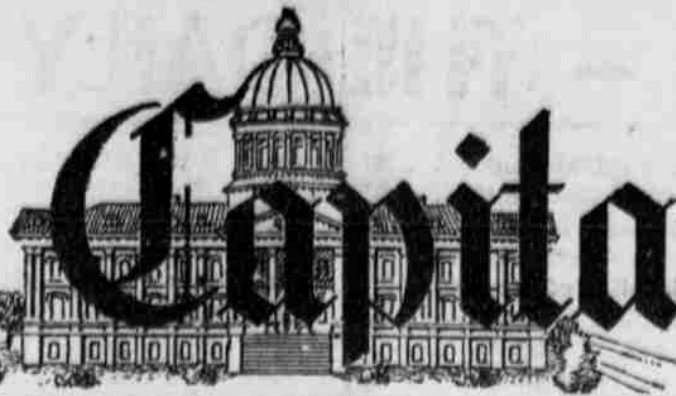


# The Daily Capital Journal



DAILY CAPITAL JOURNAL, SALEM, OREGON, TUESDAY, JANUARY 26, 1909.

NO. 21.

## CANAL IS GREATEST GRAFT IN THE WORLD

## MAIN STREETS LEADING INTO CAPITAL CITY TO BE REPAIRED

### BATTLE FOR THE SUBURBS WAGED IN CITY COUNCIL CHAIRMAN STOLZ CONCEDES JUSTICE OF THEIR CLAIMS

The aldermen from the suburban wards renewed their fight for the general improvement of those neglected sections at the meeting of the city council last night. Mr. Hofer offered a resolution that two laborers be employed under the direction of the street commissioner in the fifth, sixth and seventh wards to put in at least 100 days each in the three wards during the current year at least repairing, building crosswalks, grading ditches and other work to be paid for out of the street funds. This would have cost \$350 for each of the three wards, and Mr. Stolz immediately moved to table the resolution, saying the street committee had prepared an ordinance to cover the needs of the suburban wards. On motion to table without debate Mr. Hofer, Elliott, Greenbaum, Millard and Stockton supported the resolution, and six voted to table. Mr. Stolz then introduced the following ordinance appropriating \$1500 for the three wards, to be expended under the street committee, of which he is chairman:

**Suburbs Get \$1500.**  
Section 1. That the common council of the city of Salem, Oregon, deems it expedient to repair and improve the following portions of the following named streets, to-wit:  
First Ground road from Sixth street to the north city limit.  
What is known as the Brooks road from Highland avenue to the north city limit.  
Front street from North Mill street to the north city limit.  
"D" street from Capitol street to the east city limit.  
Ashum avenue from Fourteenth street to the east city limit.  
State street from Nineteenth street to the east city limit.  
Twelfth street from Oak street to the south city limit.  
South Commercial street from the south end of the South Commercial street bridge to Mission street.  
Mill street from Winter to Twelfth street.  
Sec. 2. The repair of said portions of the aforementioned streets shall be made by spreading gravel where most needed, upon the road beds thereof; provided, however, the making of said repairs shall be under the supervision of the committee on streets, which committee shall determine the portions of said streets, where said repair is most needed and make the same in the manner as to said committee shall seem equitable and just.

Sec. 3. There is hereby set aside out of the street fund of the city of Salem, Oregon, the sum of fifteen hundred dollars, (\$1500) to be used or so much thereof as may be necessary in repairing said portions of said streets, as provided in this ordinance, and the city recorder be and he is hereby directed when called upon by the committee on streets, to draw a warrant or warrants for the making of said repairs, not to exceed in the aggregate the sum of fifteen hundred dollars, (\$1500).

Sec. 4. That ordinance No. 565 of the ordinances of the city of Salem, Oregon, and entitled "An ordinance directing the repair of certain streets in the city of Salem, Oregon, and providing the method for making such repairs and to repeal ordinance No. 565 of the ordinances of the city of Salem, Oregon," be and the same is hereby repealed.

This ordinance is a great victory for the suburban wards, as it means the repair of the main streets leading into the city, and is what the suburbs and the business men of the city have been contending for. Mr. Hofer complimented Mr. Stolz on coming through with such a handsome donation of the street funds for the neglected suburbs. The ordinance was read twice and referred to the ordinance committee of which Mr. A. N. Moores is chairman. The citizens of the suburban wards should keep close track of this matter as it is only fighting for their right to have the money they pay for street taxes expended in their own wards that they will ever see five cents on the dollar of what they pay. The arguments were all good natured but the hayseed aldermen went home with their tail feathers proudly erected.

### PASSENGER TRAIN WENT INTO DITCH

[United Press Leased Wire.]  
Cochecton, O., Jan. 26.—Seven passengers were injured today when a St. Louis express train eastward struck a broken rail at Adam's strike, nine miles west of here and rolled down an embankment. The special car of General Manager Keene of the Vandalla branch of the Pennsylvania railroad, was attached to the train. It rolled a distance of 50 feet. McKeene was slightly cut by glass but otherwise unharmed.

### ENGLISH CABINET AFRAID OF WOMEN

[United Press Leased Wire.]  
London, Jan. 26.—Evidently fear of violence of some kind, possibly a demonstration on the part of the suffragettes or the army of unem-

### SEVENTY-FIVE BURIED IN DEPTHS OF A MINE

Pittsburg, Pa., Jan. 26.—A gas explosion in the Merchants Coal Company's mine at Boswell has resulted in the death of two men and the entombing of from 50 to 75 men. The mine is reported to be on fire today and little hope is entertained for the recovery of the unfortunate men still in the workings. A party composed of Superintendent Logan, Mine Bosses Norris and John Cole, who were in the mine on a tour of inspection, were caught by the explosion. The men were about a mile back in the tunnels at the time. Superintendent Logan was removed with great difficulty by three miners, who themselves were seriously injured. No others have since succeeded in escaping. Superintendent Logan died shortly after being removed.

Pittsburg, Jan. 26.—The latest reports concerning last night's gas explosion in the mine of the United Coal Company, at Boswell, indicate

that 22 miners, entombed, have perished. The known dead are Superintendent J. G. Logan and Andy Stoeh. It is now feared that 20 others were killed by subsequent explosions. Five rescuers, overcome by fumes, were carried out unconscious. Since midnight no sounds from the party that entered the mine at that hour have been heard.

### CAUGHT UNDER CAB: BURNED TO DEATH

[United Press Leased Wire.]  
Lincoln, Neb., Jan. 26.—Fireman Barry of the Chicago-Denver special train of the Union Pacific, west bound, met a frightful death today when the train was wrecked in the yards at North Platte, Neb. As the engine toppled over he was caught under it and scalded to death. Scores of men made frantic efforts to rescue him, but as it would have been necessary for them to move the monster engine with their bare hands in order to save his life, they were helpless. No passengers were injured. Several cars were derailed.

## CRATER LAKE HIGHWAY TO BE CONSTRUCTED TWO COUNTIES, THE STATE AND FEDERAL GOVERNMENT TO UNITE

Plucky Editor George Putnam, who has fought the newspaper battles to make Medford a live town, is in the city in the interest of the Crater Lake automobile road. Jackson and Klamath counties have put up \$50,000 each. Pinchot and Gar-

field have pledged the co-operation of the forest reserve machinery, and the state is to be asked to give \$100,000, and it would be one of the best investments that Oregon could make to advertise this commonwealth as a progressive community.

### ONE CALIFORNIAN HAS HORSE SENSE

[United Press Leased Wire.]  
Assemblyman Nathan Coghlan, of San Francisco, has introduced a resolution calling upon the California delegation at Washington to use its efforts to secure the presence in the Pacific ocean of a fleet equal in size to that of any other power.

**Took the Usual Route**  
Des Moines, Ia., Jan. 26.—C. S. Seroggius, cashier of the State

Bank of Portsmouth, blew out his brains this morning, after locking himself in the bank. The bank examiner stated that he believed there were many forged notes in the bank being used as security.

**Those Giddy Frenchmen.**  
[United Press Leased Wire.]  
Carpenteras, France, Jan. 26.—Remy Danvers was today guillotined for the murder of Mrs. Donal. During the execution the crowd gleefully exploded firecrackers.

## PUTS JAPS ON LEVEL WITH ENGLISHMEN

[United Press Leased Wire.]  
Sacramento, Jan. 26.—In a special message forwarded to the legislature today Governor Gillett openly hinted that he will veto any anti-Japanese measures passed by the legislators on the ground that they would embarrass the federal government and cause serious friction. The governor suggested that the state labor commissioner be instructed to take a census of the Japanese now in California and gather figures showing whether or not their number has increased recently. The message points out that the question of emigration affects the whole nation and that congress should have the exclusive authority to deal with the problem. Governor Gillett advises the legislators to exercise extreme caution in "passing legislation not absolutely necessary for our immediate protec-

tion and intended solely to affect the Japanese people, because in so doing we would make a hard task for the federal government." "Such legislation," the message says, "can only tend to widen the breach between Japan and our country and cause a feeling of misgiving and distrust to exist." The governor then demands that if any legislation is enacted along the lines suggested by certain members it should affect all foreigners alike. He says there cannot be one law for the subjects of Japan and another for the citizens of England. In concluding the governor says the bills prohibiting all aliens from owning land and from becoming directors in corporations would discourage the investment of foreign capital. He clearly intimates that he can see no good reason for enacting such laws.

## ACCUSES TAFT OF STANDING IN WITH PANAMA GRAFTERS BITTER ATTACK ON ADMINISTRATION BY CONGRESSMAN RAINY

Washington, Jan. 26.—Branding William Nelson Cromwell as a "buccaneer and desperado," Congressman Rainey, of Illinois, gave the house today a sensational resume of the Panama canal situation. He charged Cromwell and certain associates with trying to "steal and appropriate to their own use the revenues of the Panama republic." He professed to prove the existence of the most stupendous graft combine in the history of the civilized world. He charged Cromwell with being a "party to an attempt to collect from the United States fraudulent claims to the amount of \$2,000,000," and with being chief manipulator in the machinations resulting in the revolution on November 3, 1903. Rainey also declared that Cromwell was a member of a combine whose intent it was to "not only rob the Republic of Panama, but they indirectly robbed the treasury of the United States." He explained that he had not charged Taft with being a party to "the infamous scheme," but that he only submitted evidence.

He charged that President Roosevelt made a direct misstatement of fact relative to the canal in a message sent to congress on December 17, 1906.

Representative Rainey referred to the government investigation of Senator Tillman's alleged action in depriving the government of two cents in revenue by the use of a frank. He added sarcastically that this matter had been considered important enough by President Roosevelt to be embodied in a special message to congress.

The Illinois legislator declared that, so far, he had not heard of any secret service agents disturbing Senator Lodge, "yet he was directly, individually, solely responsible for the taking out of the treasury of over \$1,000,000."

He charged that Obaldia, the Panama statesman, represents all that is corrupt in Spanish and American politics.

Rainey declared that Cromwell has been keeping the minutes of meetings of a board of directors of a certain railroad, writing them "to suit himself." He intimated that a combination controlled or dominated by Cromwell is administering the affairs of the Panama Railroad Company as it sees fit, although every share is ostensibly owned by the government. The speaker then brought in the name of President-elect Taft by saying that he is on the way to Panama to further the plans of Cromwell.

Rainey declared he can produce "absolute proof establishing the fact that Taft, representing the United States, Cromwell and their friends entered into a combination to force the election of Obaldia, the new president of Panama."

### STOCK MARKET HAS TENDENCY TO SAG

[United Press Leased Wire.]  
New York, Jan. 26.—The stock market today, although firm, was, in the main, the same familiar kind which we have had for many days past. Its real character undergoes no change. Fluctuations, as a rule, were again narrow. Prices moved up a trifle early in the day, then sagged a little, and then became dull. It looks as if Wall street is to have a plethora of cheap money for several months yet. This is one of the two strong factors in the present situation. The other is the slow but steady improvement in the country's general business.

### R. R. BUTLER WAS ENTIRELY TOO SLOW

[United Press Leased Wire.]  
Washington, Jan. 26.—The Oregon messenger appointed to bring the presidential electoral vote to Washington, was today subjected to a fine of \$1000 by the senate for failure to arrive yesterday. He is to receive \$1200 in mileage, so would have \$200 left if the fine should be collected. It is thought, however, that the fine will be remitted, as the train service in the West has been so demoralized by floods that it was impossible for the messenger to reach here sooner.

### WISCONSIN MAY NOT SEND STEPHENSON

[United Press Leased Wire.]  
Madison, Wis., Jan. 26.—Following the filing in the state senate today of specific charges of corruption which furthered the candidacy of Stephenson for the United States senate, that body wrangled today until it was impossible to vote on the senatorship. Several senators who have been supporting Stephenson have announced their intention of withdrawing their support. Further defections from the Stephenson ranks are feared.

### IN ONE RESPECT A HOLIDAY IS LIKE A FUNERAL: YOU CAN'T GET BACK ON A WORKING BASIS UNTIL YOU FORGET IT.