

FLEET OF FOREIGN CRUISERS LYING OFF NEW YORK

NEW YORK, April 21.—A squadron of three foreign cruisers, the most powerful gathering here since the war broke out, lay off the entrance to New York harbor today.

Closest to the shore lay a four funnel British cruiser, seven miles east of Ambrose Channel Lightship. Her name and the names of her companions could not be made out. Ten pantons could be made out. Ten second ship, an auxiliary cruiser, big and with lines that spelled speed.

The largest ship of the squadron, a four funnel cruiser, lay fifteen miles southeast of the highlands.

For more than an hour messages were exchanged between the two warships. Apparently the four funnel cruiser, in command of the squadron, was issuing orders. Later a small boat put out from the auxiliary cruiser bearing officers. She made the five mile trip to the four funnel cruiser and the officers went aboard.

Meantime the cruiser off the Ambrose Lightship sighted the incoming motor ship Falstria, flying the flag of Denmark. The Dane answered the warship's signal by steaming slowly close by, as if for inspection. After running up answering signals the Falstria headed for port.

WESTERN UNION'S FINE EQUIPMENT

ASHLAND, April 21.—Messrs. Dunbar and Sneed, expert mechanics, have been adding to the equipment of the Western Union's repeating station here, which is the only one of its kind between Portland and Sacramento. In addition to other new apparatus, another "printer" has been installed, making three of these incomparable devices now available. These repeating headquarters are a hub of industry. They are always open, night and day, Sundays and holidays. There are no "banking hours" at the Western Union. W. E. Newcombe is manager, Fred B. Tracy and J. B. Hindman, wire chiefs; S. C. Gunter, operator; Will Coburn, messenger. On all of the principal holidays the company's message blanks artistically reflect the sentiment desired to be conveyed by the specific holiday observance.

VALLEY FORGE FORESTS ABLAZE

PHILADELPHIA, April 21.—Despite showers which assisted in the work of extinguishing the flames, forest fires continued to burn last night in many sections of Pennsylvania and southern New Jersey. It was believed, however, that most of them were under control.

Woods in the historic revolutionary camp grounds at Valley Forge were threatened when dry leaves and underbrush were attacked by flames from a fire which started Sunday night at a point several miles away. The Washington headquarters with its collection of valuable relics is more than a mile from the blaze and was not endangered. Undergrowth in the woods on the properties of former Secretary of State Philander C. Knox and General B. F. Fisher, were burned, but no buildings were destroyed.

The most serious damage to property reported last night was at a summer resort known as Laurel, in the mountains south of Carlisle, where twenty summer cottages, three large ice houses and a number of stables were destroyed.

AT THE VINING THEATER TONIGHT, "EVERYWOMAN"

Henry W. Savage's colossal production of the dramatic spectacle, "Everywoman," will be at Vining theatre, Ashland tonight. This novel play has proven to be the sensation of the entire country for nearly four years. The same splendid production which was offered in New York for nearly two years is to be shown there without any abridgement. The company consists of over one hundred and fifty people. It is accompanied by a special symphony orchestra. This is the only "Everywoman" company touring America and is considered by Mr. Savage the best production he has ever made of the famous morality play. It represents an actual expenditure of over sixty thousand dollars. The company moves from point to point by means of a special train.

KAY TELLS WHY BOWLBY LOST JOB OF ROAD ENGINEER

SALEM, April 21.—State Treasurer Thomas B. Kay states his reasons for voting for the removal of State Highway Engineer H. L. Bowlby, which in part are as follows:

"As some members of the state highway commission have been severely criticised from some sources for requesting the resignation of State Highway Engineer Bowlby, have to say his removal was brought about first, on account of his extravagant methods; secondly, rank mismanagement; and thirdly, his dictatorial disposition and lack of ability to get along with those with whom he had dealings.

Columbia County Story

"In proof of this, have to say that about two years ago Columbia county bonded itself to the amount of \$360,000 and the same year levied a 10-mill road tax, making over \$400,000 raised for road purposes. This was turned over to the state highway engineer to be used in the construction of roads in Columbia county; \$280,000 being apportioned to the Columbia highway. Highway Engineer Bowlby immediately laid out a system of roads which would cost more than \$1,000,000 to complete, and after operating for one season he spent all of the money available and the county court was compelled to stop the contractors from performing further work, for the reason that they had no funds with which to pay them. And now Columbia county finds itself in this condition: Absolutely no hard surface or finished roads in the county, bonded to the limit and the funds exhausted; the grade of the Columbia highway only partially completed; a \$60,000 law suit staring it in the face, and, as Judge Clark, county judge of Columbia county, said before the state highway commission a few weeks ago, they are worse off for roads to travel over than they were before they bonded themselves.

Engineering Expenses

"On account of opposition to Mr. Bowlby's extravagant methods, the county judge and commissioners were recalled and a new court elected, who were supposed to support him in his work. After taking office, however, and becoming familiar with conditions existing, Judge Clark and the new commissioners turned against

Mr. Bowlby and are now opposing him more than the old court did.

"The record shows that \$62,339.93 was spent for preliminary and construction surveys, engineering, etc., in Columbia county, which seemed to the court exorbitant. Similar sums were spent in other counties, and Judge Tom Velle of Jackson county said in the presence of Mr. Bowlby

and the highway commission that they could not understand why it was necessary to spend so much money in surveys; that it appeared to him as if one crew would go along and turn over a rock and another crew would come along and turn it back again.

Large Force Retained

As further proof of Mr. Bowlby's extravagance, have to say that about

two years ago Jackson, Columbia and Clatsop counties bonded themselves and turned their funds over to Engineer Bowlby to be used in their respective counties. In surveying, engineering and making specifications for contracts the highway engineer employed quite a large office and field force, which was probably necessary at that time. This, however,

should have been dispensed with when the work was over, but, although there has been no new surveying to do nor new contracts to let during the last spring and winter excepting the contract for the tunneling work at Mitchell's Point, in Hood River county, Mr. Bowlby has retained this large force on the state and county pay rolls during this winter.

The state pay roll for traveling expenses and salaries for January was \$2,260.46, for February \$2,083.34, and for March it was \$2,145.47, and this large force maintained with practically no work performed during the winter months. During this same time Engineer Bowlby kept a similar force on the pay rolls of the various counties in which he operated."

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Irreversible worm and gear, the only safe steering device. Maxwell uses a gear instead of a sector. This makes adjustment very simple, as you have merely to turn the gear one-quarter way and you have a new surface, just as good as a complete new steering unit.
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