

The Santiam News.

VOL. X.

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NO. 37.

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.

Governor Swettenham's resignation has been accepted.

John F. Stevens has been appointed temporary chairman of the Isthmian Canal commission.

The congress which has just adjourned passed appropriation bills aggregating a total of \$919,948,680.

The Standard Oil company is on trial in Chicago for accepting rebates from the Chicago & Alton railway.

A Missouri Pacific train was held up at Pittsburg, Kan., and the passengers robbed. One man who resisted was shot.

The steamer Dakota is still on the rocks in Tokio bay. Much of the mail has been removed, but the baggage has been lost.

Hill and Harriman have come to an agreement regarding Puget sound terminals, but nothing has been yielded at Portland.

The supreme court of the United States upholds the law forbidding desecration of the flag by using it for advertising purposes.

Henry Meldrum, former surveyor general, and Senator Fulton have been called as witnesses in the Hermann trial. Their testimony did not help the defense out of the tight box into which it is getting.

Municipal ownership has suffered a blow in the London elections.

The Interstate Commerce commission is considering plans to curb Harriman.

San Francisco authorities are preparing to seize the water plant as city property.

The house has passed a bill providing for three-cent fares in the District of Columbia.

Jerome is striving to send Thaw to the insane asylum without the case going to the jury.

Charges are made in Salt Lake that the police force, including the chief, stood in with gamblers and thieves.

Congress has made big appropriations for officers, quarters, barracks and stables at the Vancouver and Boise army posts.

Butte people are finding how difficult it is to get along without a paper. None have been issued in that city since February 12 and the city is dead.

There is no hope of saving the steamer Corona, which lies on the rocks at Eureka. An effort will be made to get the cargo off before the vessel goes to pieces.

Harriman says if he were to build and run railroads on the same principle the Panama canal is being dug a receiver would soon be in possession of his property.

The British premier favors action on disarmament at The Hague.

Reform of land laws will go over to the next session of congress.

Russian terrorists have planned a wholesale massacre of officers.

The president may create many forest reserves before the new law takes effect.

Forty-two Greek laborers were injured in a smashup of a construction train on the Salt Lake road at Leith, Nev.

Railroads affected by the 2-cent passenger rate laws passed in several states will combine to carry the fight into the courts.

Sylvester R. Rush, of Nebraska, has been appointed special assistant to the attorney general. He is to have charge of the land fraud investigations in the Northwest. He has had much success in convicting land thieves in Nebraska.

Fighting between Nicaragua and Honduras is now general. The former seems to have the advantage, though Salvador is helping Honduras.

The Nebraska legislature has passed an anti-pass bill.

Chinese famine sufferers are dying by thousands.

Hill has purchased the Astoria & Columbia River railroad.

A number of senators and representatives will visit Hawaii this summer.

General Kolesky was assassinated after joking about threats made to kill him.

The National Arbitration and Peace congress will meet in New York April 14 to 17.

RAILWAYS GIVE AID.

Colonist Rates Promote the Upbuilding of Northwestern States.

Low one-way colonist rates to the Northwest are helping largely in settling up the states of Oregon, Washington and Idaho. These reduced fares are perhaps the greatest factor in inducing immigration outside of the publicity work of the various chambers of commerce of these states. The railroads are working hand in hand with the commercial bodies everywhere in the Pacific Northwest to swell the number of settlers in this territory.

Colonist rates are not new in Western railroading, but at no time previously have they been so effective in diverting travel this way as at present and the biggest colonist movement in the history of the Pacific Northwest is predicted for the four spring and fall months of 1907 when the reduced one-way fares are in effect.

The growth of the westward movement is due to the better advertising and exploitation methods of commercial bodies and railroads and to the growing density of population in the East, where many are able to find more congenial surroundings by moving away to a part of the country where there is more elbow room, where climate is more equable the year around and where land is cheaper and less worn by repeated cropping for years.

These conditions contribute to the constant "trek" westward which is a significant movement in the history of the American continent and which dates from the days of the California arguments of '49. By prairie schooner and by ship the pioneers came to settle a vast wilderness. Since the transcontinental railroads have been built, the second generation has found an easier mode of seeking out the great West but the movement has by no means ended and is on in greater volume than ever before.

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HITS ROCK OFF EUREKA.

Steamer Oakland Another Victim to Humboldt Bar.

Eureka, Cal., March 5.—Humboldt bar claimed another victim today when the steamer Oakland, in an attempt to reach the inside entrance, ran on the rocks of the south jetty. For almost an hour the Oakland remained on the rocks, and the bar tug Ranger was called to her assistance by the lifesaving crew.

When the tug reached the Oakland, Captain Kruger, of the Oakland, refused aid. A big wave washed the Oakland from her perilous position, but also tore off her rudder. For several hours she drifted helplessly and perilously near the rocks. The lifeboat, commanded by Captain Hennig, put out.

At this time the Oakland displayed distress signals and once more the tug Ranger went to her assistance, towing her this time into the bay, where she was beached in a badly leaking condition. There are several large holes in her stern.

The Oakland went on the rocks about 1,000 feet from the wrecked Corona. Several attempts have been made to reach the Corona by the Humboldt bay lifesaving station, but all were futile. One trip the lifeboat barely escaped destruction on the rocks on the north jetty.

DAKOTA ON ROCKS.

Big Hill Liner Strikes in Bay of Tokio and May be Lost.

Yokohama, March 5.—The Great Northern steamship Dakota went ashore in the bay of Tokio last night. All passengers are safe and the agents of the vessel are hopeful of saving her.

The Dakota struck on a rock off Shihama, a village between Mojima and Sunosaki, shortly after 6 o'clock. It is thought that the Sunosaki light was mistaken for the Jogohama light. The vessel sustained much damage and sprung a heavy leak.

Agents of the steamship, who were sent to Onimaru to arrange for the salvage, are returning this afternoon with passengers and mails and details of the accident.

The steamer Dakota is making water freely and it is feared that the floating will be difficult.

Seattle Striving for It.

Washington, March 5.—Seattle is making a hard fight to secure the government pure food laboratory soon to be established in the Northwest by the Agricultural department. Senator Piles has been appointed by the chamber of commerce and is exerting his efforts in behalf of his home city. Meanwhile Senator Bourne, supported by the Portland chamber of commerce, is insisting that the laboratory be located in Portland. It is probable the contest will not be closed for some little time.

On Sands in Dover Strait.

London, March 5.—The Red Star line steamer Vaderland, Captain Ehoff, which sailed from Antwerp on Saturday for New York, is ashore on Goodwin sands.

SAVES TIMBER LAND

President Creates Reserves by Wholesale Before Too Late.

NEW RESERVES IN NORTHWEST

Adds Nearly 9,000,000 Acres to National Forests of Oregon, Washington and Idaho.

Washington, March 5.—Prior to signing the agricultural bill, which contains Senator Fulton's amendment prohibiting the creation of forest reserves in the Northwestern states except by the authority of congress, the president yesterday issued a proclamation creating 22 forest reserves in the six states affected by the Fulton amendment. His proclamations add 4,051,000 acres to the reserve area of Oregon, 4,246,000 acres in Washington and 580,000 acres in Idaho.

The creation of these reserves probably marks the end of reserve extension in the Northwest for many years to come, for the additional new include most of the desirable timber land of all six states, so far as known to the forest service. Being hastily made in order to circumvent the restrictions of the Fulton amendment, the reserves are loosely created and no doubt contain much land that will be found unsuitable for forestry purposes and which will ultimately be restored to entry.

The largest reservation in Oregon was an addition of 977,000 acres to the Blue mountain reserve in Eastern Oregon. Other additions in existing reserves are: 446,000 to the Siskiyou in Southern Oregon, 71,000 acres to the Wehela reserve, 514,000 acres to the Cascade reserve, mostly on its western border, and 154,000 to the Ashland reserve in Southwestern Oregon.

To include the timber land of the Coast range the president created the Tillamook reserve, containing 165,000 acres; the Coquille reserve, embodying 140,000 acres, and the Umpqua reserve, with an area of 802,000 acres.

The Willowa and Chemuninus reserves are combined under the name of Innahs, and 783,000 acres are added. In Washington the Washington reserve is enlarged by the addition of 2,275,000 acres, which includes practically all government land between the present Washington and Rainier reserves. This makes one continuous reserve along the Cascade mountains from the Columbia river to the international boundary. This addition embraces the Northern Pacific grant, but railroad lands are not made part of the reserve and do not of the selection process.

A new reserve is created to include 857,000 acres of the Colville Indian lands; the Priest river reserve is created in Stevens county to contain 319,000 acres; the Olympic reserve is enlarged by 119,000 acres, and 730,000 acres are added to the Rainier reserve. Most of the forest land in Idaho has already been reserved. A Palouse reserve is created with an area of 192,000 acres; the Port Neuf is created with an area of 100,000 acres; the Big Horn is enlarged by the addition of 280,000 acres, and about 100,000 acres is added to the Weiser reserve.

MANY "DEAD DUCKS."

Number of Noted Men Will Not Appear in Next Congress.

Washington, March 5.—It is probable that the designation is resented, but "dead duck" is the name the surviving congressmen apply to those who have failed re-election. The Washington game bag is full of "dead ducks" today.

Nine members of the senate have yielded their seats to their successors. The surrendering ones are J. Frank Alee of Delaware, James H. Berry of Arkansas, Joseph C. S. Blackburn of Kentucky, Edward W. Carmack of Tennessee, William A. Clark, of Montana, John F. Dryden of New Jersey, Joseph H. Millard of Nebraska, Fred T. Dubois of Idaho, and Thomas M. Patterson of Colorado.

In the house there were 72 members whose names will not be called at the next session.

Invading Honduran Army.

San Salvador, March 5.—A strong column of Honduran troops has invaded Nicaragua through the department of Occotal. The headquarters of the Honduran army is established at Pespire. President Bonilla is in Chilteca directing affairs there generally. He is well satisfied with the discipline and the spirit of the troops. Chilteca, as at present fortified, is deemed impregnable. The general opinion here is that the Honduran forces will eventually triumph over those of the Nicaraguan government.

Accepts Two-cent Rate.

Lincoln, Neb., March 5.—Governor Shelton tonight received official notice from the Burlington Railroad company that it will accept the 2-cent fare law without resistance and revise its rates.

RAILROADS ARE BLAMED.

Secure All Practical Men That Work on Panama Canal.

Augusta, Ga., March 4.—"We are down and out," said J. B. McDonald, president of the Panama Construction company, in discussing the rejection of the bid of W. J. Olliver for the construction of the Panama canal. "They have taken the matter out of our hands, and it now rests with the president. The responsibility should be placed where it belongs."

"I cannot see why our bid should have been rejected, except that it is due to the far reaching machinations of the political influences that have worked against all bids that threaten actual construction of the big canal. It is hardly necessary to say that these interests are those of the trans-continental railroads."

"You will notice that, one by one, the practical men who have been identified with the canal have been picked off by big financial interests. It is not difficult to trace the relations. This is very poor business, however, for the canal is bound to come, if not during this administration, then during another. It is inevitable."

"I cannot see where the president and his associates are right, and do not see how they will be able to dig the canal. Sooner or later the ditch will have to be dug under the businesslike management of a contractor who has figured cost down to a minimum. Our company was willing to perform every item of the agreement required by the government. It was our understanding that, when the conditions imposed by the government were met, the contract went to our company. We have made every preparation at considerable expense and were prepared to begin shoveling dirt on or before the time limit of 60 days."

GREAT MONOPOLY BROKEN.

Farmers Are Now Free to Make Alcohol Under New Law.

Washington, March 4.—The denatured alcohol bill, which went to the president for signature, will have the effect of breaking the Standard Oil company's monopoly of this new fuel product. Under the provisions of this bill individual farmers will be permitted to manufacture denatured alcohol for their own needs or for sale in large or small quantities. As the original bill was drawn, denatured alcohol could only be produced by large distilleries, and the Standard had completely monopolized the entire product.

It was to preserve this monopoly that Senator Aldrich endeavored to amend the pending bill, but to his surprise, a large majority of the senators turned against him, and his amendment was lost. Senator Fulton, who had received many appeals from Oregon farmers on behalf of the new bill, vigorously attacked the Aldrich amendment, as did other senators from the Northwest, except Ankeny and Heyburn, who stood with Aldrich and against the farmers. Heyburn making a speech in favor of the amendment, which would have prohibited individuals from manufacturing denatured alcohol.

STEAL MAIL WAGON.

Daring Theft is Committed on Busy Street in Chicago.

Chicago, March 4.—A United States mail wagon, containing three pouches, two of which were filled with miscellaneous mail matter and a third with freighted mail, was stolen from in front of the Stock Exchange building, LaSalle and Washington streets, tonight while the driver was making a collection in the building. At the time of the theft the street was crowded with persons, none of whom saw the theft.

While the collector was inside the thief drove off with the wagon, which was enclosed by a screen, the door of which was locked.

Two hours after the robbery the wagon was found three miles distant from the downtown district. The screen had been broken and the pouches taken. The postoffice authorities say they do not know just how much jewelry the registered pouches contained, but believe that the thieves secured fully \$5,000.

Millions in New Palace.

San Francisco, March 4.—Plans for the new Palace hotel call for a magnificent eight-story building along classic lines. With the lot, it will represent an outlay of \$7,000,000. Assisting the Sherrons, the Newlands and Lady Hesketh in financing the project are the Crookers, Raphael Weill and John C. Kirkpatrick. The equipment of the hotel will surpass anything known to the West. The hotel will have an immense court, as of old, a palm garden, a cafe in the open court, vast ball rooms and a royal suite for noted guests.

Avalanche Threatens City.

Naples, March 4.—A mountain in Patruca, near the village of Montemuro, is slipping into the valley in a series of landslides and threatening to overwhelm the village. The people are fleeing in panic. Only a low spur of the mountain is preventing the destruction of the village and this resistance apparently soon will be overcome.

ALL BUT ONE SAVED

Steamer Corona Goes on Rocks Off Eureka, California.

VESSEL IS A HOPELESS WRECK

High Sea Running and Life-savers Have Hard Task to Reach Doomed Ship.

Eureka, March 2.—The steamer Corona, Captain Boyd, considered the best boat in the Pacific Coast Steamship company's service between this city and San Francisco, lies straddling the north jetty on the Humboldt bar, a hopeless wreck. The Corona, with nearly 100 passengers aboard, struck at 10:10 o'clock yesterday morning, as Captain Boyd was attempting, in the teeth of a stinging wind and a terrific bar flood, to drive her into port.

The usual scenes attendant upon a shipwreck followed. The passengers rushed into the social hall. Some of the women were hysterical and some of the men were palmed with fear, but reassuring words from the crew and some of the calmer passengers brought calm. Thereafter the passengers assembled upon the hurricane deck, where they remained until the rescue work was undertaken in the afternoon. Soon after the ship struck, a boat, in charge of Quartermaster Gunn, was lowered away. It contained three of the crew and three stowage passengers. This boat capsized at once in the boiling surf and H. Erickson, a Swede, was drowned. Gunn and the others succeeded in reaching shore, the lifesaving crew under Captain Hennig having come to their assistance.

A second boat, in charge of Second Officer B. V. Joann, was put off. Badly battered and leaking like a sieve, this boat reached the shore. Meanwhile, T. F. Sothorn, night saloon watchman, formerly a marine in the United States navy, stripped to the waist and attempted to carry a line ashore. The small line he had tied about his waist parted, however, before he had gone far. Sothorn was picked up by the life-savers. Several attempts were made to shoot a line aboard with the Lyle gun, but each time the line fell far short.

Finally it was decided by Captain Hennig and the life-savers to go out in the billows, and they made as gallant a voyage as ever men undertook, finally reaching the side of the Corona and picking up the line.

Within a short time after the Corona struck, news of the accident was communicated to Eureka and several thousand people during the day went to the beach opposite the wreck to watch the work of rescue. Several unsuccessful attempts were made to work early in the day, but it was not until 4:00 o'clock in the afternoon that Captain Hennig and his men worked effectively.

SAYS SENATE WAS BOUGHT.

Story About Cause of Spanish War Excites Spain.

Madrid, March 2.—A sensation has been caused here by the publication of a story credited to the Diario de la Marina, of Havana which purports to show by documentary evidence that the United States congress was bought in 1897 by Tomas Estrada Palma to insure war being declared against Spain. According to the Havana newspaper, bonds to the value of \$37,000,000, redeemable when Cuba should become independent, were issued in Washington to senators and a contract exists which contains phraseology like that of the joint resolution of April, 1888, voted by congress. The article says further that the value of the bonds fell heavily in 1899, and therefore a new contract was made between Palma and the American senators. Count Salazar, minister of foreign affairs, was telegraphed to the Spanish representative at Washington for the fullest information.

Japanese Cruisers for Jamestown.

Yokohama, March 2.—The Japanese cruisers Tsukuba and Chitose left at 11 o'clock this morning for Jamestown, Va. Naval Minister Vice Admiral Saito Admirals Togo, It, Inouye, the naval attaché at the American embassy, Consul General Miller and local Japanese officials were present upon the occasion. The emperor and crown prince sent special aides de camp with a farewell message to Admiral Ijima on the flagship Tsukuba. The pier, which was decorated, was lined with an interested but undemonstrative crowd.

New Treaty Causes Uproar.

St. Thomas, D. W. I., March 2.—There is intense excitement in Santo Domingo regarding the new American-Dominican treaty. The ministers declare the withdrawal of Senor Velasquez' portfolio or that the president accept their resignations.

MUST NOT OWN PROPERTY.

California Legislature Passes a Bill Against Orientals.

Sacramento, Cal., Mar. 1.—The lower house of the legislature today passed a sweeping anti-Japanese and anti-Chinese measure, introduced by Assemblyman Drew, of Fresno. The bill is known as the "anti-alien property holding bill." It is aimed at the Japanese and Chinese property owners in this state and is intended to prevent them from acquiring and owning property for a longer period than five years.

In urging the passage of the bill Drew stated that since January 1 of this year one-third of the property transfers in Fresno had been to Japanese.

The bill provides that any alien who does not become a citizen of the United States shall acquire and hold title to land in this state for not more than five years. If within that time the alien does not become a citizen, the district attorney shall compel the sale of his land or houses. Japanese and Chinese are not specifically named, but, as they cannot become citizens, the bill is aimed directly at them and precludes them from owning property for more than five years. The measure also provides that no contract, agreement or lease of real estate for a longer period than one year shall be made to any alien and any lease, agreement or devise of real estate made to any alien for a longer period shall be null and void.

The impression is given out that if the bill reaches the governor he will sign it.

LABORATORY FOR NORTHWEST.

Agricultural Department Will Establish One Soon.

Washington, March 1.—In the near future the department of Agriculture will locate a pure food laboratory in some Northwestern city and make it headquarters for the examination of all food products imported into that section from abroad. Investigations are now being made to determine whether it shall be located at Portland or Seattle. Senator Bourne is urging the department to locate the laboratory in Portland, but before this can be done Portland must convince the department that its food imports exceed those of Seattle, or else offer advantages in the way of quarters that cannot be obtained at Seattle. The department desires to locate the laboratory in a public building.

It is of the greatest importance to Portland to make a creditable showing, for if the laboratory is located there rather than at Seattle, it will have a tendency to increase importations of food products at that port, where they can be properly examined, rather than at other ports where there would necessarily be delay.

Mr. Bourne is looking to the chamber of commerce to support him in his efforts.

STICKS TO HERMANN.

Former Private Secretary Says Good Things for Defendant.

Washington, March 1.—The prosecution in the trial of Representative Hermann consumed today in a futile attempt to break down the evidence given yesterday by Elliott P. Hough, former private secretary to the defendant, which was most favorable to Hermann. Hough had been put on the stand by the prosecution with the expectation that his testimony would be damaging to the defendant, and District Attorney Baker was incensed that he should give evidence so much in Hermann's favor as his statements yesterday that Hermann and John A. Benson, who is under indictment for alleged land frauds, were not good friends; that, if official letters got into Hermann's private books it was through his fault; and that it had been the custom of all outgoing commissioners previous to Hermann's time to take their private letterpress copybooks with them.

Christian H. Muller and Alexander E. Foster, who had been messengers in the land office under Hermann and who destroyed the letterpress copybooks by his request, testified to the part they had played. Mr. Muller received an order from Hermann three weeks before the latter retired to take the letterbooks, about 35 in number, from Hermann's private room.

Beatty to Continue Duties.

Boise, Idaho, March 1.—"In answer to a telegram received from the attorney general asking me to withhold my resignation for a time," said Judge J. H. Beatty, of the United States District court, today, "I sent a telegram stating that I would willingly continue the duties of my office until after the March term. If by that time my successor has not been named, I shall probably urge the people in Washington to push matters." The telegram to Judge Beatty arrived some days after his resignation had started for Washington.

Favors Philippine Bank Bill.

Washington, March 1.—The house committee on insular affairs today decided to make a favorable report on the Philippine agricultural bank bill as passed by the senate.