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OREGON COURIER.

VOL. XII. OREGON CITY, CLACKAMAS COUNTY, OREGON, FRIDAY, JULY 20, 1894. NO. 11.

BELLOMY & BUSCH,

THE HOUSE FURNISHERS,

Are Now Ready for the Spring Trade.

SEE THESE PRICES

And Compare Them with Portland Prices:

Chamber Suits	$8 00	Baby Folding Cribs	$3 50
Parlor Suits	26 00	Bedsteads	1 50
Center Tables, large	1 75	Springs, woven wire	2 00
Lounges, raw silk	3 90	Mattresses, excelsior	2 25
Bed Lounges, raw silk	7 50	Mattresses, excelsior, wool top	2 75
Carpet Patent Rocker	3 50	Mattresses, wool	3 00
Divans, oak, upholstered in tapestry	8 00	Pillows, turkey down, pair	2 00
		Pillows, goose, pure white	4 50
Extension Tables, 6-foot	4 50	Kitchen Safes	3 50
Dining Chairs	65	Kitchen Cupboards, glass front	8 00
Kitchen Tables	1 00	Kitchen Rockers	1 00
Kitchen Chairs	45	Cook Stoves, No. 7	7 00
Hanging Lamps	2 50	Cook Stoves, No. 8	8 50
Floor Matting, per yard	10	Set of Utensils for above	5 00

Everything in Stock to Furnish a House.

FULL LINE OF CROCKERY.

WANT HIS SCALP.

Knights of Labor Are After Attorney-General Olney.

IMPEACHMENT IS INSTITUTED.

It Charges That the Head of the Department of Justice of the United States Has Been Guilty as Such of High Crimes and Misdemeanors.

CHICAGO, July 12.—Sovereign was in consultation to-day by long-distance telephone with General Secretary John W. Hayes, T. B. McGuire and Charles A. French, members of the Executive Committee of the Knights of Labor, who are in Washington. Sovereign said; "Proceedings will be commenced to-day under the direction of members of the Executive Committee to impeach Attorney-General Olney. We have the best legal advice in Washington, and the petition against Attorney-General Olney is ready for filing."

THE MEMORIAL.

PHILADELPHIA, July 12.—The memorial to be presented by the Knights of Labor to Congress asking for the impeachment of Attorney-General Olney is as follows:

"Your memorialists most respectfully represent that they are residents of the State of —— and of the United States, and that Richard Olney, head of the Department of Justice of the United States, has been guilty as such of high crimes and misdemeanors, subjecting him to impeachment and removal from office in pursuance with the constitution and the laws of the United States. The said Richard Olney, as such Attorney-General, has counseled and advised and has rendered the military power of the general government within the State of Illinois and other States of the United States superior to the civil power of all and each of said States; has counseled and advised and caused the Secretary of War of the United States to introduce into said State of Illinois and other States aforesaid large bodies of armed men, composing a part of the regular army of the United States, in violation of the constitution of the United States, no application therefor having been made by the Legislature of said States, nor by the government thereof, and in fact against the earnest protest of certain of the Governors of such States, and as the result of such counsel and advice the soldiers aforesaid have fired upon and killed divers citizens of said State of Illinois without lawful or sufficient cause therefor; has counseled and advised and caused divers suits to be brought in said State of Illinois, and divers other States of the United States, and to enforce the same has, in violation of the laws of the United, caused a process to be issued unknown to the courts of the United States, and by the use of armed Deputy Marshals has caused the arrest and imprisonment of citizens of the United States without due course of law and in violation of the constitution and laws of the United States; has wrested laws from their true intent and purpose, and in violation of the spirit thereof has used them through the courts of the United States to injure and oppress the citizens of said State of Illinois, and of the other States aforesaid, notably the act of Congress approved in July, 1890, wholly intended to protect truth and conscience against trusts and organized wealth in other forms, and the act of Congress approved February 4, 1887, intended wholly and exclusively to protect the citizens of the several States against the wrongs, injustices and oppressions of interstate common carriers; has disregarded the sentiment of the people of the United States expressed through the Congress of the United States, in the act approved October 1, 1888, entitled 'an act to create boards of arbitration or commissions for settling controversies and differences between railway corporations and other carriers engaged in interstate and territorial transportation of property or passengers, and their employes,' and actively and persistently encouraged and assisted the so-called 'Pullman Palace Car Company' in refusing to adjust its differences with its employes and tens of thousands of their brother workmen to adjust such difference, by amicable conference or by the selection of disinterested arbitrators.

"Because the said Richard Olney, as the legal adviser of the Chief Executive of the United States, has advised, counseled and induced such Executive to place a great city of the State of Illinois under martial law against the solemn protest of the Governor of said State, and without consultation with the Congress of the United States, then in session, which body, by the express enactment of the constitution, alone has the power to declare war; that no adequate or sufficient excuse exists for the commission of the high crimes and misdemeanors aforesaid, which, if left unpunished and unrebuked, will prove a deadly blow to the rights of the States and liberties of the cities thereof. The pretense of these unlawful usurpations of Federal authority and flagrant invasions of the reserved rights of the States, that the due transmission and conveyance of the mails of the United States were impeded and interrupted, is wholly unfounded, because no contract exists between the United States and any railroad corporation touching the transmission and conveyance of the mails, that is not revocable at the will of either party thereto, because no formal contract for carrying the United States mail is made with any railway corporation, and because the laws of the land expressly provide (revised statutes, section 4,000) that every railway carrying the mail shall carry on any train which may run over its road, and without extra charge therefor, all mailable matter directed to be carried thereon, with person in charge of the same, wherefore, we respectfully submit that the solution of the grave question, which the Attorney-General seems determined to settle by the arbitrament of arms, was in the beginning and is now susceptible of prompt and satisfactory adjustment by the exercise by the President of the United States of his lawful authority, under the foregoing section of the statute."

RAILROAD SCHEME.

It is Said Mormons Will Build From Salt Lake to This Coast.

NEW YORK, July 13.—A Washington dispatch to a morning paper says that the day the President's signature is affixed to the Utah admission bill will be launched one of the greatest railroad enterprises that has been started for years. A transcontinental scheme has been matured, and is only held back until Utah can be dealt with as a State. Behind the plan of development is the wealth and influence of the Mormon Church. With the quickness characteristic of Mormons the surveys have been made, the estimates compiled and the resources of the country fully investigated. The work is in such an advanced state that two corps of engineers are here and ready to be used for construction purposes. The road surveyed and to be built extends from Salt Lake southerly and then westerly to a Pacific connection in the Los Angeles country. If connection cannot be made with the Atchison and Topeka in Southern California, then this Utah road will be built through to the Coast, but the probabilities are that a traffic arrangement can be made with the Atchison and Topeka from The Needles through to the coast. The projectors of the new road have already sounded President Reinhart of the Atchison and Topeka, and are to have a formal meeting with him immediately after the statehood bill is signed.

By reference to the map a branch of the Union Pacific will be seen running southwesterly from Salt Lake toward the Coast country, but stopping short in the midst of the Sierras. The Mormons have laid out a route which is a marvel to the engineers who have seen profiles. They parallel the ridges instead of crossing them. They have tangents sixty and seventy miles long, demonstrating that what appears to be the longest route is really the shortest way to the Coast. In Southern Utah are anthracite coal beds, which exceed Pennsylvania's by one-half, but which have until now escaped the Gentile railroad builder. These coal fields will be pierced by the new road. Bishop Clawson of the Mormon Church is the active representative of Zion in this project. He is here and in charge of the lobby which has put the statehood bill into the President's hands so smoothly. Associated with the Bishop is Mr. Trumbo, one of the executors of the Stanford estate. Co-operating with the Mormons in the road and statehood scheme is Colonel J. S. Clarkson, who represents the capital to be invested in the road, and who will probably give his attention to the financiering of the road, retiring from active politics.

GEORGE'S AMENDMENT.

Commission of Labor to be Composed of Eleven Members.

WASHINGTON, July 14.—George of Mississippi to-day offered in the Senate an amendment to his bill creating a board of arbitration. It provides for the establishment of a commission of labor to be composed of the Commissioner of Labor and ten additional members to be appointed by the President. The oath of office prescribes that each member will fairly and impartially discharge the duties of arbitration imposed upon him by law, without respect to persons, and do equal right to the poor as well as the rich. This commission is to be charged with the settlement of all labor disputes between railway and other transportation companies which may be brought before them in accordance with the law. They are also required to arbitrate such disputes as may be submitted to them between the employers of labor and their employes in other business connected with the interstate commerce, when the Legislature of the government of the State in which such disputes shall originate shall consent thereto.

French Ironclad Set on Fire.

TOULON, July 14.—Just previous to the launching of the new French ironclad Carnot a dockyard official discovered smoke issuing from the hold. The fire was easily extinguished. A large bottle of turpentine was emptied over the woodwork in a manner well calculated to cause a rapid spread of the flames. It is reported a dockyard workman, suspected of being an anarchist, was arrested and confessed he and his accomplices planned to burn the Carnot.

Shipments of Money Resumed.

WASHINGTON, July 13.—That the Treasury Department regards the strike as practically over was shown by the issuance of an order by Treasurer Morgan for the resumption of shipments of money between the several subtreasuries, which was suspended when the labor troubles became acute.

A Father's Terrible Crime.

BROOKLYN, N. Y., July 16.—James Hogan, after an altercation with his son Daniel, went to his son's bedside early this morning, while the latter was asleep, and dealt him several blows with a piece of stick, causing a compound fracture of the skull. He then made his escape. Young Hogan will die.

OUTLOOK BRIGHT

For an Early Settlement of the Great Railway Strike.

ARBITRATION AFTER PEACE.

This Was the Outcome of a Conference Held Between Them at the White House—A Statement From Mr. Hayes of the Knights of Labor.

WASHINGTON, July 13.—It is officially stated at the White House that the President has promised to appoint an arbitration commission as soon as the disturbances in Chicago have subsided, so far as the strikers are responsible for them, and peace restored. This promise was made to a committee representing the various labor organizations which President Cleveland received to-day. After discussing the various features of the situation for more than an hour, the President promised that if the leaders would return to Chicago and use their influence towards restoring peace and order, he would appoint the commission as soon as the disturbances had ceased to such an extent as to render a careful, thorough, thoughtful investigation possible. The President laid great emphasis on the fact that no steps could be taken in this direction until lawlessness had ceased, and made his promise contingent on the pledge of the labor leaders to see to it that, so far as organized labor is concerned, the trouble at Chicago and elsewhere will immediately disappear. There is no disposition on the part of the administration to weaken in the stand it has taken, but the President fully realizes the gravity of the situation, and while he will not temporize with the lawless element, he is determined to do all in his power to reach a permanent solution of the labor questions.

STATEMENT FROM HAYES.

John W. Hayes, the General Secretary-Treasurer of the Knights of Labor, tonight gave out the following statement covering the committee's interview with President Cleveland;

"We had an hour's talk with President Cleveland this afternoon for the purpose of calling his attention to the arbitration act of 1888, introduced in the House of Representatives by John O'Neill of Missouri. I had full authority from President Debs of the American Railway Union and J. W. Heathcote of the Pullman employes to represent their interest and act on their behalf. The President seemed pleased to receive us and opened the subject by referring to the law which the parties in the action desired to see enforced. An hour was passed discussing the various provisions of the act, which authorizes the President on his own motion to appoint two arbitrators, together with the United States Labor Commissioner, to act as a commission of arbitration and investigate and decide what should be done by either party to settle the controversy. The commission has all the power necessary to administer oaths, subpœna witnesses, etc.

"The President finally decided to appoint the commission, and said he would name the arbitrators either to-morrow or the next day. We expect to secure much more from this arbitration than the final settlement of the present difficulty in Chicago. While this is a victory for labor organizations and everything the American Railway Union has fought for, it gives official recognition to the justice of their demands for arbitration, and will be much more, for in the movements of the future, when defects of the present arbitration law have been made apparent by actual experience, prompt steps will be taken to amend the same."

PROVISIONS OF THE LAW.

The O'Neill law, approved October 1, 1888, provides that when controversies arise between the companies engaged in interstate commerce and their employes, obstructing the taansportation of property and passengers, an arbitrator shall be selected by each of the parties to the dispute—these two arbitrators to select a third. This board shall, after a full investigation, publicly announce its decision, which with all testimony shall be filed with the United States Commissioner of Labor. The statute further provides that the President of the United States may select two commissioners, one of whom shall be a resident of the State or Territory in which the controversy arises, who, together with the Commissioner of Labor, shall constitute a temporary commission for the purpose of examining the causes of the controversy, the conditions accompanying, and the best means of adjusting it, the result of which examination shall be immediately reported to the President and Congress.

DEBS MUCH ELATED.

CHICAGO, July 13.—On being shown the telegram announcing President Cleveland's purpose to appoint an arbitration board Debs said:

"We are very much gratified to learn of President Cleveland's decision. It is to be hoped that the board will be promptly appointed and organized; that its work will be prosecuted vigorously to the end, that a speedy settlement of the existing conflict will result. We are, of course, for arbitration, and have been from the beginning, and had this principle been recognized, this strike would have been averted."

Army Scandal in England.

DUBLIN, July 14.—The Freeman's Journal to-day published a startling account of a scandal at Birr, Kings county, headquarters of the Prince of Wales' Leinster regiment, the Royal Canadians. A few nights ago some officers of the Leinster regiment, masked and disguised, forcibly entered the rooms of the female servants. They assaulted two of them and fled. A sentry challenged them, and upon their refusal to halt the sentry thrust a bayonet into one and shouted for the guard. The guard turned out promptly, and the officers were arrested. The girls have sworn to complaints against the prisoners.

No Income Tax for France.

PARIS, July 13.—The Chamber of Deputies to-day rejected Cavaignac's proposals for an income tax by a vote of 267 to 236. As the proposals had been strenuously opposed by the government, Premier Dupuy and the Finance Minister, Pointcarre, announced that in view of the narrowness of the majority they must have a vote of confidence or resign. Confidence was then voted by 369 against 80 Deputies.

Two Industrial Armies.

WASHINGTON, July 13.—Kelly, leader of the so-called Industrial Army, is making arrangements with Frye to consolidate their bands at Roslyn, W. Va., just across the river. Kelly asserts he has 600 men between here and at Portsmouth, O., and the first detachment will reach Washington this week.

DOLPH MADE A FIGHT.

Increases Secured by Him for Oregon's Waterways.

WASHINGTON, July 13.—Senator Dolph made a hard fight for Oregon improvements from the moment the river and harbor bill was taken up in the Senate Committee on Commerce. The engineers made estimates for the full amounts to complete the improvements now in progress on the lower Willamette and Columbia, and for the mouth of the Columbia. The policy of the Democrats who are in control, and the administration, on account of the condition of the treasury, is to scale down all appropriations. Senator Dolph's main fight was for the full amount of the estimates at these points in order that the government might be saved a great deal of expense. The amount estimated for the mouth of the Columbia was $338,138. Senator Dolph exhibited photographs of the trestle upon which is the tramway and where materials are transported to complete the jetty.

He asserted that, having been in use six years, it would be very likely not to last until after the money appropriated in another river and harbor bill was available. If it should break down, it would necessitate the building of another at a great expense, and the cost of completion would be at least doubled or trebled. He asked the committee in the name of economy to make the appropriation recommended by the engineers.

After discussing the matter with the committee Senator Dolph became convinced that, so far as the committee was concerned, there was no possibility for any other improvements at the dalles than a boat railway. There was no sentiment in favor of a portage road; in fact, there was decided opposition to such a scheme. It then became the purpose of Senator Dolph to get some kind of an appropriation for the dalles in the committee and in the Senate, and then, if the House conferees on the bill offer any project that can be agreed upon, it will be time enough to consider the matter. Senator Dolph's proposition for a boat railway is as follows:

"Improving the Columbia river, Oregon and Washington, at Three-Mile Rapids and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, said boat railway to be provided at each terminus with hydraulic lifts and other necessary appliances for the purpose of raising and lowering the boats on suitable cars to and from its tracks, the whole to be located, constructed and equipped for the passage of eight boats of 600 tons each in each direction in twelve hours, on the south side of the Columbia river, substantially in accordance with the location and plans submitted by the board of engineers appointed by the President in pursuance of the provision of the act of Congress approved July 13, 1892, and entitled 'An act making appropriations for the construction, repair and preservation of certain public works on rivers and harbors and for other purposes,' with their report, which is contained in Senate executive document No. 7, Fifty-third Congress, first session, $250,000: provided that contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete such improvements, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate $2,064,467, exclusive of the amount herein appropriated: and provided, further, that the Secretary of War may, and he is hereby authorized, to expend so much of the amount hereby appropriated as may be necessary in acquiring by purchase or condemnation the right of way for said boat railway and the right to the use of lands required for terminal facilities for said boat railway in the manner and according to the conditions now prescribed by law."

There was some talk about a canal, but it was found that it would take at least a year to get proper surveys and estimates for a canal, while it would take several more years to complete the work. Senator Dolph thinks the boat railway could be completed in two or three years if it was properly pushed.

TALK WITH DEBS.

The Union's President More Confident of Success Than Ever.

CHICAGO, July 13.—Mr. Debs was today more confident of the success of his cause than at any time since the strike began. He said in an interview:

"I feel that this day is fraught with the utmost importance. As I view the situation now, it presents a more favorable outlook for us than ever before. The excitement and turbulence inevitably incident to the lapse of a great upheaval is past. The strife and turmoil are elements that have passed in the night. One is now enabled to obtain a clear perspective of the immense conflict now waging. The cool-headed and steady purpose has succeeded passion and diverse contention. Now public sentiment can calmly and truly judge of the right and wrong in this struggle. All these things, I say, tend to strengthen our position. When the mass of the people are aided in rendering an impartial verdict on the merits of the case, I feel certain we will not be degraded in public opinion. Indeed, we are now deemed in the right by the majority of the 64,000,000 inhabitants of this country, and the adage has it, 'When you are sure you are right, then go ahead,' so we shall fight it out until our aims are accomplished."

"Then any reports that you are preparing to give up the struggle are not true, Mr. Debs?"

"Most emphatically they are not. Telegraphic rumors may say that I have sent word to our men in this city or that we are about to throw up the sponge, but they will be falsehoods without the necessity of a denial. Our stand is this: We have at all times shown our willingness to make a reasonable settlement of the difficulties that confront the country. We have even gone beyond what should be demanded of us to arrange for arbitration, each time to be rebuked, but we are going to stay in the strike till the last. We shall never yield."

Cost to the Government.

WASHINGTON, July 13.—The cost to the United States of putting down the strike in the West is estimated by the government officials at fully $1,000,000. It may foot up more. The items include telegraph bills, Deputy Marshals' pay and the transportation and maintenance of troops. The estimate for Marshals' pay in Chicago alone is from $150,000 to $200,000, and Congress in a few days will be asked to appropriate this, as it is urgent.

Sir Charles Tupper Will Preside.

LONDON, July 13.—Sir Charles Tupper will preside on speech day at the Colonia college in Suffolk July 28. The students in this college are training themselves for farm life in Canada. He will also address the Scottish Geographical Society on the progress of the Dominion.

THE PENALTY PAID

The Cowardly Slayer of Mayor Carter Harrison Hanged.

DEFERENTIAL TO THE PRIEST

The Assassin Made Not an Audible Sound From the Time He Left His Cell, Apparently Being Lost in Contemplation of His Awful Fate.

CHICAGO, July 13.—Within the gloomy walls of Cook county jail to-day all was bustle and surpressed excitement as the time drew near when Patrick Eugene Prendergast, the condemned murderer of Mayor Carter Harrison, would expiate the crime with his life. Jailer Morris and assistants made the final test of the rope, trap and trigger at 10:35. Jailer Morris at 10:45 said: "As near as I can judge the march to the scaffold will begin about 11:30." Prendergast rested well last night and seemed calm and collected. He refused until late last evening to receive spiritual consolation, but when nightfall came he asked for Father Muldoon. Between 6 and 7 o'clock Prendergast partook of ham and eggs, and about 9 o'clock sent word to Jailer Morris he was again hungry. The jailer had the prisoner served with another hearty meal, which he seemed to relish greatly. The assassin talked freely with his spiritual adviser, and several times remarked: "You must stay with me to the end." As the hour for the execution drew nearer Prendergast showed signs of slightly increasing nervousness, but on the whole he was remarkably calm and collected.

Father Barry was in constant attendance upon Prendergast all morning. The little assassin was most deferential. He announced with a trifle of bravado: "I'll die game and set a great and shining example to my country." At 11 A. M. Prendergast was removed to the anteroom of the jail office, where the last kind offices were performed. Prendergast especially requested Sheriff Gilbert to allow him twenty minutes to make a dying statement, but it was thought he would at the last moment forego the determination.

The jury and physicians at 11:10 filed in and inspected the scaffold and appurtenances. Fifty Deputy Sheriffs were ranged around the corridor. At 11:42 Sheriff Gilbert and Jailer Morris appeared at the right of the scaffold. The prisoner, pale and unsteady, walked behind. He stood without apparent nervousness, though a trifle weak and unsteady, as his arms were being pinioned. He looked calmly out on the assembled crowd below him. While the shroud was placed about him, barring a little restless movement of the eyes, he made no motion. Jailer Morris placed the rope about his neck, the white cap over his head, and at 11:48 his body shot downward. His head twisted to one side, his neck having been apparently broken. A short, spasmodic movement of the legs was the only sign of life apparent. Surrounded by the jury and physicians, the corpse swung to and fro, and at 11:57, nine minutes after the trigger was sprung, he was pronounced dead. The assassin made not an audible sound from the time he left his cell, apparently being lost in contemplation of his awful fate. He was gently dissuaded by Sheriff Gilbert from a determination to make a speech. At 11:58 Jailer Morris unloosened the anchored end of the rope, and the shrouded corpse was slowly lowered and laid in the coffin standing underneath the platform. The face was not badly distorted, though the mouth was open and the tongue protruding. The color of the features was a bluish tint, which, with his unkept reddish hair straggling down over the forehead, made a sight long to be remembered.

HOUSE PROCEEDINGS.

Land Grants Forfeited and Right of Way Granted.

WASHINGTON, July 12.—By virtue of the adoption of a special order the House was enabled to reach a vote on the McRae land grant forfeiture bill this afternoon, and it was passed. The bill amends the act of September 29, 1890, which in substance declares the forfeiture to the United States of land heretofore granted to State and corporations to aid in the construction of railroads to the extent only of lands opposite to and contiguous with the portions of such railways as were not completed and operated at that time. The bill passed extends the forfeiture to the portions of the several railways to aid in the construction of which the grants were made, which were uncompleted when the time expired within which the roads were required to be completed by law. It involves portions of the grants of twenty-five roads, the principal one of which is the Northern Pacific, and will restore to the public domain about 54,000,000 acres. A proviso was added to the bill so as to prevent it from being construed to forfeit the right of way and station grounds of any company, and also confirms to purchasers from such railways the titles to land not in excess of 320 acres to any holder. An effort was made by Hartman of Montana to remove the 320-acre limit, but this was defeated—96 to 110.

ABOUT THE NAVY.

Commodore Kirkland to Command the European Station.

WASHINGTON, July 13.—Secretary Herbert to-day made two important details. Commodore Carpenter, who has been on waiting orders in Boston for some time, was assigned to the command of the Asiatic station to succeed Admiral Skerritt, just retired. By virtue of his command he will have the rank of Rear Admiral. He is instructed to take passage from San Francisco on the Gaelic August 7. The Secretary also made known his intention to give the command of the European station to Commodore William A. Kirkland at his own request as soon as Admiral Erben retires, probably before September. At the time Admiral Walker was sent to Hawaii to command the Pacific station, suddenly relieving Commodore Kirkland before the latter could reach his flagship, it was rumored that he was in disfavor at the department, but to-day's action of the Secretary in giving the Commodore the command of the favorite station, and one which will soon be reinforced by some of the finest ships in the navy, is strong evidence of the high estimate the Secretary entertains of his abilities. Commodore Kirkland will hold the rank of Admiral, and his assignment will leave the South Atlantic station without an Admiral.

Japan Chartering Steamers.

LONDON, July 13.—The Japanese government has chartered twelve English steamers at present in Japanese waters for the transportation of troops. Owners are asking premiums on their vessels on account of the war risks in Eastern waters.

NORTHWEST NEWS.

Washington.

There are 100 cases of mumps at the Puyallup reservation Indian school.

Wat Chaw Kee, the last of the great war chiefs of the Klickitat Indians, is dead.

Prospectors are pouring into the mining districts of Clarke and Skamania counties.

Walla Walla is figuring on saving about $3,000 a year by salary reductions recently voted.

Something like $50,000 is being disbursed through the Spokane banks to the payees of checks of Montana cattle buyers.

The Regents of the State University have provided for a school of pharmacy, and are planning to establish a college of laws.

Non-resident owners of unimproved lands in the eastern end of Chehalis county are squirming under the levy of special taxes for roads, bridges and schools that the resident property owners vote upon them.

The tramway of the Pride of the Mountain mine at Monte Cristo is completed. Its largest tower is a single timber four feet in diameter and 102 feet high, weighing about twenty tons. This tramway will furnish means of transportation for the large output of the mine.

Spokane has $50,000 water bonds due in about a year, and is now considering a proposition to refund them. C. H. White of Chicago offers to purchase the entire issue, drawing 6 per cent, at par and pay a bonus of $2,000. The offer was upon condition that the term be made twenty years.

The railroad iron nearly two years ago taken out of the wrecked Abercorn and stored at or near Cosmopolis was sold for taxes last week, bringing $629.60. The lot consisted of about 5,000 rails, which would make about fourteen miles of track. They were owned by the New York Security and Trust Company, and were valued at $25,000.

Walla Walla orchardists are greatly discouraged, and have given up all hope of making expenses on their immense crops this season. Cherries have already commenced to wilt and rot upon the trees, and small fruits are in the same condition. Shipments of vegetables are insignificant, being made only to the smaller points between Walla Walla and Spokane.

The Puyallup Indian Commission is pushing the survey of the school farm on the Puyallup reservation in hopes of getting it completed this month. The appraisement of the lots will take place as soon as the survey is made, and the documents containing the survey and appraisements will be forwarded to Washington to be approved by the Commissioner of Indian Affairs. The sale of the property will then begin.

There were manufactured at the Washington State jute mill during the month of June 206,653 grain bags and 2,409 oat bags. There are now on hand, subject to sale, 1,265,901 grain bags at 6¼ cents each, 460 wool bags at 32 cents each, 3,556 oat bags at 7 cents each, 500 ore bags at 9 cents each, 974 yards of kiln cloth at 5½ cents per yard, 19,715 yards of hop cloth at 9¾ cents per yard, 354 yards of 36-inch floor matting at 65 cents per yard and 5,300 pounds of fleece twine at 8c per pound.

Oregon.

The prospect of a wheat sack shortage is becoming alarming in Umatilla county.

Clatsop county will have a road convention, called by the Commissioners, July 28.

Salem society is somewhat pained to note that Judge Hewitt, the new incumbent of the Circuit Bench, wears no tie with his standing collar.

Jackson county's new Sheriff, Mr. Patterson, in giving a $20,000 bond secured seventeen signers for small amounts each instead of the usual two or three names.

Two Indians are being tried before Commissioner Irvine on the Siletz reservation. They were playing shinny, but fell out in some some way and beat each other up badly with their sticks.

The salmon industry is getting another black eye, because the canners are unable to get tin. In places up the Columbia there is an abundance of cans manufactured, but no tops for them and at present no prospect of getting them.

It is stated that Miss Alice Carson of Josephine county ran against her lover, Jeff Hayes, in that county for Superintendent of Education. And she defeated him. She was a Republican, and he was a Populist. It is said Jeff loves her better than ever.

The salmon run at the Cascades is something unprecedented in the history of the State. Wheels catch tons every day, and the facilities for transportation over the portage are sorely taxed to afford means of shipment. If the railroad were in operation, there would be a large export trade East, but the slow carriage by water will not admit of very large shipments.

At the last session of the Linn County Grange a resolution was offered asking that the next Legislature make the legal rate of interest 6 per cent per annum, and that any person asking a higher rate of interest than 6 per cent or taking a bonus of any kind forfeit the principal and interest. The question was argued at considerable length by several members and finally laid on the table.

An item is going the rounds of the State press that Mr. Wells set out the first hop yard in the State in Polk county in 1867. In the following year George Leasure secured roots from Mr. Wells, and planted a five-acre yard in the bottom on the east side of Eugene, now within that city's limits. This yard has been constantly in bearing since that year, and in the season of 1893 produced nearly 2,000 pounds to the acre. The land overflows nearly every winter, and there is practically no wearing out of the soil.

Tax on Non-Resident Property.

LONDON, July 13.—Sir Charles Tupper, Canadian High Commissioner, sent recently to the Marquis of Ripon, Colonial Secretary, a letter on the subject of Sir William Harcourt's proposed State duty, and the modifications which the Chancellor of the Exchequer had allowed in deference to colonial opinion. The proposed duty would be imposed on the colonial property of persons living in England. The Ottawa Council thinks the strongest opposition should be made to the proposed policy of levying duties on property in Canada, even after the modified plan of the Chancellor of the Exchequer.

Canadian Cattle.

LONDON, July 13.—It was announced in the House that the government had concluded it would be impossible for the present to dispense with the requirement that all Canadian cattle be slaughtered at the port of landing on arrival. It was also announced that only two of the cattle examined by experts employed by the commission of the Board of Agriculture had been found to be infected with contagious pleuro-pneumonia. The Colonial Secretary's reply to the recent inquiry of Mr. Vincent stated that the combined expense of Canada, Australia, New Zealand, Cape Colony and Natal was £11,250,000 annually.

NOTED MINISTERS.

Archbishop Ireland and Rev. Mr. Dixon on the Strike.

BOTH SPEAK THEIR MINDS.

The Archbishop Blames Labor, and the New Yorker Advocates the Government Ownership of Railways—A Great Injustice Perpetrated.

CHICAGO, July 15.—Archbishop Ireland of St. Paul, when asked to-day what he had to say upon the railway strike, spoke as follows:

"I do not desire to speak of the Chicago strikers, because in so doing I shall blame labor, while because of my deep sympathy with it I should wish to have never said but words of praise for it. But in a moment of social crisis, such as the one through which we are passing, it is our duty to speak loud and to make the avowal of the truths and principles which will save society and justice.

"The fatal mistake which has been made in connection with this strike is that property has been destroyed, the liberty of business interfered with, human lives endangered, society menaced and the institutions and freedom of the country put in most serious jeopardy. The moment such things happen all possible questions as to the rights and grievances of labor must be dropped out of sight and all efforts of law-abiding citizens and of public officials made to serve in maintaining public order and guarding at all costs the public welfare. Labor must learn that, however sacred its rights be, there is something above them and absolutely supreme—social order and the laws of public justice. There is no civil crime so hideous, so pregnant of evil results as resistance to law and the constitution of the country. This resistance is revolution; it begets chaos; it is anarchy; it disrupts the whole social fabric.

"Labor, too, must learn the lesson that the liberty of the citizen is to be respected. One man has a right to cease from work, but he has no right to drive another man from work. He who respects not the liberty of others shows himself unworthy of his own liberty and incapable of citizenship in a free country. Riots and mob rule, such as have occurred in Chicago, do immense harm to the cause of labor, and set back its advance for whole decades of years. Labor thereby loses the earnest sympathy of thousands of friends, and gives courage and triumph to its enemies. Worse yet, the principle of popular government suffers.

"It is no wonder that, reading of the occurrences in America, Europe announces that the Republic is a failure, and that a strong monarchy only can hold society together.

"I am far from saying that labor has not had its grievances in America, nor that redress must not be sought. I would not respect the laborer who seeks not to defend his rights and to improve his condition. But all this must be done within the lines of social order and law. The remedy for these ills is a healthy public opinion, and fair public legislation and all legitimate efforts in these directions, whether by single or united force, are laudable. For my own part I believe the large number of men who join strikes are more to be pitied than to be blamed. They are led on by irresponsible and tyrannous chiefs. Labor unions have great statutes, but there is one marked evil in them, in that they put the liberties of tens of thousands in the keeping of one man or a few, who become their absolute masters, their despotic Czars.

"The solution to the differences between capital and labor is necessarily complicated, and no one precise formula has been or can be found. A generous sense of injustice toward all, a deep love of one's fellows and attentive listenings to the teachings of Christ will lead on all sides to a better understanding and to happier mutual relations. Certain it is that, so far as it is possible, the laborer should not lack support for himself and family. He should not be overburdened either in weight or time of labor; he should be treated as a rational and moral being, with all the respect due his human dignity. His remuneration, if diminished in periods of depression, should increase in periods of prosperity."

REV. MR. DIXON'S SERMON.

NEW YORK, July 15.—Rev. Thomas Dixon, Jr., who finds a text for each Sunday's sermon in the events of the previous week, preached in Association Hall to-day of the strike. He said in part:

"This great uprising of the laboring classes, which has cost the country $1,000,000 and is likely to cost it $5,000,000, had its origin in a great injustice perpetrated by somebody. It is impossible to imagine the laboring classes, after enduring the miseries consequent on the depression of the past year, leaving their workshops unless there was injustice somewhere. Three lessons, however, have been learned by the strike:

"The railroad managers were utterly incapable to handle the railroads the moment the strike was precipited; that mob violence and disorder will under no circumstances be tolerated by the American people, and that the national government alone has the power to break such a strike and raise the railroads' blockade.

"From these follows the logical conclusion that the national government should own the railroads outright. The railroads were built strictly for accommodation, and neither labor leaders nor railroad managers should have the power nor be permitted to interfere with the public rights. If the national government owned the railroads, it would be high treason to do such a thing."

The Milk Was Poisoned.

MARSHALL, Ill., July 16.—About thirty persons were poisoned by eating ice cream last week at West Union, ten miles south of this city. All have been under physicians' care. Mrs. B. L. Dunham has died in great agony, and two or three others are at the point of death. It is supposed that the milk was poisoned by being in a vessel with a copper bottom.

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JUDGE TAFT'S DECISION.

To Strike is Legal, But There is No Warrant of Law for a Boycott.

CINCINNATI, July 14.—Judge Taft of the United States Circuit Court delivered his decision to-day in the case of F. W. Phelan, charged with contempt of this court by impeding and obstructing the receiver of the Cincinnati Southern, appointed by this court, in the management and operation of his road and directing and inciting the employes to leave his employ and by interfering with the business of other roads with which the Southern road does business. The courtroom was crowded, and large numbers were in the corridors. Many Deputy Marshals were in and about the courtroom, but their presence was not needed, as the utmost decorum was observed. The Judge reviewed at length the testimony, which he declared showed unmistakably that Phelan came here as the agent and coworker of Debs to institute and direct a boycott in order to compel the Pullman Car Company to treat with its employes, who it appears are not eligible to membership in the American Railway Union.

Phelan's denial of personal agency had no weight with the court, owing to the evasive and flippant nature of his testimony, and in the face of the telegrams passing between him and Debs, as well as his public utterances. He knew the Cincinnati Southern was in the hands of a receiver, and yet his first efforts were directed against it. The court found that he was the active agent here of an unlawful conspiracy with Debs and others to paralyze the business of the United States, or, in other words, to starve the nation in order to force employers into terms. Applying the law to the facts the court held that to undertake to force a breach of contracts was an unlawful conspiracy. Moreover, the whole plan was a boycott, which has been declared by all States, except Minnesota, to be unlawful. The court plainly recognized the right of laborers to unite and even to coerce their employers for the purpose of obtaining a better price for their labor. They were warranted in striking; that is, leaving their employers in a body to better their own interests, but there was no warrant of law for a boycott.

The Judge, having found Phelan guilty as charged, said in reference to the sentence that it was the duty of the court to enforce obedience to its orders. To do otherwise would court an anarchy. The penalty for contempt after warning should be sufficient to enforce compliance with the orders of the court. The sentence was confinement for six months in the Warren county jail at Lebanon, O., and the Marshal was directed to immediately execute the order of the court.

More Trouble for Lillian Russell.

NEW YORK, July 16.—A permanent injunction has been granted by Judge Gaynor of the Supreme Court at the instance of Canary & Lederer, managers of the Casino, restraining Lillian Russell from singing or dancing, either for money or gratuitously, in private, under any management than that of Canary & Lederer. The papers will be served upon Miss Russell or her lawyers. Unless this injunction is dissolved, Miss Russell will be guilty of contempt of court and liable for damages when she sings in London September 3 under Grau's management. She has engaged passage for London on the Paris, which sails next Monday.

It Was Found in the Water.

HELENA, July 16.—Particulars of the recovery of the cash box stolen from the Great Northern express messenger at Wicks Friday are at hand. The box was recovered with all its treasure, $1,600. The robbers were closely pursued and, weighed down by the heavy box, concluded to hide it. They buried it alongside a creek, in such a way that the water would flow over it. Further on they aband