

ITALY DECLARES WAR

EUROPEANS TREMBLE AT DANGER OF MASSACRES

Holy War Not Impossible and Massacres in Turkey of Europeans Is Feared—Balkan States May Use Opportunity and Free Themselves of Turkish Yoke, While Turks War With Italy.

Constantinople, Sept. 29.—War has been declared between Turkey and Italy.

London, Sept. 29.—News that Italy had occupied Turkey was expected hourly this morning. The Italian ultimatum expired at noon, but the landing of troops was deferred until the usual notifications had been sent to foreign consulates.

Italy was not expected to declare war until Turkey ordered the Italian forces out of Tripoli.

Europeans in Danger.

Mutterings of a holy war are heard in Turkey and may result in promiscuous massacres of Europeans and the reopening of the whole Turkish question with a possibility of an European conflict. The whole Tripoli coast is blockaded.

Balkan States on Alert.

In addition to its present trouble Turkey is apprehensive that latent danger lies in the attitude of Albania, Bulgaria, Greece and other Balkan states. It is feared that they would seize the chance to overthrow Turkish supremacy in the Balkans the moment the sultan's forces are drawn into the conflict with Italy.

FARRELL MADE O.-W. PRESIDENT

J. P. O'BRIEN RETAINED IN HIS PRESENT CAPACITY.

Big Shift Made in Offices—Miller Is Traffic Director Now.

Portland, Sept. 29.—As a result of the selection of J. D. Farrell, now vice president of the Puget Sound extension as president of the Oregon, Washington Railroad & Navigation company by the Harriman directors in New York, it is predicted here today that there will be several important re-organizations and changes in the local system.

Portland will be Farrell's headquarters. It is understood that J. P. O'Brien, now in charge of the Harriman lines in Oregon, will be made vice president and general manager with full power over maintenance and operation. They will report direct to Farrell instead of the Chicago and New York offices. It is expected this centralization of power in the west will mean more rapid development of Oregon, Washington and Idaho.

VAUDEVILLE EXCEPTIONAL

Audiences Come Away Praising the Extra Attractions at Fair.

People who have attended the three vaudeville attractions at the county fair for which 5 cents is charged and for which many shows would charge \$1.00, invariably come away praising every feature of it, and it is generally agreed that nothing better in its line has ever been seen here. The military dogs are exceptionally "smart" and the Ben Abbie features are thrillers. The tumbling stunts are good and all in all the three shows makes an hour's amusement that is exceptional in every respect. Those who have attended the shows are walking advertisements of their features.

SEN. CUMMINS MAKES PEACE

FIRST SPURNS RIDE IN TRAIN, THEN MEETS TAFT

TWO ENGAGED IN PRIVATE AND WARM DEBATE

Progressive Who Snubbed President Taft in Iowa Finally Consents to Act as Chairman of Reception Committee—Today Subject of a Warm Discussion Between the President and Mr. Cummins.

Des Moines, Sept. 29.—Forgetting for the time his antagonism to President Taft, Senator Cummins, a "rank" progressive, acted as chairman of the reception committee on the arrival of Mr. Taft here today.

Taft was immediately escorted to the Grant club where he breakfasted with 200 editors and business men.

As he left the coliseum, Mr. Cummins and President Taft engaged in private debate. Cummins objected to some of the provisions in the arbitration treaty proposed by the president as too vague and suggested an amendment. Mr. Taft finally told him to make a change to reserve all the power to the senate in the treaty making, and he would accept it. Cummins said under these circumstances he would support the treaty.

At the coliseum President Taft talked on arbitration before an audience of 4,000. He left on the noon train.

CUMMINS SNUBS TAFT.

Refuses to Ride on Train With President Through Iowa.

Fort Dodge, Ia., Sept. 29.—Politicians today are talking volubly regarding the action of Senator Cummins who flatly snubbed President Taft by refusing to ride on the presidential train through Iowa. Governor Carroll personally invited Cummins aboard the train but Cummins declined, saying: "I would not ride on the president's train through the state although I would act on a reception committee when the president reaches Des Moines." Taft's welcome in Iowa has not been particularly marked for warmth.

BARRETT TO SPEAK MONDAY

Joint Senator Will Talk Good Roads Next Monday Afternoon.

Joint Senator C. A. Barrett will speak at the county fair Monday afternoon on good roads, giving his view of the legislation that is needed in the matter. He talks from the standpoint of a granger and his lecture should be largely attended.

Good Clay Found.

John Anthony is over from Rondow today and has samples of a very fine clay he has located near the railroad. Letters from assay offices state the clay is especially adapted for making a high grade of cement. Mr. Anthony does not know exactly what his move will be in the matter but he feels that he has a valuable piece of property.

OLD SOL AIDS STELLAR FAIR

GOVERNOR WEST COMING TO PARTICIPATE IN THE FAIR

BENCH SHOW OPENED WITH BIG SUCCESS THIS NOON

Surprise Meets Promoters of Bench Show—Crowds Last Night Well Entertained—Record Crowd of Farmers Anticipated Tomorrow Forenoon and Afternoon—Old Sol Injects Spirit.

IMBLER COMING AS A TOWN.

Imbler, Sept. 29.—(Special)—The whole town of Imbler is coming to the county fair tomorrow and farmers in this community are arranging their affairs to take a day off and see the big fair at La Grande. Local fair boosters have been advised that Elgin and Intermediate country farmers will also come in big numbers.

With Old Sol beaming down on La Grande with an over-abundance of warmth and smiling satisfaction at the progress of the Union county fair, the stellar agricultural attraction is today giving way to the coming of tomorrow with what is hoped to be the biggest day in the history of at least agricultural fairs in La Grande. Governor Oswald West comes tomorrow and will be heard at the grounds during the afternoon. Many of the farmers have put off coming to the show until tomorrow, and there will be a record crowd if reports from the country are not erring today.

The glide for life, presented yesterday for the first time is now held at 1 o'clock every afternoon; otherwise there is no change in the regular program in vogue.

Last night's crowd, despite counter attractions of many descriptions, was fairly good but tonight the managers look for a merry mass of humanity on the funpath. Dancing, the vaudeville shows and the attractions in the way of added exhibits will all tend to bring this about.

BENCH SHOW POPULAR.

Sanguine Expectations Overrun When Entries for Show Come In.

With a line of canine exhibits that far surpasses what the promoters had hoped for the bench show opened today noon with a fine line of pure-bred animals on exhibit. This continues until tomorrow, and it is planned to have the dogs on exhibit tonight so that the evening revelers can see them. Tomorrow they will again be on exhibit. The line is varied and invariably shows a classic exhibit.

Big Electric Sign.

One of the finest electric signs in Eastern Oregon is being installed by the Fair store. Manager Gelbel promises that it will eclipse anything in this city and stand out with the best in Eastern Oregon. It has all the modern appliances needed to make it up to date.

CONNORDALE IN NEW HANDS

The new residence addition, which has lately been improved with cement sidewalks and other municipal improvements, has been taken over by the E. S. Given Investment company. It is the intention of the new real estate and investment firm to put all of their energy on this handsome piece of property and sell it to those who want to make homes as well as to the investing public.

The terms upon which they acquire

ed the land from Dr. O'Connor, the owner, are said to be reasonable. At any rate the company is able to sell the lots at reasonable prices and on very easy terms.

Mr. E. S. Given and Mr. J. S. Richardson comprise the new realty company which has leased offices in the rear of the La Grande National bank and will be permanent fixtures in the La Grande business world. They come from Seattle to this city and have splendid eastern connections.

STRIKERS AIM TO CRIPPLE RAILROADS IN A WEEK

Harriman Trainmen Said to Be Secretly in Readiness to Act Sympathetically by Refusing to Handle Strike-breaker Trains—Illinois Central Shopmen to Number of 15,000 Ready.

Chicago, Sept. 29.—The union system federation officials semi-officially announced today that 25,000 Harriman line employees will strike tomorrow at 10 o'clock and that 10,000 Illinois Central Federationists will strike on Monday. It is predicted that 12,000 unorganized employees will quit at the first call and that 50,000 will be out by Monday night.

Brotherhood to Take Part.

It is feared the strike will spread to every western road. It is said the railway brotherhoods have secretly agreed not to handle any cars handled previously by the strike-breakers. This would affect all railroads.

Expect Paralysis in a Week.

Federation men predict they will have the Harriman system paralyzed by the end of a week. President Kilne announced today he had permission to order the strike from every international president save O'Connell of the machinists. He is willing for the Harriman men to strike tomorrow but wants the Illinois men to delay until Monday.

SITUATION IN LA GRANDE IS DOUBTFUL.

Just how many of the 100 men or more directly or indirectly involved in the strike will walk out of the La Grande O.-W. shops tomorrow, or Monday, when the strike order comes, is not known. Officials of the union are reticent to state what they expect, but officials of the company are confident that many will remain with the work. This is especially true of the older men. No blacksmiths are expected to walk out and the percentage of the men who leave when the order comes will be greatest from the ranks of the boilermakers and machinists. It is rumored about 25 percent will strike now. What ultimate results will be is admitted to be problematical both by a Grande union men and the local officials.

Chicago, Sept. 29.—There is a remote possibility this afternoon that the Harriman walkout will be delayed until Monday so that all can go out together.

Denver Stockade Complete.

Denver, Sept. 29.—The Union Pacific stockade was completed around the shops today. The road is quietly hiring strikebreakers. Three hundred and seventy-five shopmen are employed here.

Portland Unionists in Readiness

Portland, Sept. 29.—Fifteen hundred shopmen are employed here. The officials say many of the older men will remain with them. The unionists assert they will go out when the strike is called and that in a short time they will have the line paralyzed in Oregon.

800 Frisco to Go.

San Francisco, Sept. 29.—While every one of 800 shop employees of the Espee worked today, they hourly expected orders to strike and were prepared to go out.

2,500 at Los Angeles Ready.

Los Angeles, Sept. 29.—Twenty-five hundred employees of the Southern Pacific shop are ready here for the strike. They expect to strike tomorrow.

Senator Barrett Here.

Among the distinguished visitors who are in attendance at the fair today is Senator Charles A. Barrett of Athens.

MOTOR SERVICE IS UP IN AIR

ENGLAND IN THE EAST BUYING MORE STEEL.

Union Junction Not to Be Dropped Report From Union Today.

Doubt and speculation as to what the Central Railroad of Oregon actually intends to do has made it probable, at least possible, that the motor car service between La Grande, Hot Lake, Union and Cove will not materialize in the original plan at least. General Manager England is reported to be in the east now to buy more steel with which to repair the roadbed from Union town to Union station. If he is, then the citizens of Union have likely won a decided victory in their fight against removal from the O.-W. railroad map, a condition of affairs that would arise should the original Central scheme to run a motor service between Union town and Hot Lake go into effect. The Union people fought it so hard that it is said Mr. England is persuading his directors to change the orders. This may or may not be true. One fact remains that the motor car service is slow in coming to a focus, principally, it is said, because wharfage rights with the O.-W. are not obtainable at rates satisfactory to both parties.

The reported plan now is to keep Union Junction on the map but also to run a train from Union to Hot Lake over the new road now being built. This piece of road is ready for ballasting.

Until Manager England returns there is little of actual fact obtainable aside from the statement said to have been made by England that even if Union Junction and Union town were connected by new steel, effort would be made regardless of this to get trackage privileges over the O.-W. to La Grande.