage of Laws to Cure Shortage.

Washington, Jan. 28.—The car shortage question was considered at the White House today during a conference participated in by the president, Secretary Root, Secretary Taft, Postmaster General Cortelyou, Assistant Secretary Bacon, Chairman Knapp, of the Interstate Commerce commission, and Commissioner of Corporations Garfield. The president has announced his intention of sending to congress a special message urging legislation of a remedial character to meet car shortage emergencies like those existing.

The Interstate Commerce commission has submitted certain principles which the members think should form the basis of any legislation to be recommended on that subject to congress, and if these meet the views of the president, they will be submitted to that body. The president's decision is one of the results of the recent Chicago reciprocal demurrage convention, and of the very general complaint which has been made to the Interstate Commerce commission of a shortage in the car carrying equipment of the country.

HAVE TO BRIBE SWITCHMEN.

San Francisco Shippers Pay to Get Freight Cars.

San Francisco, Jan. 28.—The Bulletin today publishes a story to the effect that when Interstate Commerce Commissioner Lane arrives here this week to investigate the relations between the railroads and shippers, he will find conditions very similar to those at Seattle with respect to the "tipping" system, resorted to by shippers and warehouse men, in order to get their cars.

According to the Bulletin's information, the practice has been followed at the Oakland yards for some time, and merchants have found that, in order to get their cars to the warehouses they have to "tip" the switchmen in the yards. At the office of General Manager Calvin, of the Southern Pacific company, today, it was admitted that this is being done, but it was stated that the fault lay with the merchants themselves, who, of their own volition, resort to this practice in order to get speedy delivery. It was with the approval of the company.

Not After Governor's Scalp.

Washington, Jan. 28.—No advice have been received at the State department confirming the report that Governor Swettenham of Jamaica will resign because of his clash with Rear Admiral Davis. It was stated positively today that no representations have been made by this government to Great Britain asking for the resignation of the governor. In fact, a high official said that the resignation of the governor would be regretted, as many people might think that he had been forced out through the efforts of the United States.

Nine Men Blown to Bits.

Richmond, Va., Jan. 28.—Nine men, all foreigners, were blown to pieces by a dynamite explosion today on the Tidewater railroad, near Petersburg, Va. The laborers were at dinner and a quantity of the explosive, which was being thawed beside a fire, blew up.

No Americans Were Killed.

Washington, Jan. 28.—The American vice consul at Kingston, Jamaica, advised the State department today that no American had been killed here, reported so far in Jamaica. The situation is improving, and the earthquake shocks have ceased.

A BITTER EDITORIAL

Kingston Paper Says Jamaica is Ashamed of Governor.

FOREIGN AID WAS VERY WELCOME

Archbishop of Jamaica Also Disapproves Action of Swettenham—Relief Work is Progressing.

Kingston, Jan. 24.—Most Rev. Enos Nuttall, lord archbishop of the West Indies, having heard here today that King Edward had cabled deprecating the idea that the people of Jamaica should accept foreign assistance, said he trusted his majesty had not given utterance to this sentiment and that if he had, he, the archbishop, did not approve of it. The archbishop said also that he believed a great mistake had been made when Governor Swettenham rejected the offers of American aid.

The relief committee is actively engaged in sending refugees into the country and distributing food and money to those who are unable to leave the city. Bishop Hendricks, of Colon, arrived here this morning on board the steamer advance, which brought from Colon 100 tons of food and \$800 contributed to the Jamaican sufferers by the officials of the canal and merchants of Panama. Governor Swettenham consented to accept these supplies, waiving the custom duties.

The Daily Telegraph, in a scathing editorial article, arraigns Governor Swettenham as follows:

"We would be unfaithful to our duties as exponents of public opinion if we failed to call attention to the extraordinary conduct of his excellency in the present crisis. His general behavior at a moment of great peril and difficulty was unworthy of the responsible British official and even a cultured English gentleman. His letter to Rear Admiral Davis was a production of which he ought to be ashamed and of which the Jamaicans are ashamed. The United States is a friendly nation; their bone is British bone, their flesh is British flesh and no one but a blind bigot would have refused to admit American landing parties."

SHONTS TO RESIGN.

Will Take Charge of New York's Rapid Transit.

Washington, Jan. 24.—The resignation of Theodore P. Shonts as chairman of the Isthmian Canal commission was announced at the White House today. It will take effect not later than March 4, Mr. Shonts having been elected today president of the Interborough-Metropolitan company, which controls the rapid transit and many surface lines in New York.

No announcement was made as to who will succeed Mr. Shonts as chairman of the commission, but it was learned authoritatively that headquarters will be removed from Washington to the isthmus and that a high salaried chairman to serve in that capacity alone will not be named. This being admitted, it follows that John F. Stevens, the engineer in charge of the construction of the canal, would not be made subordinate to another official.

MINERS ARE ENTOMBED.

Probably All Lose Lives by Explosion and Stopping of Ventilator.

Trinidad, Colo., Jan. 24.—Twenty miners, according to the authentic information available, lost their lives as a result of an explosion which occurred at 3 o'clock this morning in the Colorado Fuel & Iron company's coal mine near Primero, 20 miles west of this city. Twenty coffins have been ordered by the company from a local undertaking establishment.

The explosion stopped the air fan, which was not repaired until late today, and there is little chance that any of the men in the mine at the time of the explosion are still alive. District Superintendent Robert O'Neill is personally directing the work of rescue.

Thaw Trial Begins.

New York, Jan. 23.—The long-awaited trial of Harry K. Thaw for the murder of Stanford White began here today before Justice Fitzgerald. Two jurors were secured as a result of the day's work. Out of the 200 talesmen 19 were examined. Three successfully passed the rapid-fire questions of the opposing counsel, but one was afterward excused by the court after making some private representations concerning his business. At 10:30 o'clock tomorrow morning the court will resume the work of choosing a jury which shall pass on the case.

Two More Awful Shocks.

Kingston, Jan. 24.—Two earthquake shocks, the heaviest since the destructive ones of January 14, were felt here at 2 o'clock Tuesday afternoon. Several buildings were thrown down, and there was great alarm among the people. No one was injured.

PROBE HARRIMAN SYSTEM.

Interstate Commerce Commission Meets in Portland.

Portland, Jan. 25.—Traffic conditions in this state were investigated yesterday before Franklin K. Lane, member of the Interstate Commerce commission, the object being to determine the legality of the Harriman merger of railroads. The questions of Attorney Severance for the commission were intended to draw out shippers and railroad men as to whether competition has been stifled by the merger and alternate routes for traffic closed. The testimony of shippers was that there has been no competition between the Union Pacific and Southern Pacific worthy of the name since the consolidation under one management in 1901.

It was further brought out by the testimony of Thomas McCusker, a former employee of the Harriman system, that Ogden gateway via the Sacramento route was closed upon the accomplishment of the merger, and shipment from this territory via Sacramento to the East was stopped. Orders were, he said, to send traffic over the U. R. & N. and Union Pacific to the East. This change gave a more direct route and relieved the Harriman lines of hauling freight over the Sierras.

It is the of the railroad interests that many routes are open to the shipper; that none have been closed and that the sole instances where shipments have been advised by way of the Union Pacific to the exclusion of other routes have been because of the lack of cars on other lines.

SENATOR ALGER DEAD.

Was Attending to Business as Usual Almost to the End.

Washington, Jan. 24.—United States Senator Russell A. Alger, of Michigan, died suddenly at his residence in this city at 8:45 o'clock this morning, following an acute attack of oedema of the lungs, with which he was stricken shortly after 8 o'clock. Although Mr. Alger had not been in good health for some time, his death was most unexpected. The senator last night was apparently in his usual health. During the day he transacted considerable business, and was at the War department up to a late hour yesterday afternoon. At the bedside when he passed away were Mrs. Alger, and their son, Captain F. M. Alger, and his wife.

On Tuesday night Mr. Alger, when about to leave the house to attend a dinner given in honor of Senator-elect William Alden Smith by the Michigan delegation, suffered an attack of heart failure, but it was only with difficulty that he was persuaded to remain at home. He attended the session of the senate Tuesday afternoon and appeared as well as usual.

Vice President Fairbanks was the first to call at the Alger residence today to express sympathy.

The funeral services will be held at 2 p. m. Saturday at the family residence in this city. The body will be taken to Detroit for burial.

STILL ENCASED IN ICE.

Europe Hung With Icicles and Choked With Snow.

London, Jan. 25.—Arctic weather conditions continue to prevail in the whole of Europe, while, curiously enough, the actual Arctic regions, Northern Norway and Iceland, report the prevalence of mild and rainy weather. All the vessels reaching British ports are covered with long icicles and have snow on their decks. Telegrams received from all parts of the continent give almost incredible reports of the extreme rigor of the weather and consequent suffering. Many deaths are reported. In Austria two sentinels were found dead at their posts as a result of the cold. The heavy snow continues in Russia and Turkey, and the Danube is frozen over in several places in Rumania.

Slight earthquakes are reported from Batoum. The blizzard continues at Constantinople, where the snow is said to be several feet deep. Navigation on the Bosphorus and the Black sea has been practically suspended.

No Exception to the Rules.

Washington, Jan. 25.—Speaking of a dispatch from Kansas City concerning the new order for recruiting negro soldiers, Major-General Ainsworth, the military secretary, today said that no significance should attach to the orders given for the enlistment of negroes for service in the Philippines. The orders were not confined to Kansas City alone, but were sent to other recruiting points. It is said to be the invariable custom of the department so far as possible to recruit up to their full strength all regiments.

Relieve Idaho Settlers.

Minneapolis, Jan. 25.—The North Dakota fuel shortage again is becoming serious, according to reports received here. Inability of the railroads to keep freight trains moving is responsible, in a large degree, for this condition.