

THE STAYTON MAIL

E. D. ALEXANDER, Publisher

STAYTON, OREGON

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Cholera has almost disappeared in Germany.

Many Americans are going into business at Vladivostok.

More cases of cholera are being discovered in Russian Poland.

A three-story brick building in Buffalo collapsed, injuring eight men.

Baron Komura, Japanese peace envoy, has almost recovered and has started home.

While the people of Norway are displeased with the separation terms, they will accept the treaty as the best that could be done.

Wilson Evans has been sent to Chile for the purpose of studying trade relations between that country and the United States.

The Canadian government will place quic-firing guns on its Great Lakes revenue cutters on account of the large number of poachers found of late.

The president has signed an order creating the Dixie forest reserve in Washington and Iron counties, Utah. The new reserve embraces 465,900 acres.

The dynamite cargo of a ship which recently sunk in the Suez canal is to be exploded. There are 80 tons in the hold of the vessel, which will be the largest single explosion ever known.

Norway and Sweden have signed a treaty of separation.

Norway now looks to Prince Charles, of Denmark, as her future ruler.

In the Cuban elections Palmas was overwhelmingly elected president.

Ex-State Treasurer Salmon, of Missouri, has been indicted for banking fraud.

Three men were killed in a wreck on the Oregon Short Line near Weiser, Idaho.

J. J. Hill, of the Great Northern railroad, has just celebrated his 67th birthday.

The Portland & Seattle railroad is to be extended from Kennewick, Wash., to the Canadian boundary.

The livestock show at the exposition resulted in a great victory for Oregon breeders, who carried off awards in almost every class.

Great preparations are being made for Portland day at the Lewis and Clark exposition, when an admission of 100,000 is looked for.

Representative Chinese in this country are urging upon their government the necessity of negotiating a new treaty with the United States.

The president has about concluded his plans for a southern trip. He may not visit New Orleans at this time on account of yellow fever, but will make a special trip to that city later.

Spain and Belgium have arranged an arbitration treaty.

The Odd Fellows sovereign grand lodge will meet at Toronto next year.

The government is still paying five pensions on account of the Revolutionary war.

Sockeye salmon are plentiful in the Fraser river, B. C., but there is no market for them.

Minister Takahira, now at Washington, will be sent to St. Petersburg, and Baron Kaneko will probably succeed him in this country.

A paymaster's train on the Reading road collided with a milk train near Harrisburg, Pa. Pay checks amounting to over \$50,000 were scattered in every direction.

A dynamite bomb exploded in a New York tenement shook up the whole neighborhood. That nobody was seriously injured appears remarkable. The work was that of the Italian "Black Hand."

A Santa Fe train was derailed near Newton, Kansas. Several persons were injured, one of whom will die.

A landslide on Mount San Paolino, Sicily, buried a town at the foot of the mountain. The inhabitants had been warned and most of them escaped.

The president of Venezuela has snubbed a French diplomat.

Two men were killed and 43 injured in the Nevada railroad wreck.

Advocates of a republic for Norway are again coming to the front.

AT WORK ON MESSAGE.

President Devoting Much Time to the Gathering of Material.

Oyster Bay, Sept. 26.—The president is devoting considerable time each day now to work on his annual message to congress. For some time he has been assembling data for the message, but since the adjournment of the peace conference he has been writing the data into definite form. The message will not be completed until some time early in November, because each member of the cabinet will have to supply material for discussion of the work of his department. This information will be contained in the annual reports of the cabinet officers, which have not been completed.

Three topics highly important at this time to the American people will be discussed by the president in his message. They are the Federal regulation and supervision of life insurance, the relations between this country and Venezuela and America's interest in the fiscal affairs of the government of Santo Domingo. Other important subjects naturally will be considered, among them the scandals disclosed in the Departments of Agriculture and the Interior; the work of the department of Justice in the beef trust cases, the regulation of railroad freight rates, the progress made in the construction of the Panama canal and the conclusion of peace between Russia and Japan.

Much of the material for the discussion of these subjects the president has in hand, and the last few days of his stay at Sagamore Hill are being devoted to the preparation of that part of his message which will deal with them. Few visitors have been received since the adjournment of the peace conference, the president desiring to be as free as possible from interruption while working on his message. His last week here is practically devoid of engagements. The consideration of all matters except those of immediate importance is being postponed until the president shall reach Washington.

EXPERT ON THE GROUND.

Northern Pacific Sends Man to Select Sites for Portland Bridge.

North Yakima, Wash., Sept. 26.—While the fact that the Northern Pacific is to construct a line down the north bank of the Columbia river from Kennewick to Portland has already been publicly announced, Mr. Levey supplies some of the missing details which have been most eagerly awaited. Mr. Levey left St. Paul Thursday night. Accompanying him was Ralph Majeski, a bridge engineer and expert, who continued to Portland last night. Mr. Majeski comes from Chicago, and has the reputation of being one of the best bridge experts in the country. It will be his province to look over the route by which the new line will enter Portland, by way of Vancouver, Wash., and decide upon the best sites for bridging the Columbia at the latter city and the Willamette at Portland.

NAVAL BASE AT SINGAPORE.

Great Britain Will Purchase Extensive Docks and Sites.

London, Sept. 26.—The fact that the British government purposes to establish a vast naval base at Singapore, which was announced by the Sunday Observer with the suggestion that this was the first tangible result of the new Anglo-Japanese alliance and the conclusion of the Russo-Japanese war, affords the newspapers an opportunity to discuss the situation of using Singapore as a base, which was announced some time ago when Admiral Fisher outlined the reorganization plan.

The newspapers now point out the tremendous strategic value of Singapore as guarding the gateway of the Pacific and when open to Japan's war vessels as giving Great Britain and Japan the upper hand over the other European countries where the Far East is concerned. Some of this morning's papers are inclined to dwell upon this phase of the acquirement of the Singapore docks, as though just at the time it were a demonstration of power by Great Britain. But the government's intention to purchase the docks at Singapore has been an open secret for many months, and according to good authority, the British government is simply facing the result of the new strategic situation in the Far East.

Calabria Is Wind Swept.

Rome, Sept. 26.—Another tornado today caused enormous damage in Calabria. A gradual clearance of the buildings ruined by the recent earthquake shows that the number of persons who perished was greater than given in the first estimate. Large numbers of bodies are being discovered daily. The work of constructing wooden cabins under government supervision is progressing rapidly. Two hundred have already been completed and 4,000 more will be necessary to shelter the homeless people.

San Gabriel Swept by Flames.

Carmont, Cal., Sept. 26.—A brush fire that burned two days has devastated San Gabriel valley, destroying all the vegetation and doing \$100,000 damage. The main industry of the valley, bee raising, has been ruined.

PACKERS PAY FINE

One Is Nervous Wreck and Jail Sentence Is Remitted.

GUILTY OF ACCEPTING REBATES

An Aggregate Fine of \$25,000 Is Paid by Four Officials of Beef Trust.

Chicago, Sept. 23.—Four officials of the Schwarzhild & Sulzberger Packing company, of Chicago, were fined an aggregate of \$25,000 by Judge Humphrey in the United States district court here today. The fines followed a plea of guilty to indictments charging conspiracy to accept railroad rebates. The defendants were Samuel Weil, of New York, vice president of the company; B. S. Cusey, traffic manager; Vance D. Skipworth and Chess E. Todd, assistant traffic managers. Weil was fined \$10,000, the other three \$5,000 each.

With the entering of pleas the declaration was made that unless at least one of the cases is immediately settled the life of Samuel Weil, vice president of the company and one of the defendants, is in jeopardy. He is said to be a nervous wreck, and fears were entertained for his life if he had been allowed to continue under the stigma of an indictment.

While in Chicago the attorney general was apprised of the condition of Vice President Weil.

These four defendants were charged with unlawfully combining and agreeing to solicit rebates for the Schwarzhild & Sulzberger company from the Michigan Central Railway company, the Chicago, Rock Island & Pacific, the Grand Trunk Western railway, the Lehigh Valley Railroad company, the Boston & Maine Railroad company and the Mobile & Ohio Railroad company. Charges were made that the defendants conspired with each other in presenting supposed claims for damages, which were in reality claims for rebates.

BAD FAITH TO CHINA.

Congress Condemns Failure to Build Railroad as Promised.

Des Moines, Ia., Sept. 23.—In an address before the Grant club tonight, ex-Minister to China Edwin H. Conger said that by the failure of the Americans to build the Chinese railway, faith had been broken with China, and America's good standing with the Chinese seriously impaired.

"We made a very serious mistake when we permitted our railroad concession in China to be relinquished," said Mr. Conger. "It will prove a sad blow to our future efforts to establish advantageous business relations with that country. It will set us back many years."

"When we were granted the concession, personally I made representations to the Chinese that the railroad would be built by the Americans who got the concession, assured them upon my honor that it was not secured for the purpose of exploitation, and that it would not be sold or relinquished. Now, however, it has been, and the business men of China feel that they have a right to look upon future business propositions from Americans with suspicion."

DISAGREE ABOUT FORTS.

Sweden and Norway Still Keep Question of Demolition Open.

Karlstad, Sept. 23.—The Swedish and Norwegian commissioners met in joint conference this evening after the holding of separate conferences during the day. The joint conference lasted nearly four hours and was then adjourned until tomorrow.

It is understood that the Swedish demands that the transit trade through both countries shall be secured against unjustifiable obstruction, and for the right of pasturing reindeer belonging to Swedish Laplanders in Northern Norway, have been amicably settled, but that the question of the demolition of the fortifications still remains open.

May Talk Politics.

St. Petersburg, Sept. 23.—A project for granting the Russian people, under certain limitations, the right of assembly for the discussion of political and economic questions—a reform second in importance only to the convocation of the representative assembly, and which was elaborated by a commission under the presidency of Count Agnief—is now practically completed, and after a final review by the Solekoy commission on Saturday will be immediately laid before Emperor Nicholas. Its promulgation is expected soon.

Work Begun on Western Pacific.

Salt Lake City, Sept. 23.—Forty teams began work on the Western Pacific road 20 miles west of the city, and officials announce that 1,500 or 2,000 teams will be at work by October 1.

PROGRESSIVE IDAHO.

No Time Being Lost on the Boise-Payette Irrigation Work.

Washington, Sept. 25.—The Reclamation service has made the following announcement:

"The engineers in charge of the Boise-Payette project, Idaho, have made such progress with preliminary work that the board of consulting engineers will meet at Boise October 18 to consider plans and decide on future arrangements. The splendid work of the Water Users' association in harmonizing the many conflicting claims of private interest in lands, canals and water rights is beginning to bear fruit, and it is believed that practically nothing stands in the way of early construction."

"About 100,000 acres are already irrigated in this section, but plans for the full development of the natural resources of the valleys which will come under this project are of such magnitude as to be beyond the reach of community effort."

"The present estimated cost of the entire system is nearly \$11,000,000, and completed works will supply water to approximately 372,000 acres of land. On account of the restricted condition of available reclamation funds, however, a portion of the project has been selected which, though only an integer of the whole, will yet complete the project itself."

"The Payette and Boise valleys constitute one of the most attractive sections of the West. Progress in agriculture in this vicinity in the past few years, and the consequent growth of adjacent towns, furnish an excellent example of the result of irrigation and give promise of substantial and wonderful development in the future."

RELIEF WORK IN RUSSIA.

Government Seeking to Provide Food for Famine Districts.

St. Petersburg, Sept. 25.—Special committees from the Department of Agriculture and Ministry of the Interior left here today to take charge of the relief work in the famine districts of Russia. The cost of this work is estimated by the government at \$20,000,000. No acute distress has yet been reported, and the government hopes, by prompt distribution of food, seed, grain and fodder and the employment of the famine stricken populace on public works to tide over the people until the new harvest.

The rates for the transportation of grain and fodder into the government's stricken by famine have been reduced, but the deficiency in rolling stock is the chief obstacle to the work of relief.

An observer of the situation who remained here this week from a tour of Southern Russia, told the Associated Press that bags of grain were piled up in the mountains at many stations. Some of these were left from the 1904 harvest, waiting for cars to move them. The termination of the war has already released some cars from the Siberian road.

BUILD NEHALEM ROAD.

Lytle's Announcement at Meeting of Portland Chamber of Commerce.

Portland, Sept. 25.—E. E. Lytle announces that he will build the Portland, Nehalem & Tillamook railroad, which is now tied up at its first 20 miles of road through the tangle with the Atlas Construction company. Since the retirement of Mr. Lytle from the Columbia Southern and the subsequent statement that it was his intention to engage in further railroad construction work in the state, there has been much speculation as to where his activities would first make themselves felt.

The announcement of Mr. Lytle's connection with the Portland, Nehalem & Tillamook was not made as a public utterance, but in the course of a meeting of the transportation committee of the Chamber of Commerce, called to consider the feasibility of providing for further river transportation by the Open River association. Several leading business men were present at the meeting, among them being Mr. Lytle, who, while discussing the question before the meeting, said that it would be inconvenient for him to become active in the plans under discussion, owing to his other interests, the chief of which was the Portland & Nehalem road.

Wireless in the Navy.

Washington, Sept. 25.—A report was received at the bureau of equipment of the navy from the Washington navy yard to the effect that the wireless telegraph station had the previous night overheard signals transmitted from 29 wireless stations along the Atlantic coast. Among the stations heard were Hatteras, New York and Boston navy yards; New Haven, Savannah, Newport, Lynn, Mass., Highland of Navesink, Atlantic City and Philadelphia; the battleships Maine and Alabama and cruiser Columbia, now off the coast.

Jail Penalty for Striking.

Warsaw, Russian Poland, Sept. 25.—The military governor has issued a proclamation warning workmen that they will be imprisoned for three months if they carry out their threat to strike, as a protest against acts of the government.

BETTER THAN GOLD

Vast Fields of Copper Discovered North of Valdez, Alaska.

ORE IS VERY EASY TO BE MINED

Ledges On Nabesca, White and Copper Rivers Extend for a Hundred Miles.

Tacoma, Sept. 21.—Henry Brantnobar, the noted copper mining expert, who arrived from the North Monday, on the steamer Victoria, and who is now a guest at the Donnelly hotel, brings news that he has discovered at the headwaters of the Nabesca, White and Copper rivers, Alaska, what he believes is the world's greatest copper district. Copper is there so abundant, he says, that it can be mined and transported by rail 230 miles to Valdez, and smelted at a probable cost of 5 or 6 cents a pound, thereby cutting in two the present average cost of copper production.

Mining men, already aware of Mr. Brantnobar's discovery, declare that it outweighs in importance the discovery of the Klondike and Nome placer districts. So important is it that Mr. Brantnobar and his associates will vigorously push development work, and within two years they expect to be producing daily 2,000 to 3,000 tons of copper ore running 10 to 30 per cent in metallic copper. When this is accomplished the industry will be only started.

In connection with this development John Rosene and associates will push the building of the Northwestern & Copper River railroad, with the object of building it to the Nabesca copper district within three years. Rosene's railroad will first touch the Bonanza group of copper mines, owned by the Havemeyers, the New York sugar refiners, who are believed to be among the Eastern moneyed men who are backing Rosene in his railroad project.

Brantnobar says he found the Tanana river to be a glacial stream with half a dozen channels and everywhere very shallow. In many places on the upper reaches it spreads out four or five miles. Four expert copper miners with 40 tons of provisions were left on Nabesca creek with instructions to explore the region thoroughly for the next two years.

The ore is of the same character as Lake Superior copper ores. Nabesca copper is found in bands of greenstone in shot like shape, often carrying 10 to 30 per cent of metallic copper. There is also he says much copper on the White river where it is in a slab-like shape, and pieces were found running from two to four feet in width and two inches thick. These slabs lay in seas in the greenstone, making the most wonderful surface showing Mr. Brantnobar has ever seen in this or foreign countries.

Eight miles further up White river copper occurs in the same formations, nugget-shape, the nuggets running from a half ounce to two ounces. The formation, Mr. Brantnobar says, is about 500 feet wide, with vast quantities of copper lying at the foot of the hills, where the greenstone has become decomposed and the copper ore has washed down in ravines below. The gravel is full of native copper, which lies on the surface in plain view.

Mr. Brantnobar says that one year's vigorous development work will develop copper mines which can produce 2,000 to 3,000 tons of ore per day. The ore will be hauled by railroad to Valdez and reduced there by smelters. The construction of the railroad, he declares, will quickly make it the largest copper producing district in the world, the surface showing undoubtedly the most favorable that has ever been discovered.

The copper veins on Nabesca river are three to eight feet wide and seem very continuous. Mr. Brantnobar believes that both smelters and refiners will be built at Valdez within a few years, making that the largest city on the Alaskan coast.

Canada Under Ban.

Victoria, B. C., Sept. 21.—The belief is general here that the crusade against United States goods in China will be extended to those of Canadian origin. Simultaneous meetings are being held in all the cities of Canada where Chinese have gained a foothold, at which resolutions have been passed condemning the treatment accorded Chinese by the citizens and government of the Dominion and calling the attention of the Merchants' guilds in China to the same. The Halifax Chinese have set the ball rolling.

Many Murders at Baku.

Tiflis, Sept. 21.—The governor of Baku reports that there have been no disorders on a large scale in the town or in the oil fields, but there have been scattered cases of assaults and murder. The viceroy has placed the districts of Gori and Duslet under military administration.