

PAROLE BILL IS RECEIVED WITH FAVOR BY SENATE

Provides for Board of Control for Parole of Prisoners

REPORT MADE ON OTHER BILLS

Drennan's Bill Accepting Provisions of Carey Act Passes the House

Hughes' parole bill was before the senate committee of the whole for consideration and was recommended for passage after receiving some amendments.

Section 2 of the bill provides for a board of commissioners of parole, composed of the governor, state auditor, citizen member of the board of control and prison physician. This was amended by substituting the attorney general for the citizen member of the board of control.

Section 13, which retains to the governor his constitutional right of granting pardons, was, on motion of Homer Wood, stricken out entirely. The section reads:

"Nothing herein contained shall be construed to impair the power of the governor of the state to grant a pardon or commutation in any case."

It is claimed that this point is covered in other portions of the bill, which gives him the power of pardon and commutation on the recommendation of the parole commission.

Bradner's house bills, 42, 43, and 44 in reference to train crews, number of cars in trains, etc., were recommended favorably.

Hall's bill, governing hours of hoist engineers, was also recommended for passage.

House bill No. 6, introduced by Drennan and which provides for acceptance by the state of the Carey act for lands in Arizona, was passed by the house this morning.

The act requires the organization of a land board, consisting of the governor, secretary of state and state engineer, under whose management the lands shall be disposed of.

BRYAN TAUNTS GOV. HARMON OVER NEBRASKA

"Kindly Report to Governor Harmon and See Whether He is Proud of His Nebraska Campaign?"

COLUMBUS, Ohio, April 24.—The following statement has been issued at Harmon headquarters:

"In one of the series of open letters that passed between Col. W. J. Bryan and Mr. E. H. Moore, chairman of the Harmon campaign committee, the former tauntingly said, 'Kindly report to Governor Harmon what you find in Nebraska, and see whether he is proud of his Nebraska campaign.'"

"Governor Harmon has felt that he might be justly proud of the character of the support he has received in Nebraska. He had been informed that in Nebraska that support numbers, as it does in Ohio, most of the men who in three campaigns, had actively led the fight for Mr. Bryan."

"This taunt of Mr. Bryan's has been published broadcast throughout Ohio. In view of the fact Mr. Bryan's friends request that when Mr. Bryan comes next week to Ohio to collude with those eminent progressives, John R. McLean, Harvey C. Garber and John J. Lentz, he inform Ohio's democracy whether United States Senator Hitchcock, former United States Senator Allen, E. Benjamin Andrews, Chancellor of the University of Nebraska, and former President of Brown University, I. L. Ambert, former Supreme Judge, John M. Devine, editor of the Silver Watchman in 1896, C. M. Grunther, who managed his Nebraska campaign in 1908, John C. Byrnes, chairman of the Democratic State Central Committee of his State, John Kuhl, Speaker of the House of Representatives, State Senator George Tibbets, William F. Porter, former Secretary of State, M. J. Holland, Wilber F. Bryant, Fred Hunkler, and Jas. G. Dahlgren, Mayor of Omaha (whom Mr. Bryan bolted as the last Democratic nominee for Governor in that State) are Democrats whose support is to be shunned?"

"These are among the leaders of Governor Harmon's Nebraska supporters. Mr. Bryan most willingly (in view of more recent events we can hardly say gratefully) accepted the support of one and all of these gentlemen."

"It can be readily understood in view of the saintly character of the gentlemen with whom he is forced to consort when he comes to Ohio in opposition to Governor Harmon, that Mr.

ROOSEVELT GAINS A SWEEPING VICTORY OVER TAFT

Few People Believe That Roosevelt Will Bolt the Convention

WASHINGTON, D. C., April 24.—Political Washington has been doing all the stunts appertaining to emotional insanity in account of the results from the primary election in the state of Illinois. The sweeping victory for Roosevelt over Taft has set the quidnuncs to work and they are predicting that the Republic and National Convention in Chicago will very much resemble a bear garden which means a scrap to a finish.

There are very few people here who believe that Roosevelt will bolt the Convention, but it is absolutely certain that all the things he has said in this campaign, and all the attacks upon the Republican administration, of which Taft is the head, will be brought home to roost and that the Democratic speakers all over this country, during the campaign, will not neglect to use every word that Roosevelt has uttered in damning the Taft administration.

So far as the returns from the Illinois primary concerns the Democratic situation, it begins to look very much like the Honorable Champ Clark than ever it did before.

The overwhelming defeat of Governor Wilson in a state like Illinois, which is one of the pivotal States in a National election, has confirmed the opinion of many men here in Washington, whose business it is to keep their fingers upon the public pulse, that Governor Wilson is now on the toboggan slide and that he has no more chance to win that a one legged man at a kicking match. According to their opinions, it also shows the strength of Champ Clark as a vote getter, and his friends all say that that is exactly what the Democrats need in a National election.

The Illinois returns indicate that Champ Clark as a vote getter, can carry the State as against Taft, and inasmuch as there is no chance for Roosevelt to be nominated and carry the State, they claim that Champ Clark's nomination would absolutely clinch the Democratic electors in the State of Illinois next November.

The Clark people say that their man has been endorsed by the voters in this country in the States that are the nearest neighbors to his home State, and they include in this the States of Arkansas and Iowa, therefore making their candidate a man loved by those who know him best, which is a very good recommendation for any man any time in this world. This is the most picturesque campaign before the Conventions are held that it has been my lot to witness since 1896, and from my experience in watching political campaigns, I can give it as my honest judgment that the Democrats are going to win next November, and that nothing now can stop the nomination of Honorable Champ Clark as the Democratic nominee unless the Democrats in Congress, of which he is the leader, make some fatal mistake or do something absolutely abhorrent to the wishes and the desires of the people of this country.

The primary election in Pennsylvania has caused another flurry among the politicians in Washington. It is the universal opinion here that although Roosevelt carried that state, as he did Illinois, it will make no difference in the outcome of the Chicago Convention.

Of course, a few of the progressive Republicans who are out and out Roosevelt men, differ with this opinion, but it is evident to all men who listen to them and their opinion, that Roosevelt is going to be nominated, that the wish is father to the thought.

As far as the Democrats are concerned, the outcome in Pennsylvania has added materially to Governor Wilson's list of delegates, and who probably will be the recipient of a greater portion of the delegates, but will not have a solid delegation because the unit rule does not hold good in Pennsylvania, and the delegates from each district are free to vote as they choose. The Clark people will probably have eighteen or twenty of those delegates out of seventy-six, and a few will go to Governor Harmon of Ohio.

Chas. A. Edwards.

CRUISER MARYLAND LEAVES FOR SAN DIEGO

Los Angeles, April 25.—The armored cruiser Maryland will leave tomorrow for San Diego, as it is believed the damage inflicted by a torpedo Tuesday will be fully repaired by that time.

167 CONGRESSMEN IN FAVOR OF GOOD ROADS

Dell M. Potter of This County In Attendance at the Old Trails Convention in Kansas City.

Dell M. Potter, Vice-President of the Ocean to Ocean Highway Association, of Arizona, left this week for Kansas City, Mo., where he will represent Arizona as a delegate to the Old Trails Ocean to Ocean Convention which is in session in that city.

This convention is for the purpose of building the Ocean to Ocean highway along the route followed by the old trails to the Pacific coast during the days of '49.

As now planned the Ocean to Ocean Highway will pass through the States of New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Missouri, Kansas, New Mexico, Arizona, and California.

Before leaving Mr. Potter stated that this would be one of the most important conventions yet held in furthering the proposition of an interstate highway, and at the present meeting would be announced the fact that 167 congressmen had already signified their intention of voting for the Federal Aid bill for this highway which is to be introduced in congress.

WASHINGTON, D. C., April 12.—Senator Mark Smith has introduced a bill in the senate granting 5,000,000 acres of land in Arizona for the construction and maintenance of roads, highways, and bridges, such land may be leased or sold.

As all good roads men admitted, the point after all is not any conflict between this or that route, but constant progression of the good roads propaganda.

This widely germinating proposition has more than two loyal sponsors than Dell M. Potter, of Clifton, Arizona, who is known in Arizona as the "father of good roads," and who has dedicated 10 years of work to this interesting problem and L. L. Henry of Globe.

From the tongue of Mr. Potter statistics fly as though read from a book. At his fingers' tips is a ready resume of any definite piece of work completed, in progress or in contemplation.

He had just returned from Kansas City, Mo., where he attended the "Old Trail" convention, when he arrived here for the meeting in which Mr. Drum was entertained. His "minute" talk at the chamber of commerce was witty and illuminative and his interview by a Herald man was even more so. He said:

"Forget the conflict among routes. Let's get the route and let the people themselves decide which way they want to come and what cities they desire to visit."

The First Concerted Action. The Ocean-to-Ocean highway commission has in progress now the first big tangible effort for federal aid, the first proposition which will succinctly go into congress where abutting states will ask for federal financial assistance on the same highway.

Lawrence and Herrick, of Los Angeles, when they completed their trip from Los Angeles to New York, will have routed a national highway through 14 states. We will then have 167 congressmen, of whom we may expect aid. We are told by some who profess to know that there will be no federal aid forthcoming this year. We do not believe this. We have had representatives at Washington—I was there myself—and we consider the prospects for government assistance excellent.

"The government has got to come to it. They are aiding maritime modernity with a liberal hand. Viewing the fact that this assistance accrues very largely to foreign benefit, since it is their ships and not ours who ply the harbors, if not the rivers, it is logical to suppose that good roads, which better commerce and relationship among cities is a point that congress cannot help but take."

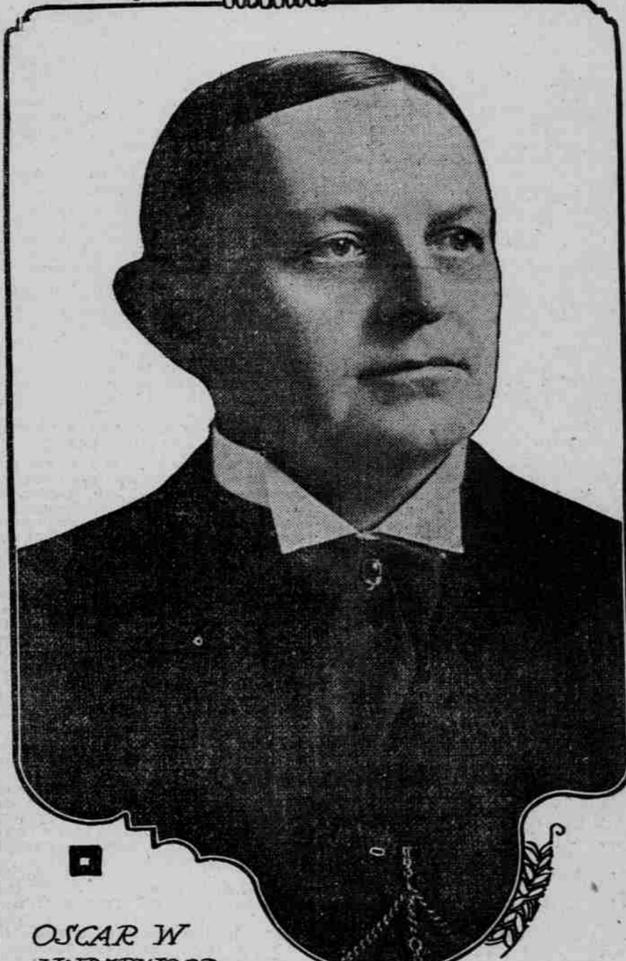
"We will have then on the completion of Herrick's and Lawrence's trip upwards of 4000 miles of roadway routed over 14 states and with the people and congressmen of the states joining hands for the assistance which we believe is due them."

"In Arizona there has been spent in the past five years more than \$1,000,000 to construct highways. We have spent as much as \$50,000 in perfecting as little as 37 miles of roadway. It is not a passing fancy with us. Every movement we have made has been substantial and enduring. We are naturally a bit conceited about our own Arizona route. We believe we can show more interesting things than any other similar length route in the United States, but this must not nor cannot be construed in any way that we are antagonizing any other route. We are willing to go ahead and build and let the tourist decide."

"The roadway between Deming and Phoenix is with the exception of a few miles of roadway in fine shape. The defect will be immediately remedied. The Gila and San Carlos rivers are to be spanned."

"It is interesting work. It is enduring work, and Arizona naturally feels a bit proud of the progress, against the many obstacles which it has made."

"We claim scenery that will beat the Grand Canyon; we have the Roosevelt dam to view which is the engineering feat of the century, and in addition to a coast to coast tourist our route is the shortest."



OSCAR W UNDERWOOD

As house leader of the Democratic majority and chairman of the ways and means committee, Mr. Underwood has directed the tariff policy of his party, not always to the entire satisfaction of some of its other leaders, but in a way that has gained him the enthusiastic support of a considerable number in his candidacy for the presidential nomination. He is a little slow in starting his campaign for delegates, but has been making up for lost time since definitely announcing himself.

BIG LINER 10 MILES AWAY AS TITANIC SANK OUT OF SIGHT

Statement Made Before Investigating Committee---Ismay is Contradicted by Officers of the Big Liner.

WASHINGTON, April 24.—Harold G. Lowe, fifth officer of the sunken Titanic, told today the senate investigating committee his part in the struggle of the survivors for life following the catastrophe. His testimony developed that with a volunteer crew he rescued four men from the water, saved a sinking collapsible life boat by towing it astern of his, and took twenty men and one woman from the bottom of an overturned boat. Every one of those under his charge he landed safely on the Carpathia.

From first to last Lowe's story showed that he played the man. Ordered away in charge of lifeboat No. 14, he packed it to its capacity on the top deck, and fearing that some might attempt to jump into it while it was descending, kept up a fusillade from his revolver. Once after he took charge of a flotilla of small craft which eventually were picked up by the rescuing ship, without the loss of a life.

Telegrams Exchanged. Competing in interest with the day's testimony was the interchange of telegrams between Senator William Alden Smith, chairman, and the acting premier of Canada, George E. Foster.

The latter told of the docking of the steamer Mount Temple at St. Johns, N. B., with passengers aboard, who claimed to have seen the Titanic sink. It was believed the Mount Temple was the ship that was only five miles from the White Star liner when she took her final plunge.

Senator Smith has requested that the depositions of the officers and crew of the Mount Temple be sent him. In addition he accepted the offer of Dr. E. C. Quitzman of Toronto, to appear before the committee. Dr. Quitzman was one of the passengers who said they saw the Titanic sink.

Canadian Telegram. Acting Premier Foster's telegram, dated today, follows:

"Mount Temple reports received 'C. Q. D.' message from Titanic 12:30 a.m. ship's time Monday. Was then fifty miles west and south of position sent out by Titanic. Immediately altered course to reach Titanic, but did not arrive at her position until 4:30 a.m., when could not see Titanic's light. Saw no sign of ship or boats. Cruised around her position until re-

ceived message from Carpathia at 8:44 a.m. that she had picked up twenty boat loads, and that Titanic had sunk. Received another message at 8:50 a.m. from Carpathia. No need to stand by as nothing could be done. Under these circumstances, it does not seem necessary to detain boat due to sail Friday evening. If considered necessary commission could be appointed to take captain's evidence. Will no doubt be examined later by British commission.

Senator Smith's Reply.

In reply Senator Smith despatched the following: "Telegram received. I will greatly appreciate it if depositions of captain vessel Mount Temple, which is scheduled to sail from St. John's, N. B., tomorrow (Friday) could be taken by commission as suggested by you, and forwarded to me at Washington, stating relative positions of Titanic and Carpathia, together with a detailed report of all wireless messages sent and received."

The committee also received a telegram signed by J. H. Moore, master of the Mount Temple. A. H. Sargent, chief officer; H. H. Heald, second officer, and J. Durrant, the Marconi officer, dated at West St. John's, N. B., today, practically repeating the information contained in the premier's message, and adding that the Mount Temple did not see the Titanic's lights at 6:30 a.m. The Mount Temple sighted the Carpathia and later the Californian. At 8 o'clock she sighted the Russian steamer Birma, coming from the south and west. The names of the passengers who claimed they saw the lights of the Titanic, the message said, were not known.

To the senate investigating committee today Harold G. Lowe, fifth officer of the Titanic, said he had fired three shots into the water to scare immigrants on one of the decks who he feared were about to swamp a loaded boat by jumping. He was certain the shots struck none. Lowe then was temporarily excused.

C. H. Lightoller, second officer of the Titanic, took the stand. Senator Burton asked the witness to relate his conversation with Ismay on the Carpathia. Lightoller said he and his brother officers talked over the sailing of the Cedric, and had agreed it would have been a "job-

HAYDEN PROPOSES A GAME PRESERVE AT GRANT

The Crook Forest Reserve and Fort Grant Military Reservation Will Be Included in Home for Animals

SAFFORD.—Considerable agitation has been going on lately to create a game preserve in this county, the matter having been taken up with Hon. Carl Hayden.

Following is an extract from a letter to Mr. Hayden from the Secretary of Agriculture:

"I have the honor to acknowledge the receipt of your letter of March 22, with two enclosures (returned herewith) relative to the establishment of a game preserve on the old Fort Grant Military Reservation, in Arizona. Should Congress see fit to enact a law providing for a National game preserve on this reservation, it would do much for the protection of antelope and other big game in this part of Arizona. The department has had some correspondence in regard to this matter and is advised that the location is well adapted for the purpose and apparently there would be little opposition to the creation of a game preserve at this point."

Mr. Hayden also received a letter from the Secretary of the Interior relative to the matter, in which he states:

"I am in sympathy with all movements to protect and preserve the large game animals of the country and, will, therefore, defer disposal of this reservation for the purpose of enabling your organization to secure definite information as to the availability of the lands for a refuge for the prong horn antelope, and thereafter to give Congress an opportunity to set aside a reserve for the purpose if the same be found desirable.

"In reply to your further inquiries, you are advised that I know of no law authorizing the department to arbitrarily create a game refuge out of public or reserve lands, and while reservations of various kinds have been created out of public lands for public purposes under a general authority exercised by the chief executive since the beginning of the government, it is doubtful if the president would attempt to exercise that authority at this time because of legislation by Congress creating game reserves during recent years."

The secretary also states that there are only two game preserves in the United States, created by special act of Congress, one in the Grand Canyon, Arizona, and one, The Wichita, Oklahoma.

Petitions signed by nine-tenths of the people of the county, on both sides of the mountain, have been sent to Washington, which will probably insure the creation of the preserve.

STATE ENGINEER IS MAKING PLANS FOR ROAD WORK

Has Been in Mohave and Navajo Counties During the Past Two Weeks Making Reconnoissance

With a bill pending before the legislature to abolish the office of State Engineer and a revision of the method of building state highways, Lamar Cobb, state engineer, has been going about the performance of his official duties evidently secure in the thought that his position will not be interfered with and the elaborate plan of state highways, north and south, east and west, will be continued. Mr. Cobb was recently in the northern part of the state and commenting on his visit to that section, the Prescott Journal Miner says:

"State Engineer Lamar Cobb passed through the city yesterday, after making an investigation of highways in the northern counties, and stated that the plan of his department is to begin an active system of field work in the immediate future. A state road is to be built in Mohave county, and the preliminary lines will be run on the routes selected later, his trip to that section being for the purpose of making a reconnoissance. The state has also decided to build a bridge over Chevalon creek, between Winslow and Holbrook, and the site was selected by Engineer Cobb and others a few days ago.

Had not the deep snows fallen, Engineer Cobb stated that he intended to make a careful and thorough investigation of the state highway to the south of Prescott.

He will return here within the next two weeks and remain for several days."