

THE STAYTON MAIL

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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.

Japan has stopped all emigration of coolies.

Ruef has sued for the money he spent in maintaining his private prison.

The course of Judge Wildsey, of China, has been upheld and he will not be removed.

Railroads in Missouri have laid off 10,000 men, thus effecting a saving of \$1,500,000 a month.

Commander Sims told the naval committee of many alleged defects in battleship construction, though under gag rule by the senators.

Attorney General Bonaparte has directed that action be commenced against 26 railroads in different parts of the country for violation of the safety appliance law.

Robbers secured nearly \$300,000 from the bank at Chihuahua, Mexico. The border is being watched closely as it is believed an effort will be made to cross into the United States.

The 131,643 acres of land eliminated from the Blue mountain forest reserve in Eastern Oregon will become subject to settlement June 1 and entry and filing July 1. Forty per cent of this land is embraced in pending filings or applications.

The jewels of Pharaoh's queen have been found.

A nun has eloped from an Iowa convent and married.

The Missouri Pacific has closed its shops at Sedalia, Mo.

Two submarine torpedo boats will be sent to the Philippines.

The fight on Harriman's control of the Illinois Central has been resumed.

A California girl is paying her way through the state university by raising bees.

The battleship fleet has started on the last stage of its journey to Magdalena bay.

Naval officers who have criticized our warships will be given a hearing before the senate committee.

Unknown warships have been sighted off the Hawaiian islands and the people fear they are Japanese.

Kentucky Democrats may avenge themselves for the election of a Republican senator by carrying prohibition.

The railroads are making a strong plea of poverty to the Interstate Commerce commission as a reason for postponing the 9-hour law.

Thomas A. Edison is slightly improved.

Six accomplices of Alio murderer of the Denver priest have been arrested.

Harriman has declared an extra dividend of \$75 per share on O. R. & N. stock.

By an explosion in a mine at San Jose de Sabinas, Mexico, 76 men were killed.

Investigation into the Pennsylvania capitol graft is bringing further graft to light.

The president has asked the Oregon delegation in congress to choose another district attorney.

The bombs thrown at the shah of Persia killed three attendants, but the shah escaped unhurt.

An attempt was made to assassinate the president of Argentina, but the bomb failed to explode.

The Northern Pacific railroad has dropped for the present the idea of reducing pay of its telegraphers.

The British house of commons has passed the woman suffrage bill. The scene of action will now be transferred to the house of lords.

Thomas A. Edison's recovery seems doubtful.

The senate committee may revive the Brownson-Rixey controversy.

Northern Pacific telegraphers have rejected reduction of wages.

Roosevelt has called for a new recommendation for Oregon district attorney.

Heavy buying of merchants from New York wholesalers shows a return of prosperity.

Los Angeles police have arrested four men and a woman who had planned to dynamite a bank.

A tobacco warehouse near Frankfort, Ky., containing 100,000 pounds of tobacco has been burned.

RAILROADS RETRENCH.

Will Close Small Stations Because of 9-Hour Law.

Washington, March 3.—American railways have made arrangements to comply with the provisions of the "nine hour law." The operation of the law will mean the employment by railroad companies of several thousand additional operators and the closing of a large number of small stations on the principal systems. Discontinuing of railway service at many points, it is thought, will induce at least temporary inconvenience to traveling and shipping public in order to reduce operating expenses, which now seems necessary. The operating officials of the railways believe this is the only way they possibly can meet the situation with which they are confronted.

During the hearing of applications for an extension of the nine-hour law by the Interstate Commerce commission some astonishing statements were made by the operating officials of important railways. A good many lines, owing to a reduction in the revenues and to their inability to command the cash necessary to meet their payrolls, have been forced during the past four months almost to the point of asking for receivers.

With four or five exceptions, no important railroads of the country have indicated an intention to reduce the wages of their employees.

SURPRISE FOR EVANS.

Title of Vice Admiral Likely to Be Awarded Hero.

Washington, March 3.—In a quiet way naval officers in Washington are endeavoring to arrange an agreeable surprise for Admiral Evans when the battleship fleet under his command sails through the Golden Gate, completing the Pacific cruise. It is proposed to greet the rear admiral with a commission as vice admiral of the American navy. Of course, the success of this undertaking depends upon congress, but the president has done his part in making a proper recommendation to that body for the re-establishment of that naval grade, and it is not doubted that congress can be induced to act upon the recommendation in season to insure the issue of Admiral Evans' commission, so that he may bear the title of vice admiral for the few months that intervene between his arrival at San Francisco and his retirement from active service.

The naval argument in support of the proposed re-establishment of the grade of vice admiral is strongly reinforced by a comparison made at the Navy department between the British home fleet engaged in the maneuvers of last fall and the splendid battleship fleet commanded by Rear Admiral Evans. The British fleet, composed of 26 battleships, 15 armored cruisers, nine protected cruisers and 57 torpedo craft, was commanded by one admiral, three vice admirals, seven rear admirals and one commodore.

SILVER THAW IN CHICAGO.

Temperature Rises in Nick of Time to Save Big Damage.

Chicago, March 3.—Record breaking destruction of telegraph and telephone property was averted today by a narrow margin. Sleet that covered wires and poles 25 to 50 miles, north and west and south of Chicago, and 100 to 150 miles east, was melted during the day by a rise of temperature just in the nick of time. Ice coated lines, sagging heavily, had already begun to snap to pieces or topple to the ground long lines of glistening overweighted poles.

The worst damage was east of this city and west of Fort Wayne. Trunk system on the Lake Shore and Michigan Central railroads suffered particularly. In one instance a stretch of nearly a mile of poles bearing dozens of important circuits to New York and other Eastern cities, went down in a tangled mass of wreckage. With the mercury ascending a trifle, the miles of sleet disappeared almost as if by magic. Tonight the telegraph officials had restored the facilities to a basis adequate for the usual traffic and hoped to be able to care for brokerage and other business tomorrow without delay.

Forcing the Use of Phones.

Cleveland, O., March 3.—The nine-hour law for railroad telegraphers is hastening the use of the telephone in the operation of trains, according to A. S. Ingalls, of the Lake Shore road, in an interview. "I believe," said Mr. Ingalls, "that the new law regulating working hours will bring about in one year what it would have taken ten years to accomplish in the direction of new use of telephones on railroads. Since October, tests have proved so satisfactory that railroads in many parts of the country have stirred themselves."

Pittsburg Fears Flood.

Pittsburg, March 3.—A warm rain has been falling here and at the head waters of the Allegheny and Monongahela rivers all day. Both streams are rising, and small creeks are already beyond their banks. It is expected the danger line of 22 feet will be passed unless there is an early change in the temperature and weather.

NEW MINISTER HERE

Wu Ting Fang Does Not Seek Our Intervention.

LANDS WITH LARGE RETINUE

Admits That There is Some Friction With Japan—No Change in Exclusion Laws.

San Francisco, Feb. 29.—Wu Ting Fang, for the second time appointed Chinese minister to this country, arrived yesterday on the Pacific mail liner Siberia, with a large retinue of secretaries and legation and consulate attaches numbering 70 persons. He brought with him new consuls for Mexico, Havana, New York and San Francisco, besides three nephews and three secretaries and five other attaches for the Chinese legation at Washington and 24 young students, who will enter various schools and colleges in this country.

At the Pacific mail dock, where the Siberia made fast, shortly before 1 o'clock, a large number of Chinese from the local colony were on hand with a brass band to greet their minister. From the dock the minister and his party were taken to the Fairmount hotel, where a large number of suites had been reserved.

Minister Wu denied the report that he was the bearer of an appeal to Washington asking this country to assist in preserving the interests of China in Manchuria and protesting against the alleged aggrandizement of Japan in that Province, but admitted "there was some local friction."

He professed to be ignorant about the Kan Tao boundary dispute between China and Japan and the extension of the Haimintin-Fukemen railroad, which has caused friction between the two countries.

Asked whether he would endeavor to secure some modification of the exclusion law, Minister Wu said that he had no particular instructions from his government with reference to that.

WILL SHOW TEETH.

Japan Sends Cruiser to China to Investigate Seizure.

Tokio, Feb. 29.—The Japanese armored cruiser Idzumi sailed yesterday from Shanghai for Hongkong, where, it is understood, she will investigate the seizure on February 7 by the Chinese customs cruisers of the steamer Tatsu Maru.

This movement is possibly intended as a demonstration against the Chinese officials, although the foreign office denies it has such an object in view, adding that negotiations are proceeding at Peking and that the Japanese flag has been restored to the Tatsu Maru.

The whole question of the seizure of the Tatsu Maru, which carried a cargo of arms and other munitions, now turns upon the character of the merchant to whom the arms were consigned. It is believed that he is a sympathizer of the revolutionists in China, for whom the arms were possibly intended.

KENTUCKY ELECTS SENATOR.

Legislature Elects Governor Bradley After Six Weeks.

Frankfort, Ky., Feb. 29.—Four democrats, who have stood out from the party machine, swung into line with the republican members of the general assembly yesterday, resulting in the election of ex-Governor William O. Bradley, a republican, to the United States senate. The election followed a deadlock that has held up more than six weeks, the democratic organization supporting ex-Governor Beckham, while the republican members have been as a unit for Mr. Bradley from the first. The four democrats who made possible an election have persistently refused to vote for Mr. Beckham, and when they were convinced that their party would unite on no other man, they withdrew their support from scattering candidates and centered it on the republican choice.

Union Men Refused Pardon.

Washington, Feb. 29.—The President has denied pardons in the cases of P. D. Lenihan, M. J. Plunkett, Joseph Shannon, William Cutts and A. Edwards, members of a labor union, convicted some months ago of violating an injunction issued by a United States court judge enjoining them and others from interfering with the operation and business of the Rocky Mountain Bell Telephone Company, at Butte, Mont. The penalties imposed were from three to four months imprisonment and, in some cases, fines.

New Claims Bring Big Prices

Los Angeles, Cal., Feb. 29.—Advices received in this city today state that the two original claims at Hart, San Bernardino county, where a camp was established six weeks ago, following a discovery of gold, have been sold for a deposit of \$20,000 cash and a bond for \$250,000. The claims were owned by James Hart and Bert Hitt and were sold to Colonel Hopkins.

NEVADA POLICE GET ARMS.

All Ready to Take Place of Soldiers at Goldfield.

Carson, Nev., March 2.—The members of the Nevada police who are to take the place of the United States troops at Goldfield on March 7 received their arms today. They consist of Winchester carbines, 30-30 Colt's revolvers and 20 automatic Remington shotguns. The armory in this city has been used as a drilling room for the past week, and 35 men are in shape to go into the field. Target practice has also been indulged in.

Captain Cox stated today that he had not decided just when the police would move to Goldfield. The police will not occupy tents, but a hotel or some large house. Captain Cox stated this afternoon that he would leave with at least 25 trusted men, others to follow as fast as they were drilled and shown their duties. Instructors will be maintained in this city to qualify the reserves for service in the camps. The officers of the police received their first pay this morning.

The uniforms, which are dust colored, are expected to arrive in a few days. Each member is given a card signed by the governor and Captain Cox, and is also decorated with a large nickel star bearing the words "Nevada State Police."

BUTTE MINES TO RESUME.

Great Smelting Works at Anaconda Also Fire Up.

Butte, Mont., March 2.—John D. Ryan, managing director of the Amalgamated Copper company, who returned home at noon from the East today, announced that the mines of the company will resume Monday, when fires will be lit in the great Washoe smelters at Anaconda.

One minute after the announcement was made the mine whistles on Anaconda hill began to blow, which was the first announcement the city had of the decision to resume. The order means the employment of a full force in the various mines and at the smelter.

Roughly speaking, about 12,000 hands are affected. When going full blast, the Amalgamated payroll runs from \$1,000,000 to \$1,500,000 monthly. The Great Falls smelters have been going full time, but the Anaconda smelters have been closed entirely, while in Butte, of all the Amalgamated properties only the Boston & Montana mines have been operated.

The shutdown has never been complete, and was gradual, beginning last October. Married men were provided for, but in all only about 40 per cent of the normal force could be employed. The Amalgamated is reported to employ about 20,000 people in Montana, in mines, smelters, mills, coal mines, logging camps, etc.

BRITAIN ANGRY WITH JAPAN.

Obstructions to Trade in Manchuria Cause Distrust.

Shanghai, March 2.—There is a growing distrust in British commercial circles on the Chinese coast of the entire policy of the Japanese government in the Far East, and of recent months there has been a succession of complaints regarding the obstruction of foreign trade in Manchuria. This particularly affects the British steamship companies, and officials of these lines say that obstacles are placed in the way of their steamers going to Port Dainy. The opposition of Japan to the extension northward of the Hsin Min Tun railroad also is adversely criticized here, it being contended that her real object in this regard is to eliminate any possibility of opposition to her lines in Manchuria.

Great Britain is now negotiating at Tokio on the question of trademarks, and one newspaper says:

"It is difficult to convince Japan that no satisfactory solution can be constructed upon the existing laws, which are at variance with the commercial morality of civilized nations."

It is considered essential in English circles here that Great Britain should press new trademark laws upon Japan.

Hold Up Insurance Law

Kansas City, March 2.—Judge Slover in the Circuit court here today issued a temporary injunction restraining the Missouri state officials from ousting from the state the Prudential Life Insurance company of New Jersey, the Metropolitan Life Insurance company of New York and the Equitable Life Assurance society of New York for violating the law passed by the last legislature prohibiting any company that pays its officials a salary of \$50,000 or over per year from doing business in the state.

First German Dreadnaught.

Berlin, March 2.—Germany's first Dreadnaught, the 18,000-ton battleship Bayern, which was laid down last March, will be launched at Wilhelmshaven on March 6. The emperor will attend the ceremony and his guests will include Queen Wilhelmina of Holland and the prince consort, and Prince Rupert of Bavaria.

FAVORS WATERWAYS

Roosevelt Says Rivers Should Be Improved.

GREAT VALUE OF THEIR POWER

Lays Great Stress on Preservation of Our Natural Resources Against Monopoly and Waste.

Washington, Feb. 27.—With his hearty indorsement in a special message, President Roosevelt yesterday transmitted to congress the preliminary report of the Inland Waterways Commission, recommending a general policy of waterway improvement.

The president proceeds to point out the connection between navigation of the lower reaches of a stream and control of methods and prevention of soil erosion. Use of a stream for domestic and municipal water supply, power and irrigation must also be taken into account. He says deep channels will have high value for national defense; use of water power will relieve drain on the coal supply; transportation by water instead of rail will conserve iron; forest protection will prevent timber famine and perpetuate the remaining forest; irrigation will sustain millions; and pure water will promote health. The work is national in scope.

The commission recommends a policy for developing all commercial and industrial uses of waterways at the same time. To this end the work of the various departments concerned should be, co-ordinated, that there may be no delay. The cost will be large, but far less than would be required to relieve the congestion of rail traffic, and the benefits will be large also and will unite the interests of all states and sections.

The president calls attention to the great amount of detailed information needed to carry out the commission's plan, but says beginning of work should not be postponed till all the facts are obtained.

The president says our policy hitherto has been purely negative—one of repression and procrastination—and frequent changes of plan and piecemeal execution have further hampered improvement. In spite of large appropriations our rivers are less serviceable than half a century ago and are less used.

In its report the commission first states the facts it has found. It finds that there are 25,000 miles of navigated rivers and at least an equal length, which are navigable or might be made so; 2,500 miles of navigable canals and over 2,500 miles of sounds, bays and bayous, which could be connected by less than 1,000 miles of canals parallel with the Atlantic and Gulf coasts. These waterways are in 42 states and development of rivers for irrigation, power, etc., will make certain waterways navigable in the remaining states.

Railroad interests have been successfully directed against maintenance and development of water traffic.

Successful waterway improvement must provide for adjustment of the relations of rail to water lines. Railroads can so control traffic as to leave waterways insufficient to support vessels and terminals, for they can so reduce rates on traffic for which waterways compete as to destroy profits, and can recoup themselves with higher rates on traffic for which waterways do not compete. Waterway improvement will not relieve rail congestion unless co-ordination is arranged to insure harmonious co-operation.

In some instances the cost of works to control floods and improve navigation would be less than the loss by floods and drought.

The annual soil wash is about 1,000,000,000 tons, mostly the most valuable part of the soil, which pollutes the water, necessitates dredging and reduces efficiency of river improvements.

Forestry, farming, mining and other industries affect the flow of streams for commerce.

Wide variation in the level of rivers hampers establishment of water terminals.

Telegraphers May Quit.

Spokane, Wash., Feb. 27.—Railway telegraphers of this division announce that the union and nonunion men have voted to strike if the Northern Pacific or the Great Northern cuts are wage scale. They claim the companies are trying to make the men pay for the extra operators that will be required if the interstate nine-hour law goes into effect March 1. The vote on the strike question shows 95 per cent of the operators on both roads will quit. They are now averaging \$75 per month for 12 hours' work.

Reclamation Work in Nevada.

Salt Lake City, Feb. 27.—The Utah-Nevada Irrigation Company, will begin work promptly on a dam and irrigation system in Eastern Nevada near the Utah line. The company plans to reclaim 230,000 acres of land in the Meadow Valley, Wash.