

RESOLUTIONS

Kentucky Representatives Will Go on Record. NO DISTURBANCE IN FRANKFORT

If Goebel Wins, Republicans Will Make an Effort to Carry the Matter to Supreme Court.

FRANKFORT, Ky., Jan. 26.—Tomorrow a vote will be taken in the house of representatives that is expected to fore-shadow with some accuracy the strength of both sides in the matter when the gubernatorial contest comes up.

The vote will be on the contest brought by Van Meter, dem., for the seat now held by Henry, who is a republican. Both the democrats and republicans claim to have a majority on the impending vote, and while it will not, of course, be in any way decisive, it will put every man upon record, and the party managers will know just who is for them and who is against them.

The city has been quiet all day, there not being the slightest sign of trouble. There are still quite a number of visiting mountaineers in the city, but they are making no noise. In case Goebel wins in the legislature, the republicans will make an effort to carry the matter to the supreme court of the United States.

The Goebel men are anxious to have the matter settled by a joint ballot, and in case of their being successful in this regard, the election, the claim will be made by the republicans that Goebel was chosen illegally because he did not have a majority of both houses independently. This position is a plan of procedure, and the matter is a night by an anti-Goebel democrat. The straight republicans would not discuss it.

COCKRAN AND BRYAN. The New Yorker Will Support the Nebraska if He Drops Silver.

NEW YORK, Jan. 26.—W. Bourke Cockran today announced his advocacy, with one condition, of the renomination of William J. Bryan for the presidency. Mr. Cockran proposes a truce with the Nebraska on the silver question in 1904, and if Mr. Bryan will agree to the abolition of anti-imperialism in the democratic platform in the 1900 campaign, if Mr. Bryan will consent to postpone the silver fight until 1904, Mr. Cockran agrees to endorse the Chicago platform in its entirety.

RIGHT OF WAY DISPUTE. Rival Railway Claims in Clark County, Washington.

WASHINGTON, Jan. 26.—The interior department has been in receipt of many letters from residents of Clark county and other counties in the state of Washington along the Columbia river in which the action of the department has been questioned regarding certain railroad rights of way in which Clark, Kittitas and Portland parties are interested.

The contention is between the Portland, Vancouver & Yakima railroad and the Portland, Lower Columbia & Eastern Washington railroad. The friends of the former company claim that the latter have lapsed. Indeed, it is said these rights lapsed four or five years ago, and the question is asked why the interior department should recognize the Lower Columbia & Eastern Washington people.

The present contention resulted from the Lower Columbia railroad people asking for an extension of their rights. The interior department, through the commissioner of the general land office, the Hon. Binger Hermann, has made reply, and states in part as follows:

The act of March 3, 1875 (Stat. 452) under which certain claims to rights of way are made, provides that if any section of said road shall not be completed within five years after the location of said section, the rights therein granted shall be forfeited as to any such uncompleted section of road.

Such forfeiture can be declared only by congress or by the courts (Schulenberg vs. Harriman, 21 Wall. 63). This department is therefore without jurisdiction to make such a forfeiture, and it would not be warranted, in the face of this well-settled doctrine of the courts, to ignore the fact of the approval of the maps and the setting of the grant under the act of March 3, 1875, and to act as in nearly all others, the records of this office do not show that the company has failed to construct, and the law does not make the filing of such evidence mandatory.

In the controversy between the Portland, Vancouver & Yakima Railway Company and the Portland, Lower Columbia & Eastern Washington Railroad Company, the following facts are pertinent:

On March 21, 1888, there were transmitted to this office the articles of incorporation and proofs of organization of the Portland, Vancouver & Yakima Railway Company, which were accepted by the department as satisfactory on July 1, 1888, and duly filed.

With the letter from the register of the land office at Vancouver, Wash., dated June 1, 1888, there were received a map and field notes showing the location of said company's road from Vancouver to a point in Klickitat pass in the Cascade mountains, a distance of 90 miles.

In considering this office, this office found, as stated in letter of October 23, 1889, that the location shown was on the line of the Vancouver, Klickitat & Yakima Railroad Company, and on that of the Portland, Lower Columbia & Eastern Washington Railroad Company. The map of the former company was returned for correction May 2, 1888, and the copy of its articles of incorporation and the copy of its articles of incorporation and the copy of its articles of incorporation were returned June 1, 1888, and the company did not perfect its articles of incorporation and proofs of organization, nor file its map, the application was considered as abandoned, when the maps of the Portland, Lower Columbia & Eastern Washington Railroad Company were acted upon.

The latter company had two maps of portions of its line approved September 11, 1888. Two other maps were returned for correction on August 6, 1890, and September 6, 1890, respectively, they were returned August 15, 1890, and again returned for correction on December 24, 1890. As this office had not been advised of any further action in the matter, the company was allowed 30 days in which to show cause why the maps of the Portland, Vancouver & Yakima Railway Company should not be submitted in accordance with the usual practice of the office to take no final action in a case of apparent conflict without notice to the opposite party.

Upon representations made on behalf of the Portland, Lower Columbia & Eastern Washington Railroad Company, deemed sufficient and satisfactory by this office, the time originally allowed was extended 30 days by letter of December 4, 1890, with the stipulation that a copy of the showing made should be served within the time allowed, upon the practice of this office in cases of this nature, the practice of allowing an extension of the time allowed to make a showing before this office, upon presenting stat-

EFFORTS FOR YAQUINA

CONGRESSMAN TONGUE'S STATEMENT OF HIS DEMANDS. San Francisco Commercial Organizers Urge Expenditure of \$1,000,000 for the Improvement.

WASHINGTON, Jan. 26.—In the face of the adverse report of the chief of engineers and department of the interior, it is not to be supposed that there is any possibility of securing any further appropriation for Yaquina bay at this congress, although the matter is very important to the future, especially if the commerce of that locality should take a start, and show an improvement that would warrant consideration.

The report of the chief of engineers, together with numerous accompanying papers, has just been published, although submitted to congress on the second day of the session. The report proper has already been reviewed, and the accompanying papers have not been published. The principal statement among the accompanying papers is that of Representative Tongue, who has made such a strong but vain fight for the improvement.

"First, to point out the occasion that called for the appointment of the present board of engineers, without attempting to go into the history of the question, the care to go back no farther than to the report of Captain Symons, of 1886. Up to that time there had been various sums appropriated by the federal government for the improvement of the harbor, and the reports of the engineers in charge had been complimentary on the progress of the work as it had been completed from time to time and carried on from year to year.

"I think in 1886 Captain Symons in his report stated that from an uncertain bar, that had a depth of 17 feet of water at high water and 11 feet at low water, improvements had been made, but that further improvement could not be made, and that it was impossible to make any more improvements in engineering that I could not comprehend. In his opinion the further extension of the bar would carry it farther out, but leave the bar with no greater depth of water. If that was true, it was useless to proceed. There were, however, people who thought that Captain Symons was mistaken, and that the bar could be improved. The language in that report has been the cause of some little trouble for a great many people. The engineering department were not satisfied with his opinion, and they could not express an opinion; still, however, on the whole, the engineers subsequently said that the adoption of the completion of the plan that he outlined would cut out the sand down to the rock, and would give substantially a depth of 18 or 19 feet at low water.

"Then the river and harbor act was introduced. The last administration took no action, but the secretary reported to congress that there was nothing in the way for these improvements. When the present administration came into power, General Wilson was called upon for an expression of opinion by the secretary of war, which resulted in the recommendation that the contract be let. The secretary of war proceeded with the contract, and it was occasioned on account of the Spanish war, but it was finally accepted, but congress had not passed on the subject. But the claim has been made that there has been something shown to show that the report of Captain Symons was not correct, and that further deepening of this channel could not be had. They say that they are not satisfied with the opinion of the last board, and they think in constructing the harbor with that of Captain Symons. There is something in the bill to authorize the appointment of these gentlemen, whom congress wanted to get from on two questions, but principally what they had in mind was to get from them an opinion as to the commercial improvement, and second, the commercial improvement, and as to the first matter, I am not competent to express an opinion, but I seriously hope that their opinion will be in the line that further improvement can be had.

"On the other hand, as to commercial improvement, a whole state has manifested its opinion on that subject on numerous occasions. I have said in congress that there is no improvement to be had, but the federal government in Oregon upon the coast where the people believe so much good will result to so many people as this improvement.

Committee Was Harsh. The river and harbor committee was very harsh in its treatment of Oregon. Thanks to the senator from that state, the report was not taken into consideration. When that bill was reported to the house its result meant a great deal to Oregon. While the legislature was in session, and the railway at the Dalles was stricken out of the bill, it was left out; the whole state of Oregon was only given the sum of about \$25,000 for the river and harbor improvement. The legislature was not given anything, except they begged congress not to strike out Yaquina bay. It was one thing in the mind of the entire people of this state, and yesterday and was in conversation with some of the state officers there, and those gentlemen stated that nothing would have given them more satisfaction than to have present here today to show the interests of the state. Why is this? I live within 20 miles of the city of Portland; yes, within 10 miles of Portland. Every day in my daily work, I see an increase in value by the successful completion of this harbor. It is a small problem that requires little professional skill. It is an unbroken record of our countryman to say, I am proud of our country. I am proud of the city of Portland. Every citizen in the state is helping to build it up. There is not a sheepherder in the valley or a farmer in the country who is not contributing something to this government; but I want to say that the price for every ounce of produce raised in the state of Oregon is fixed by the San Francisco market, and the same is charged. The Oregonian said, a short time ago, that people would need stirring up—that the people was growing on our backs. I want to say, as I have said before, that if Portland will give to the people of the state of Oregon what the market gives to the people of the state of California, we will have a boom.

You may take up an Oregonian at random; you may take the market price of every farm product, and you will find the Portland price is lower than the San Francisco price by the amount of steam charges, and you can figure along and then, if you will, you will find that it will average from 8 to 10 cents for a bushel of wheat. Today it is about 10 cents per bushel, but I think the average difference in price between wheat in Portland and San Francisco is practically 10 cents per bushel. Now, the farmers along this valley must pay the rates to take their wheat to the city of Portland, and then practically find a market in San Francisco. Of course, it goes out on ships elsewhere. You are practically paying to transport the wheat to the city of Portland, and then you are paying to take it to the city of San Francisco, and then you are paying to take it to Portland, through the Colum-

LANCHING IN COLORADO

ESCAPED CONVICT RECAPTURED AND HANGED AT FLORENCE. Thomas Reynolds, Who Murdered Night Captain Rooney, Strang Up to a Telegraph Pole.

DENVER, Jan. 26.—A special to the News from Canyon City, Colo., says: Thomas Reynolds, the convict who with three others escaped from the penitentiary after murdering Night Captain William Rooney, was captured tonight near Florence and brought to the latter place in a wagon, where he was taken from the officers by a mob and hanged to a telegraph pole.

Night Captain of Police Connor at Florence, assisted by Policeman Powell, made the capture on the bridge of the Florence and Canyon City railroad, near Florence. When word was received at Canyon City of the capture, a special train with seven guards and a bloodhound was dispatched to the scene. In the meantime Captain Connor had started overland with his bloodhound against the existing customs regulations of the United States, applicable to merchandise imported from Germany. These complaints, as summarized by Mr. Hay, are as follows:

"First.—That the regulations governing the authentication of invoices by the consular officers of the United States confer on them power of obtaining from the shippers such information as might be used to the detriment of the American trader if disclosed to the American consular officers, and that in any event the details which may be required in the consular certificate of these businesses and a source of molestation.

"Second.—That in the American ports of arrival the certificates are merely examined with regard to their form, while the actual value of the goods is finally decided by the American customs appraisers without regard to the invoice statement.

"Third.—That owing to the mode of procedure of the appraisers, it is hardly possible to prove the correctness of the declarations in the service because the decisions are rendered in the strength of assertions and facts which never come to the knowledge of the exporters."

Secretary of the Treasury Gage, in a letter reviewing the ambassador's account of the system is highly calculated to injure the German export trade, and in some cases lead to an entire disclosure of the conditions of reduction and the business secrets of Germany industry. In conclusion he asks Secretary Hay "to give to the complaints of my government the consideration demanded by the friendly relations existing between the two countries."

Various Small Notes. Through the efforts of the Audubon Society, a law was passed by the Illinois legislature, which makes the possession of any harmless bird, living or dead, an offense punishable by a fine.

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In some cases the use of a "Vitar" in the couch bath. On the top of the couch being removed, which can be done very easily, a regulation bath is disclosed, with a water tap at the pillow end of the couch.

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The party will include the king of Denmark, the czar of Russia, the princess of Wales, the Duke of Cambridge, the Duke of Devonshire, the Duke of Cumberland, Prince and Princess Christian of Denmark, Princess Waldemar and Prince Hans of Glucksburg.

THE MORNING OREGONIAN, SATURDAY, JANUARY 27, 1900.

NEW YORK, Jan. 26.—At the Broadway Athletic Club tonight "Mysterious Billy" Smith knocked out Frank McConnell, of San Francisco, with a right hook on the twenty-second round of what was to have been a 25-round bout. Smith forced the pace from the opening, playing for the stomach, but McConnell sent his left to the wind and head nether. Smith counted on the right on the face, bleeding Mac's nose, and at close quarters he pounded the Western man on the kidneys. Smith staggered McConnell in the fifth with a right swing on the side of the head. It was Smith's fight from the seventh to the thirtieth round, and he was occasionally McConnell electrifying the spectators with some clever work with both hands, but none of his blows, although they landed on the face and on the wind, seemed to hurt Smith, and McConnell fell. Toward the end of the fight Smith's bulldog rushes were too much for the Western man, but at the close of the twenty-first round it was odds on McConnell slaying the limit. However, the end came in the twenty-second. After some sparring Smith forced McConnell into the latter's corner. There he feinted with his left for the body, drawing McConnell's attention to the preservation of his lower parts, and this was just what Smith had been laying for, as the moment the Californian dropped his guard from the protection of the jaw Smith, with a half-swinging hook, landed his right on the mark, and McConnell fell, with his head striking the floor within six inches of his anxious handlers, who threw a towel into the ring and jumped in to look after their man. McConnell lay for several minutes flat on his back, but the club's physician revived him within six minutes, so that he was able to walk out of the ring with the assistance of his seconds. The time of the last round was 27 seconds.

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THE RUNNING RACES. Yesterday's Winners at Oakland and New Orleans.

SAN FRANCISCO, Jan. 26.—The weather was fine at Oakland and the track fast. The results were:

Five-and-a-half furlongs—Flamero won, Tim Toulon second, Colonel Root third; time, 1:28.

Six furlongs—Cormorant won, St. Cutbert second, Momentum third; time, 1:35 1/2.

One mile—Perous won, Stuttgart second, Alaria third; time, 1:42.

Five furlongs—Mikso won, Lady Heloise second, Thurbon third; time, 1:09 1/2.

One mile and a sixteenth—Scott Plaid won, Merops second, Opponent third; time, 1:49 1/2.

Six furlongs—Sly won, Afamada second, Ben Ledl third; time, 1:13.

Races at New Orleans. NEW ORLEANS, Jan. 26.—The results of the races were as follows:

Seven furlongs, selling—Dr. Walmaley won, Corlies second, J. E. Cline third; time, 1:21.

One mile—Dupnon won, Joe Wheeler second, Harry Lacasse third; time, 1:47.

One mile and an eighth—Moncreth won, King Elkwood second, Tonto third; time, 1:56.

One mile, handicap—Eva Rice won, Anders second, Lortzar third; time, 1:49 1/2.

One mile, selling—Acushla won, George B. Cox second, Domestica third; time, 1:47 1/2.

Six and a half furlongs, selling—Ben Chance won, Fleuron second, Diana Fonso third; time, 1:25 1/2.

PACIFIC COUNTY STATISTICS. Assessed Valuation and Taxes Levied—Imports and Exports.

SOUTH BEND, Wash., Jan. 26.—The 1899 tax rolls for Pacific county, which have just been completed, show as follows:

Table with 3 columns: Assessed Value, Levied Tax, and Exports. Rows include Personal property, Real estate, and Special school taxes.

The Weyerhaeuser syndicate's list of lands filed with County Treasurer Huson for a statement of taxes due shows that so far as this county is concerned, the syndicate has purchased only the choicest timber lands, and Pacific county stands third among the counties of the state for value of timberland.

The company has no holdings in townships where hemlock predominates, and has all the Northern Pacific holdings in such townships as 13 north, 6 west, which is reputed to be the best timber township in the state. The taxes on these lands for 1899 amount to about \$11,000.

According to estimates furnished the United States engineering department by Judge M. D. Egbert, of this city, the following figures represent the commerce of this city and vicinity for the year 1899:

Table with 2 columns: Value, and Exports. Rows include Agricultural implements, Tin cans, Coal, and various other goods.

NEW ELECTRIC COMPANY. Scheme to Furnish Power to Athena and Walla Walla.

A movement is on foot among Athena parties looking to the formation of an electric power company that would harness the Walla Walla river will be harnessed to furnish the power, and it is the intention of the promoters to build the power-house at the forks of that river, some seven or eight miles from Milton.

The promoters of the enterprise are: Joseph France, T. J. Kirk and C. A. Barrett, three well-known Athena men. It is claimed that 300 horsepower can be secured, and at a cost much lower than half that amount of power can be secured elsewhere. The condition of the river at the point selected is most favorable. It is proposed that Athena shall be the first point to receive power. Arrangements will be made to light the town and also furnish motive power for the large flour-mills at that place. It is further claimed that sufficient power can be secured to furnish Walla Walla and all the surrounding towns of that part with electric power in abundance.

SCRIBNER'S

for FEBRUARY out to-day. THE FIRST STAGE OF THE BOER WAR. (the first of the Scribner articles on the war) is by H. J. Whigham, the correspondent who went with the column for the relief of Kimberley. Illustrated with photographs by the author.

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TRADE SECRET DISCLOSED

GERMAN GOVERNMENT COMPLAINS OF CUSTOMS REGULATIONS. Consular Officers, According to Ambassador von Holleben, Are Given Too Much Authority.

Of Scientific Bearing. So great has been the improvement of storage batteries of late that, according to an English engineer, a car now requires 500 pounds of cells, that two years ago needed 1,000 pounds.

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Lydette is nothing more nor less than melinite, which is the standard high explosive in the army and the navy in France. It is doubtful whether there is any European army that has not an equivalent high explosive.

A central station for the production of acetylene gas is being tested at Tatabar, Hungary, a city of 12,000 inhabitants. Five miles of pipe covers the city and furnishes gas to 158 street lamps and 29 burners in houses.

Requirements for public school teachers in Alabama are very simple. Applicants for third-grade certificates, which allow the holder to teach for two years, are obliged to pass an examination in arithmetic through fractions, and in geography only through the primary grade.

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Secretary of the Treasury Gage, in a letter reviewing the ambassador's account of the system is highly calculated to injure the German export trade, and in some cases lead to an entire disclosure of the conditions of reduction and the business secrets of Germany industry. In conclusion he asks Secretary Hay "to give to the complaints of my government the consideration demanded by the friendly relations existing between the two countries."

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