

THE STAYTON MAIL

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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.

Mulai Hafig has gained strength in Morocco and raided Mazagan.

A Pennsylvania preacher advocates hanging for assailants of women.

The anti-swearers' league at New York paraded and 14,000 members turned out.

There seems no chance for Seattle or Denver to capture the Republican national convention.

Emperor Francis Joseph's condition is somewhat improved and the doctors hope for his recovery.

Popular subscriptions are being taken in Sweden to raise funds to build a challenger for the America's cup.

Nelson Morris, the packing house man, left a fortune of \$20,000,000. All but \$75,000 is given to his family.

Vincent St. John and other Federation men under arrest for murder at Goldfield, Nev., have been released for lack of evidence.

The telegraph companies claim that men are now flocking to them in great numbers asking for their old places. In the West, however, nearly every union voted to stay out.

Australia has adopted a protective tariff against Great Britain.

The army will ask an appropriation from congress for war balloons.

Emperor Francis Joseph is growing worse, his lungs being inflamed.

An Italian chemist will turn several animals to stone to show scientific men what he can do.

John Philip Sousa recently celebrated the fifteenth anniversary of the organization of his band.

Free import duty on hops has almost killed out that industry in England according to growers there.

A young Los Angeles woman has received five infernal machines through the mail. A negro is under arrest but denies his guilt.

Sir William Lawrie, premier of Canada, says he has not yet formed an opinion as to the best course to pursue in the exclusion question.

During the first six months of 1907 dishonest employes embezzled \$5,482,687, according to figures given out by the bond companies of New York.

Harriman has ordered expenses cut on all of his lines.

Rockefeller has given \$600,000 more to Chicago university.

The condition of Emperor Francis Joseph is becoming more serious.

Reports received at Washington indicate that the Moorish rebellion is nearing a collapse.

The Russian council of ministers has appropriated \$9,500,000 for colonization purposes in Siberia.

Coal mines in Montana have been closed in order to give the railroads a chance to clear the blockaded tracks.

The railroads of the country have decided to stand a strike rather than make more concessions to labor unions.

Commander John D. Briggs, of the United States navy, is going insane. He was in command of the cruiser Baltimore when that vessel went ashore in the Philippines in 1904.

The O. R. & N. company has started proceedings to prevent the Washington railroad commission from enforcing the joint wheat rate between its lines and the Northern Pacific.

The Arctic steamer Frithjof has sunk with the crew of 16 off the coast of Iceland.

The trial of John R. Walsh, former president of the Chicago National bank, has been postponed until November 12.

Less than 500 men were at work in the places of the 10,000 cotton handlers and loaders who are on strike at New Orleans.

Emperor Francis Joseph is seriously ill, but much improved.

Cassie Chadwick, one of the most notorious swindlers in American history, is dead at the Ohio penitentiary.

Awful famine on the coast of Labrador has caused the natives to take to cannibalism and eight people are known to have been eaten.

The Austrian steamer Guilia from Trieste to New York, took fire during the passage and was only saved after heroic work. The vessel carried 763 passengers.

ITINERARY OF EVAN'S FLEET.

Schedule of Stops Mapped Out for Trip to the Pacific.

Washington, Oct. 15.—According to the itinerary, the special service squadron will proceed direct to Trinidad. A stop of four days will be made at that port, when the squadron will sail for Rio Janeiro, where it is due November 2. A stop of seven days will be made at the Brazilian capital, after which the squadron will proceed to Montevideo, where it is due on the 13th proximo. Seven days will also be spent at that port. The next stopping place will be at Punta Arenas, near the entrance to the Magellan straits. There the vessels will remain three days before proceeding through the straits to Callao, Peru, where they are scheduled to arrive December 7. One week will be spent at that port, in order to permit of visits to Lima, the Peruvian capital. The last leg of the cruise will be from Callao to Magdalena bay, where the vessels will engage in target practice and maneuvers.

This cruise marks the beginning of the extensive movement of warships from the Atlantic to the Pacific coast, which movement will include a fleet of 16 battleships commanded by Rear Admiral Evans, and a large flotilla of torpedo boats. All the vessels will follow practically the course adopted for the special service squadron.

WAR DANGER BLOWS OVER.

Count Okuma Believes Immigration Question Will Be Settled.

Tokio, Oct. 15.—Count Okuma, who in the first stages of immigration troubles in America strongly disapproved of the government's pacific attitude, now practically admits that the radical utterances of both sides were largely prompted by politics. In an interview today Count Okuma said that Americans misunderstood the Japanese, who are astounded at the utterances of American newspapers. Reports of the possibility of war, he said have always emanated from the United States and very naturally are copied by the newspapers of Japan. While he believes that the Americans are over sensitive on the subject of Japanese immigration, he holds the opinion that the whole discussion is largely due to the fact that the United States is to have a presidential campaign next year. It is not likely that the immigration question will be seriously discussed or ever become an issue in the coming session of the diet. The Japanese government believes that the entire question will be solved by the present discouragement of immigration and the strict observance of the laws.

AWAIT TAFT'S ARRIVAL.

First Philippine Congress All Ready to Convene.

Manila, Oct. 15.—Great interest is shown in the first Philippine congress, which will meet this week, and the arrival of Secretary Taft, who comes at an opportune time in the inauguration of the Philippine home rule. Already the contending political factions are showing great activity and at the caucus recently held the first brush occurred over a motion to have the assembly proceedings opened with prayer. This was defeated by one vote on the broad ground that church and state should be kept distinct.

The caucus was attended by 38 delegates. The position of the assembly on questions relating to the political future of the Philippines is expected to be determined largely by the opinions expressed by Secretary Taft in his address opening the session. This is the view held by Filipinos as well as Americans. The latter are generally in favor of a specific pronouncement in Philippine policy. The course of legislative action will depend mainly on the result of the fight of the Gomez Radicals for continuance of the National party.

The Nationalists, when united, exercise controlling influence but their internal divisions give the Progressive Independents the balance of power.

Swamp Land Problem.

Washington, Oct. 15.—With the evident intention of supporting the national drainage bill at the coming session of congress, the department of Agriculture has issued a pamphlet entitled "Swamp and Overflowed Lands in the United States," in which some general facts are given in regard to the areas of the United States which would be reclaimable should the bill become a law. While the publication is intended to strengthen the bill, still it contains several statements that may have the opposite effect.

Close Mexican Copper Mines.

Saltillo, Mexico, Oct. 15.—The slump in copper has closed a large number of mines, not only in the southern portion of the republic but in this section as well. A number of large mines have reduced their output exactly one-half, while the smaller ones have closed down entirely.

GUILTY OF REBATING

Santa Fe Railroad Liable to Very Heavy Fine.

JURY FINDS SIXTY-SIX COUNTS

Concessions for Loss in Transportation Not Allowed—May Have to Pay Million and a Quarter.

Los Angeles, Cal., Oct. 12.—After being out 20 minutes the jury in the case of the government against the Santa Fe Railroad company, on trial for rebating in the Federal court here yesterday afternoon, brought in a verdict of guilty against the railroad on all of the 66 counts of the indictment. Judge Wellborn will announce his decision next Monday.

An estimate of the maximum penalty which may be imposed is \$1,250,000. The charge against the Santa Fe was that it had granted rebates from its regular tariff on shipments of lime by the Grand Canon Lime & Cement company, of Arizona. The defense of the railroad company was that the rebates were "concessions" made for alleged losses in the shipment during transit. The trial began on September 30.

In his decision on the law points which arose during the trial, Judge Wellborn today laid down a point of law which is held to be one of the most important which had been enunciated since the Interstate Commerce commission was instituted. He said:

"I hold that the acceptance by the defendant of a less sum of money than that named in its tariff for the transportation of the property described in the indictment, if there has been such acceptance, was a departure from the legal rates and that it is no justification for such departure, nor is it any defense to a prosecution thereof that the acts of the carrier were done in compromise of claims for loss of property in transit."

HARRIMAN LINES INDICTED.

Three More Charges of Rebating on Matting From Japan.

San Francisco, Oct. 12.—The Federal grand jury yesterday reported to United States District Judge DeHaven three indictments against the Southern Pacific company and two against the Pacific Mail Steamship company for carrying freight for less than the legal rate between Kobe, Japan, and various cities in the United States. The cargo consisted of matting, which was brought from Kobe to San Francisco in the Pacific Mail steamship Mongolia and thence to the East by the Southern Pacific and its connections. The indictments are supplementary to those of a similar nature filed last week.

May Postpone Trial.

Boise, Oct. 12.—Judge Wood will personally investigate the condition of George A. Pettibone, who has been in St. Alphonsus hospital for the past month, and in case he finds that the trial set for next Tuesday would probably be interrupted by the defendant's illness, will continue the case of his own motion. In open court this morning Clarence Darrow stated that the defendant was ready for trial and that he was ready to be taken back to jail at any time. The trial jury will report next Tuesday morning.

Sugar Advances in South.

Los Angeles, Oct. 12.—Sugar has just been advanced 20 cents a barrel. Both the cane and beet varieties are affected. Wholesale dealers say the rise in price is due to an increased demand and to the fact that the output of Europe and South America is not more than the average. Nathan Cole, vice president of the Pacific Sugar company, says that this is the first of a series of advances. The next one will occur within a week, he thinks, and will probably be as great.

Schmitz Will Appeal.

San Francisco, Oct. 12.—The attorneys for ex-Mayor Eugene Schmitz, who has been evicted of extortion and sentenced to five years' imprisonment, will this afternoon file their appeal in the Appellate court. It was not believed that the matter would come up for hearing until late in November or early in December.

Advancing on Casa Blanca.

Paris, Oct. 12.—A telegram has been received from General Druce, commander of the French expeditionary forces in Morocco, saying that one of Mulai Hafig's armies has arrived within 20 miles of Casa Blanca. The Moors have with them four pieces of artillery.

Biggest Warship in World.

Yokohama, Oct. 12.—Japan is to have the largest battleship in the world, according to advices received here today. Instructions have also been given to construct a vessel similar to the new style of British destroyer, but much higher.

SMALL IS OUSTED.

Striking Telegraphers Refuse to Consider Surrender.

Chicago, Oct. 14.—The national executive board of the Commercial Telegraphers' union last night suspended President Small, the order to take effect immediately. The notification adds that the executive board will hereafter direct the strike, and that it will be "run by men with red blood."

New York, Oct. 14.—Followed by a storm of denunciation and hisses, Samuel J. Small, national president of the Commercial Telegraphers' union, was practically driven out of Clinton hall at a mass meeting of striking operators yesterday afternoon. Mr. Small attempted to explain his action in sending out notices to all locals Saturday night asking them to vote on the question of surrender, but before he could finish shouts of "resign," "get out," and other exclamations even less complimentary drowned his voice.

New York, Oct. 14.—Following the visit to this city of Labor Commissioner Neil, President Small, of the Commercial Telegraphers' union, Saturday afternoon took decisive steps to close the telegraphers' strike. He sent the following telegram to all the leading cities in the country:

"New York, Oct. 12, 1907.—Prominent New Yorkers appealed to me to call the strike off. All efforts at negotiations are exhausted, and the company's officials say they will fight to a finish. The treasury is depleted and no more funds are available. Requests for relief from all sides are heavy and urgent. The general assembly cannot meet them. The strike having been ordered without the president's sanction, I recommend that locals vote on the proposition."

CARS STILL SCARCE.

Lane Says the Traffic Grows Faster Than the Supply.

Washington, Oct. 14.—Interstate Commerce Commissioner Lane returned today from a trip to the Pacific coast, thoroughly convinced that the business of the Northwest is going to suffer by reason of the general car shortage. He found throughout that section that, although the railroads are increasing their equipment, some very extensively, business is growing twice as rapidly, and in consequence the railroads are bound to fall farther and farther behind.

He did not discuss the question in detail or indicate what action the Interstate Commerce commission is likely to take, for he has not yet had an opportunity of conferring with his colleagues.

Mr. Lane said there would be a fuel famine in the Northwest if there should be a long, hard winter. Increase of manufactures and increased use of coal by railroads calls for more coal than the old markets have been accustomed to supply, and wood fuel cannot supply the deficiency for domestic use, because of the high wages demanded by lumbermen, making it unprofitable to place wood on the market in large quantities. If the winter is mild and short, the Northwest may escape without suffering, otherwise there will be hardship.

CHINESE VERSUS JAPANESE.

Canada May Throw Down the Bars Against Mongols.

Ottawa, Oct. 14.—At the approaching session of the Dominion parliament, which opens next month, it is understood that a move will be made to throw down the barriers against Chinese immigration into Canada by abolishing the head tax on Chinese, which is practically prohibitive. It is asserted that this step would afford a solution of the Oriental problem, which is now assuming an acute phase among the people of British Columbia, particularly in the coast cities.

It is pointed out that, when the Chinese were allowed to enter the Dominion at a nominal tax rate, there was very little trouble with Japanese arrivals, and absolutely none from the Hindus. If the head tax were abolished or even reduced to a nominal amount, there would follow a big inrush from China. The Chinese would work for such small wages that the people of British Columbia would be able to solve the Japanese immigration problem by giving Chinese labor the preference.

Prairie Fire in Montana.

Great Falls, Mont., Oct. 14.—One of the biggest prairie fires in recent years in Montana is sweeping the ranges in the Eastern part of the state, not less than 80 miles of choice grazing ground already having been burned over in the vicinity of Culbertson. Stockmen are making desperate efforts to stop the spread of the fire, but the flames fanned by wind, have thus far had little check put upon them. On the Fort Peck reservation many houses and buildings belonging to the Indians have been destroyed.

Elevators and Coal Chutes Burn.

Madison, Ill., Oct. 14.—The Clover Leaf grain elevator, containing 25,000 bushels of grain, was destroyed by fire early today. Several small cottages near the elevator, together with the coal chutes of the railroad company, were also destroyed. Loss, \$100,000.

TO EXTEND PORTAGE

Inland Empire Also Wants Completion of Cello Canal.

MAKE IT CONTINUING CONTRACT

With This Plan Steady Construction on Undertaking Can Proceed Until Channel Is Finished.

The Dalles, Or., Oct. 10.—Many residents of the Inland Empire attended the meeting of the Open River association here yesterday to lend their voice to the demand for a channel for commerce around Celilo falls. They showed that the interior country wants the Celilo canal project put on a continuing contract basis, so that that construction may proceed. They made evident also that their region wants the Celilo portage railway extended to The Dalles, so as to improve the efficiency of that temporary avenue of transportation pending the completion of the \$4,500,000 canal. An extension of the portage will cost \$70,000 for an independent line with this city from Big Eddy, a distance of four miles, or for connection with the Dufur railroad, \$40,000 for building about 2½ miles of track. Senator Fulton, of Oregon, expressed the strong hope that the canal could be put on a continuing contract basis at the next session of congress. Representative Ellis, of Oregon, and Representative French, of Idaho, also pledged their aid to that end. Representative Cushman, of Washington, wrote a letter saying he wished the upper river improved. Representative Jones, of Washington, spoke in Lewiston for an open river, according to a telegram from that city. Among other speakers were Miles C. Moore, of Walla Walla, who urged the need of electric railroad connections with the open river; Professor W. D. Lyman, of the same city, who extolled the Columbia river as an avenue of commerce with the Orient across the Pacific, which he said was destined to become the greatest commercial ocean in the world.

H. M. Green, of La Crosse, told of the electric railway project between Pullman and La Crosse; Dr. N. J. Blalock, of Walla Walla, urged the raising of funds for building steamboats on the Upper Columbia; Frank Menefee, of The Dalles, spoke for the committee on ways and means for extending the Portage railway and offered the two plans already mentioned.

State Senator Stevenson, of Garfield county, Washington, said the \$125,000 appropriation made by the Washington legislature last winter for the improvement of the Snake and Columbia rivers betokened the interest of that state in the open river movement. C. T. Grezwanner, of Pasco, told of the interest taken by the people of the interior. Captain W. P. Gray, of the same city, said the Upper Columbia needs five or ten new steamboats. H. M. Cuke, of Portland, said the opening of waterways is necessary, else the freight of the country cannot be transported. W. H. Gaylord, of Portland, professed to represent capital that would build water or rail lines whenever it could be shown they would pay. The attendance represented men of Walla Walla, Kennewick, Pomeroy, Colfax, Lewiston, Baker City, Portland and Pendleton.

The outgoing officers of the association were re-elected. The president is J. A. Smith, of Baker City; secretary, W. J. Mariner, of Blalock. The other members of the executive committee are: N. J. Blalock, of Walla Walla, Henry Hahn and A. H. Devers, of Portland; J. T. Peters, of The Dalles, and R. Schleicher, of Lewiston. The last named was added to the executive committee to give Idaho a representation.

Memory is Bad.

Baker City, Or., Oct. 10.—Frank Tucker, the man who was arrested at Granite, Or., on suspicion of being connected with the Brown murder case, was brought to Baker City last evening and placed in the county jail. When questioned by Mr. Lomax concerning what he had said about the Brown case at Granite, the fellow said that he did not remember saying anything. He had been drinking heavily for some time and had lost all consciousness of where he was, what he was doing or what he was saying.

Tornado in Georgia.

Leeds, Ga., Oct. 10.—A tornado near here yesterday caused the death of 15 persons, who were hit by falling trees and timbers. The damage to property was enormous. Pieces of timber were hurled violently through the air. Many houses went down with a crash and scores were injured by being pinned beneath the debris.