

The Daily Capital Journal

VOL. XIX.

DAILY CAPITAL JOURNAL, SALEM, OREGON, WEDNESDAY, JULY 21, 1909.

NO. 100.

LOOKS LIKE OFFICERS ARE LYING

Stories Are Not Plausible and Are Inconsistent—Effort to Conceal Is Very Evident.

ALL TRY TO DODGE

BEVAN CONTRADICTS HIMSELF FLATLY ON VERY MATERIAL POINTS—THE TESTIMONY ALSO SHOWS WHOLE OUTFIT HAD BEEN DRINKING.

[United Press Leased Wire.] Annapolis, Md., July 21.—Keeping close watch on every answer made by Lieutenant William F. Bevan, who occupied the witness stand today, in the inquiry into the death of Lieutenant James N. Sutton, Henry F. Davis, counsel for Mrs. Sutton, succeeded in tangling the officer in a net carefully woven by a series of carefully selected questions. Davis pointed out that, while Bevan, who was officer of the guard on the night of the tragedy, now admits that he was holding Sutton down at the time the shot was fired, although his previous story was different. At the first inquiry into the death of

Sutton, Davis said Bevan declared that he ran through a crowd of men to get at Sutton's body, after the shot was fired.

The attorney also pointed out that Bevan had been unable, at that time, to give the names of any of the men in the crowd.

Another point dwelt upon by the attorney was the fact that Bevan testified today that Sutton's arm was outstretched at the time the shot was fired, while in his first story he said that the lieutenant's hand was under him.

Replying to Davis' attempt to impeach his testimony, Lieutenant Bevan declared he had a bad memory, and that this fact might easily account for discrepancies in his testimony.

Annapolis, Md., July 21.—Reiterating his declaration that Lieutenant James N. Sutton committed suicide at Annapolis on the night of October 12, 1907, after fighting with a number of classmates, Lieutenant William F. Bevan today resumed the witness stand at the court of inquiry into the shooting.

Bevan's first statement was that any of the officers present at the time Sutton was shot might have worn revolvers without his knowing it. Other witnesses had testified that none of the officers except Sutton was armed.

Referring to Bevan's testimony of yesterday when he said that he saw Sutton pointing a revolver at Lieutenant Roelker's feet when the two were standing in front of Sutton's tent, Attorney Davis, representing Mrs. Sutton, asked about the attitude of Sutton.

"It was more defensive than ag-

(Continued on Page 5.)

WRIGHT BREAKS RECORD

Will Undertake to Meet All Requirements Asked by Government in Today's Test.

TO CARRY DOUBLE

WILL HAVE AN OFFICER OF THE SIGNAL SERVICE ACCOMPANY HIM WHEN HE MAKES TRIAL TO CAPTURE UNCLE SAMUEL'S PRIZE MONEY.

Washington, July 21.—With his aeroplane "tuned up" in perfect shape, Orville Wright, who last night established a new aerial record for the year 1909 by flying for one hour, 20 minutes and 44 seconds, is ready today to begin his official tests for the government. It is possible that he may attempt to meet the requirements of the endurance flight late this afternoon.

Two tests are to be made by the Wright aeroplane, according to the aviator's agreement with the government. One will be an endurance flight of one hour and the other a speed flight of ten miles over a five-mile straightaway course and return.

The government specifications are not clear as to whether the machine must carry one person or two during the flights. Wright announced today that he would not take any chances of violating the provisions of the agreement and would have a signal officer accompany him in the tests. Three trials are to be allowed in each test.

Wright declared today that he felt no fear of failing to meet the requirements of the government. Thousands of persons who saw his marvelous flight at Fort Meyer last night feel the same confidence in his ability to succeed as does the aviator himself.

Throughout his long flight yesterday, which broke Curtiss' 1909 record of 53 minutes, Wright had per-

TEAMS WANTED

We want 20 teams at once for street work and gravel hauling.

CAPITAL IMPROVEMENT COMPANY

Phone 14.

fect control of his aeroplane. He drove the machine around the parade ground at various heights, and to demonstrate his mastery of his craft made a number of double turns like a figure eight.

The three longest aeroplane flights ever made stand to the credit of the Wright brothers. Wilbur Wright, who flew for two hours and 21 minutes while in France last year, holds the record. Previous to Wilbur's long flight Orville established a record in a flight at Fort Meyer by remaining in the air for one hour, 14 minutes and 22 seconds. Yesterday's flight exceeded his previous record.

THE TORPEDO FLEET WILL VISIT ALASKA

Washington, July 21.—The first and second flotillas of the Pacific torpedo fleet will leave Puget Sound July 26 for a two weeks' cruise in Alaskan waters, with Sitka as the objective point. The little warships will stop two days at Esquimalt, B. C., on the return trip, arriving at Seattle August 13.

Among the vessels of the flotilla are the Whipple, Hull, Truxton, Paul Jones, Perry and Hopkins. The announcement of the cruise was made today.

MAD FLOOD POURS INTO GULF CITY

Terrific Hurricane Drives Resistless Waves Through and Over the Harbor Walls.

BRIDGE GOES DOWN

CITY IS CUT OFF FROM CONNECTION WITH MAINLAND—TORNENTS EIGHT FEET DEEP SWEEP THROUGH STREETS—DETAILS CANNOT BE LEARNED

In 1900 Galveston was swept by a tidal wave which practically destroyed the city. Thousands of persons were drowned and killed in the storm, the number never having been accurately learned.

Soon after the disaster the city's population again grew to about 40,000 and the work of rebuilding was accomplished in a short time. The famous seawall of Galveston, designed to protect the city from another tidal wave from the Gulf of Mexico, is a remarkable piece of engineering. It is two feet higher than the high water point of the 1900 flood and 17 feet above sea level. It has been pointed out, however, that a wave of little more than the intensity of the one of 1900 would again flood the island despite the protection of the wall, which guards only the south side of the city.

Galveston is on an island that is barely above sea level. It is connected with the mainland by railroad trestles. A storm sweeping in from the west would be liable to carry away the railroad lines and cut Galveston off from relief from the mainland.

Houston, Texas, July 21.—Huge waves, driven before a 60-mile gale today swept over the new seawall at Galveston, Texas, inundating many streets and causing immense property damage, but the breakwater withstood the terrible pounding and probably saved the city from a fate similar to that which befell it September 8, 1900, when it was totally destroyed by a terrible flood, which cost thousands of lives.

The only means of communication with Galveston this afternoon is one telephone wire, which is working intermittently, and exact conditions in the flooded city are impossible to ascertain. No lives have been reported lost as yet, but as a number of small craft in the harbor are known to have been wrecked by the gale, it is probable that their crews did not escape.

Railroad and all other communication with the city was cut off early today, when a fishing schooner, driven before the storm, collided with the bridge, which connected the island, upon which Galveston is situated, with the main land, and tore out three sections of it. Two famous bathing pavilions are reported to have been wrecked, and it is thought that considerable water front property fell before the force pounding of the heavy seas, which swept with terrific force over the seawall.

The main portion of the wall was withstanding the attack of the waves when late reports were received, although weak spots had given away, and allowed the water to rush into the streets. Throughout the day water poured over the lower portions of the seawall in an immense volume and at times the waves were so high that they swept over the highest sections, 17 feet high, as though the breakwater was not there.

Relief trains cannot be sent to the city, in the event the situation be-

comes so serious that assistance is needed, because of the wrecking of the railroad bridge.

Officials of the railroad company declared today that it would be nearly a week before rail communication could be restored.

One message, received by the Western Union Company shortly after noon, indicated that the wind was changing and driving back the waves but other reports say the water is washing into the city in immense volumes, and that some of the streets are more than eight feet under water.

The storm which caused the flooding of Galveston was first sighted last Saturday in the Caribbean sea. The barometer was falling rapidly at Galveston when the latest word was received from there, and it is feared that the worst of the storm has not yet struck the city.

Galveston is a city of 140,000 inhabitants. The seawall over which the waves were blown today by the furious storm which swept the Gulf of Mexico, as built when the city was rehabilitated after being destroyed by a tidal wave in 1900. The wall is strongly built and only a terrific force could tear holes in it, as the present storm is reported to have done. It is 17 feet high in places, and at every point is two feet above the highest mark reached by the water nine years ago.

[United Press Leased Wire.] Galveston, Texas, July 21.—Water is coming over the new seawall before a 48-mile-an-hour wind. The barometer is low and a furious storm is expected.

It is feared that this city will once more suffer from a serious flood.

Washington, July 21.—The weather bureau today issued the following report, received here today from Galveston, Texas:

"The barometer was at 29.34, and falling rapidly. The wind was from the northeast, and blew at the rate of 44 miles an hour.

"The storm which is approaching the city was sighted last Saturday in the Caribbean sea."

Railroad Bridge Wrecked.

Houston, Texas, July 21.—Two spans of the railroad bridge connecting Galveston, Texas, with the mainland were swept out today by wind and water.

A wall of water struck the city, and is now seven feet deep in many of the streets. It is feared that lives have been lost, but details of the disaster cannot be secured, because communication has been cut off by the storm.

Seawall Swept Away.

Houston, Texas, July 21.—Railroad communication with Galveston is cut off at noon today, and it is impossible to rush any relief trains there, if they are called for.

It is reported that a terrific cyclone first struck the city and wrecked the seawall.

Following this the terrible gale sweeping in from the gulf drove the water into the city, which is now being swept by the flood according to the best information obtainable.

The city is isolated and reports so far received are not thoroughly confirmed, and may be either exaggerated or depreciated.

Eight Feet of Water in Streets.

New Orleans, La., July 21.—Private messages received here by brokers say that the streets of Galveston are under eight feet of water.

It is stated that a hurricane is sweeping the island on which the city is located.

It is feared here that a repetition of the great storm of 1900 may be in progress.

Frame houses along the beach and many of the piers may be demolished along with other waterfront structures, according to these private advices.

The wind was blowing at a rate of 60 miles an hour at the time the last message was sent from the stricken city.

The railroad bridge between the island and the main land has been swept away.

Says Worst Is Over.

New York, July 21.—The Western Union Telegraph Company here received a telegram this afternoon

(Continued on page 5.)

FRANCE'S PREMIER RESIGNS

Clemenceau's Friends Unable to Stem the Tide His Own Egotism Had Loosened.

DEFEAT A SURPRISE

PRESS TODAY CONDEMNNS HIS ATTACK ON DELCASSE AND ASSERTS THAT IN HIS OWN CONFIDENCE IN HIMSELF HE COMMITTED POLITICAL SUICIDE.

[United Press Leased Wire.] Paris, July 21.—While haste in naming a successor to Premier Clemenceau, who resigned last night, after a vituperative debate with M. Delcasse in the chamber of deputies, is necessary, because of the approaching visit of the czar of Russia, it is thought that no action will be taken today by President Fallieres. M. Briand, minister of justice, is mentioned as a probable successor to Clemenceau, and he was in confidence with President Fallieres and the president of the senate this morning but nothing definite of the outcome of the meeting could be learned.

M. Delcasse, who caused Clemenceau's downfall, after the premier taunted him with having been retired in 1905, at the dictation of Germany, from his post as minister of foreign affairs, is also mentioned as a possible appointee. It is thought, however, that his chances are slight because of the opposition of Germany to his filling an official post. Delcasse is very popular, as was demonstrated in the chamber last night, when the majority was suddenly changed into the minority, and Clemenceau so overwhelmingly defeated that he and his ministry were compelled to resign. This popularity may place him in Clemenceau's chair, but in official circles it is doubted whether even public demand can overcome German opposition.

Although they resigned with Clemenceau last night, it is expected that M. Cruppi, minister of commerce; M. Placher, minister of foreign affairs, and M. Picard, minister of marine, will be asked to accept their old portfolios when the new cabinet is formed.

Great anxiety rules political circles today and the President faces a difficult problem in trying to bridge the break. He has set about it determinedly, however, and indications today are that he will succeed in restoring political conditions to their normal state.

Clemenceau's downfall was greeted with joy in all parties, because since he ascended to the premiership he has ruled the affairs of the nation with an iron hand.

The press today condemns the fallen premier as having committed political suicide. He was smarting under criticism of M. Delcasse, who, as chairman of the finance committee, attacked the naval commission. Losing his head the premier taunted Delcasse with having been ousted from the ministry and declared that he led France to humiliation at Algiers.

Reference to the sacrifice of Delcasse in connection with the Algerian blot on the nation's foreign history, created an uproar in the chamber, and Clemenceau was bitterly censured. Still sure of his majority, the premier continued his scathing remarks to Delcasse.

When the vote was finally taken on the naval question, at the close of the debate in which Clemenceau made his error, the premier's doom was sealed. It being shown that the government had been defeated by 212 to 176, Clemenceau left the chamber at once, and, seeking the president, presented his resignation, with those of the members of the ministry. The resignations were accepted.

MONEY=SAVING BARGAINS

For Our

ANNUAL CLEARING SALE

This big Department Store is now thrown open for the public to investigate what a real Clearing Sale means. We always figure on making no money for July and August. It is simply clearing the stock out to make room for our Fall Goods.

PROFIT CUTS NO FIGURE DURING THIS SALE

It is just a matter of clearing the shelves. The prices have dropped away down in the Ladies' Suits, Dress Goods, Silks, Millinery, Men's Furnishings, Ladies' Hosiery, Gloves, Wash Goods, Calicoes, Gingham, Embroideries, Laces, Notions, Bedding, Lace Curtains, and everything throughout the store. We buy right and we can give you the bargains.

REMEMBER CLEARING PRICES

On every article throughout the store. No mercy shown to prices. Shirt Waists, Muslin Underwear, Towels, Table Linens, Umbrellas, Men's Clothing, Suitcases, Men's Hats, Leather Gloves, etc.

CHICAGO STORE

SALE BARGAIN HOUSE