KLICKITAT VALLEY

A Fine Country Bounded by Mountain and Desert.

WAITING FOR TRANSPORTATION

More Like Western Than Eastern Oregon in Its Superficial Aspects-Its Industrial Development Limited to a Few Products.

By a Staff Writer-First Letter. GOLDENDALE, Wash., Dec. 2.-I am writing from the heart of the famous Klickitat Valley, a country at once very near and very far from Portland. It is near in point of geography, being but little more than a hundred miles away as the roads go; it is fur in that a high and difficult mountain and a wide river intervene between its center. Goldendale, and the nearest railroad point. In truth, the Klickitat Valley, like Tillamook, Coos Bay, the Klamath region and the Nehalem Valley, is one of the practically remote and neglected parts of our country, firmly held in the bondage of a desperate isolation and hindered by it in all the impulses and motives of its many and potential resources. Measured by its local conditions-its extent of open and fertile land, its wealth of timber, its fortunate climate, its geographical proximity to the chief market of the Northwest-It is a country which ought to be as populous and productive as Marion County; whereas, in fact, it is still in the ploneer stage of development, dependent upon two or three primary industries pursued under the emberrassments and restrictions of a country lacking means of commercial transportation. Such a country is always interesting, and the Klickitat Valley is especially so at this time when, through an enterprise hereafter to be described in detail, it is upon the eve of a change which will give it the opportunity it has long waited for and which will permit it to enter into the general competitions of the country upon even terms.

While the Klickitat Valley lies east of the Cascade Mountains and shares in the climate and many other of the general conditions of the eastern country, it has a local character entirely its own. The eage brush so universally present in other parts of the eastern region is lacking here; and the hilltops, elsewhere for the greater part treeless, are here covered with pine and fir, while a scattering growth of scrub oak patches over the hill sides and marks the lines of waterway in the gulches. The soil, while essentially volcanic, differs from the eastern soils in general in that it is dense and heavy, with points of likeness to the adobe lands so common in California. These differences give to the Klickitat country an aspect of its own, rather closer in its to Eastern Oregon. But the physical kinship to Western Oregon is only on the for in its elevation, in the quality of its atmosphere, in its scantler precipitation, in its later Spring and its earlier Fall, in the general characteristics of its climate and in the effects of cli mate upon animal energy and endurance, the Klickitat region manifests its affinity with the east-of-the-mountains coun

The accidents of topography have served to out off the Klickitat region from an immediate connection with the railroad systems of Oregon and Washington. In their march from east to west, the Washington railway lines have gone across country through the geographical middle of the state, while the Oregon line has followed the channel of the Columbia River. The Klicklint country lies between these systems and remote from both. It is nearer in miles to the Oregon road, but is cut off from it by the mountain range which rises almost immediately from the north margin of the Columbia River to a general height of from three to five thousand feet; while from the more distant Washington lines on the north it is cut off by the lofty Simcoe Mountain I finished a study of America. range. It is, literally, to borrow the description of an old settler with whom I talked today, "locked in on every side by mountain and desert," connected "at erm's length" with the world of commerce and "thwarted and hindered in all its energies."

And yet, in spite of its disadvantages and hindrances, the Klickitat country has achieved a very considerable development. Its population, all told, is approximately 7500. It contributes annually to the world of commerce, after supplying Its local needs, somewhere between 600,000 and 800,000 bushels of wheat; about 500,000 pounds of wool; between 4000 and 5000 hogs, and perhaps 2000 head of general livestock. Wheat, it will be seen, in its primary form or in the form of hog fat the main product of the country, andin its production the Klickitat farmers have an advantage which helps to compensate the losses due to isolation. Either from the heaviness of the Klickitat soil or the elevation at which it is grown-or both-the Klickitat wheat has a merit which the market recognizes to the extent of 8 cents per bushel-that is. Klickitat wheat brings 2 cents per bushel more than any other wheat in the Portland market. This is very far from putting the Klickitat farmer on a level with the farmer who lives within easy reach of a railroad station, but it helps; it has served another good purpose in giving the people courage in their long walt for the day when a railroad shall enable them to go into the market on even con-

The so-called Klickitat Valley is not a valley in the exact sense, being a generally elevated country, made up of a series of closely related prairies, each with its distinct name and all, taken together, forming a district about 30 miles east and forming a district about 20 miles east and Atlantic States, snow in northern and rain west and 20 miles north and south. At its in middle southern districts Wednesday, western end it lies close against the Cascade Mountains, and the Klickitat River, which drains the north and western slopes of Mount Adams, much as Hood River the corresponding slopes Mount Hood, passes through its western edge. A tributary stream the Little Klickitat, which takes its rise in the Simcoe Mountains, runs through the middle of the Klickitat Valley, serving as its main channel of drainage. These streams, uniting about 15 miles north of the Columbia, flow into it, their channel forming a natural route to the river-the one opening in the chain of mountains which hedge the country in. It is through

this opening that the Columbia River & Northern Hailroad, whose operations are to be dealt with in another letter, pro poses to make its entrance into the

The hold of the range men upon the

Klickitat Valley lasted until about 1880,

when through a slow incoming movement the agricultural population took final possession of the country and forced the stockiren to seek new pastures. By this time the Columbia River line of the O. R. & N. Co. had been built to a point above The Dalles, affording some measure of relief from the absolute isolation under which the country had suffered Across the Columbia River Mountain range by a direct southerly route from Goldendale it is only 12 miles to Grant's Station; and while the trip calls for a climb over a very difficult mountain road and the passage of the river by ferry, it gave the country an outlet-all it has had, in fact, from cost day until now. It has after a fashion served the country, but in a very inadequate way, for by it every bushel of wheat sent out of the valley has had to pay a tax of approximately 12 cents for transportation from the field of the grower to the point of shipment on the rallroad, while the cost of transporting more bulky freights has been relatively greater. Under this condition, of course every productive industry has languished. wheat and wool have been able to pay the heavy freight tariff, but this is true of no other farm product. Potatoes of the finest quality grow in all parts of the valley, but It is not profitable to haul them out to market, excepting at times of very special demand, when prices go high enough to afford a margin after paying the freight rate. The annual potato product is considerable, but after the limited local market is supplied what remains goes for stock feed. While for the more delicate fruits the elevation is too great, the country is finely adapted to apple growing, the conditions being very similar to those at Hood River, on the Oregon side of the Columbia. But orchards are limited to domestic supply because there is no margin of profit after paying the wagon rate to the shipping point on the railroad.

In these and a thousand other ways the productive energies of the country have indeed been hindered and thwarted; and as one looks into the local conditions the wonder is not that the country has been slow in its development, but that it has made any progress at all. Of very recent progress there has, indeed, been little. The country responded almost instantly to the opportunity which the building of the O. R. & N. Co.'s Columbia River line gave it nearly 20 years ago, but since that time there has been practically no change in the transportation conditions and heretofore almost no productive progress. There has been no lack of ambition on the part of the people and no defect in the intrinsic capabilities of the country, but development has been impossible because there has been no means of getting general products to market. The country has simply waited for a raffroad.

BARON'S EYES OPENED.

After Seeing America German Statesman Understands Strenuous Life.

NEW YORK, Dec. 2.-Baron Max von Oppenheim, Imperial German Counsellor, diplomat, author and explorer, will sail for Germany today, after a sojourn in this country of seven months. During this time he has gained, he says, "a knowledge such as could be acquired in no other way than by a long study of country.

"You made no inquiries as to where the corporation was to be formed, or the amount of its capital stock?" Mr. Harriman was asked.

"I knew of course, the amount of the capital stock," replied the witness, I never thought to see such universal growth and such business genius that caused it, I have been astonished at the versatility of the American business man and mechanic, and I especially think the and mechanic, and I especially think the American business man has a singular adaptability for anything that turns up, so that for the moment each one is a specialist in his own line. Everything here is on a grand scale. You cannot ap-Everything preciate your own vastness unless you have the perspective of the foreigner.
"I have visited all branches of indus

try while here, and I do not think the apex of your development has been reached. There seems to be an immense strength to your men and nation; a virility that is incomparable. I can easily understand now what is meant by the 'strenuous life.' There seems to be no limit to your enterprise and invention, and I can say, as one who has seen the civilization of Europe, Africa and Asia, that my knowledge was incomplete until

WEATHER AND THE CROPS Mild East of Rockies, Which Advances Winter Wheat.

WASHINGTON, Dec. 2.-The Weather Bureau has issued the following state ment of crop conditions for November: The month of November was marked by exceptionally mild temperatures in all dis-tricts east of the Rocky Mountains, with excessively heavy rains on the North Pa-cific Coast and from the Lower Missouri Valley to the West Gulf Coast, and more than the average amount over a large por tion of the South Atlantic and East Gulf states.

The reports generally show that Winter wheat was in very promising condition at the close of the month. With ample moisture and exceptionally mild temperatures throughout the month, the crop made rapid advancement and too rank growth is very generally reported from the Central val-leys, Oklahoma and Texas. In the early sown, the Heastan fly has appeared exten sively, but this pest has not affected the late sown, which constitutes much the greater part of the total acreage. Texas some fields of the early sown are from 12 to 18 inches high, and are liable to injury from cold. On the North Pacific Coast the weather has been very unfavor able for seeding.

WHITE BLANKET FOR EAST Snow Predicted for Whole Country Beyond Mississippi River.

WASHINGTON, Dec. 2.-The Weather Bureau has issued the following builetin: A cold wave will overspread districts east of the Mississippi tonight and Wednesday. In the central valleys, -rain in southern and snow in northern districts will be followed Wednesday by a decided fall in temperature. In the lake region high northwest winds, with snow, will be followed Wednesday and Wednesday night by colder, clearing weather. In the will be followed by much lower temper tures Wednesday night and Thursday.

Lordon Exhibit of Paintings. NEW YORK, Dec. 2.-A collection of 4 paintings bequeathed to the corporation of the City of London by Charles Gassiott has been formally opened by the Lord Mayor, with civic oratory dispatch from London. The collection mainly represents Victorian art and is so large and representative that the city

may now be compelled to build a new

PROM HAST TO ALL OREGON AND WASHINGTON POINTS.

Ronds Take Independent Action on Failure of Transcontinental Passenger Association to Agree.

The numerous reports to the effect that The numerous reports to the effect that no more cheap rates would be made to bring settlers westward proves to have been without foundation. Yesterday Chief Clerk Suttle, of the O. R. & N. passenger department, received a mess-age from General Passenger Agent Craig, who is attending a conference in St. Louis, denying the reports sent out from the East and saying that the Union Pa-cific and O. R. & N. had decided to cific and O. R. & N. had decided to restore the cheap rates on February II. They will be in effect daily from that time on until April 30, a period of two months and a helf. It will be a one-way rate of \$25 from the Missouri River and it will apply to all Western Oregon points through Portland. These railroads take this action independent of the Transcontinental Passenger Association, which has not as an association, made up its mind what to do in the matter. Of course all the other roads will be forced course all the other roads will be forced to make the same rate to protect their

The following press dispatch from St. Paul last night shows that the Northern lines are not backward about deciding also to put in the settlers' rates next

The Northern Pacific and Great Northern Railroads have decided to wait no longer for favorable action by all the lines of the Transcontinental Passenger Association relative to colonist rates. They today agreed on a one-way rate of \$25 for settlers from St. Paul to Pacific Coast points from February 15 to April 30. The same companies will make a proportionately low rate from St. Paul to intermediate points.

"A traffic official expressed the opinion that the movement of settlers would be much larger the coming Winter and Spring than ever before."

WHY HARRIMAN GAVE UP. He Explains Why He Sold to Northern Securities.

NEW YORK, Dec. 2.-The testim given by E. H. Harriman in the Federal suit against the Northern Pacific-Great Northern plan was made public today. Mr. Harriman testified at a hearing last week, at which there were present only week, at which there were present only Mr. Harriman and the attorneys interested. The witness, replying to ques-tions, said it was true that on or prior to May 9, 1901, he had acquired stock in the Northern Pacific Railway Com-pany amounting to the par value of \$78,-000,000. Later, negotiations were closed 000,000. Later, negotiations were closed and it was understood that the Harri-man interests were to take stock in a company to which the Northern Pacific stock was to be transferred. It was near the end of the negotia-

tions, Mr. Harriman said, that J. P. Morgan & Co. offered to pay for the Northern Pacific shares, part in the stock of a holding company and part in cash. When the Northern Pacific stock was bought, Mr. Harriman and his friends thought that they had ac-quired a controlling interest in Northern Pacific, and they held to this belief up to November 13, 1901, when action was taken looking to the retirement of the Northern Pacific preferred. The possible retirement of these preferred shares, Mr. Harriman said, was one of the inducements that led him and his associates to surrender their stock. They finally agreed to turn in their Northern Pacific stock at \$115 a share. The price Pacific stock at \$115 a share. The price for Great Northern was fixed at \$150. Mr. Harriman declared that he was not consulted about the formation of the

holding company.
"You made no inquiries as to where

we simply have faith that the man who is doing the thing is doing it properly, or else we don't negotiate or trade with

"Did you finally consent to surren der your holdings on the basis on which you did, because you had made up your mind they would carry out the deretire the preferred stock and thus take away from you the controlling interest in the stock of the Northern Pacific?" "I think I recollect pretty clearly that from our standpoint we thought it was better for us to accept that price for our stock than to go into a legal con-"And you understood that, if you did

not do that, you would have a legal contest on the question?" "Well, we took it for granted, naturaction having been taken determin-to retire the preferred stock." Mr. Harriman was not cross-examined.

MUST PAY FOR THE TIMBER. Suit Against Rio Grande Road for Illegal Cutting.

DENVER, Dec. 2.—United States Dis-triet Attorney Earl M. Cranston has filed a suit in the Federal Court here against the Denver & Rio Grande Railroad Company, and the contractors furnishing it with ties for its road, to compel an accounting for timber alleged to have been illegally cut from Government land in the

southern part of this state.

A restraining order was at once granted by Judge Hallett to prevent the felling of any more timber in the regions men-tioned in the complaint. Frank J. Park, the timber agent who has made the affidavits upon which the suit is based, esti-mates that between 40,000,000 and 50,000,000 feet of lumber have been illegally taken

TO BRING SETTLERS WEST. Northern Lines Agree on Rate of \$25 From St. Paul.

PAUL, Dec. 2.-The Northern Pacific and Great Northern have decided to wait no longer for favorable action by all the lines of the Transcontinental Passenger Association relative to colonist rates. They today put into effect a one-way rate of \$25 for settlers from St. Paul to Pacific Coast points from February 15 to April 30. The same companies will make proportionately low rate from St. Paul o intermediate points.

A traffic official expressed the opinion

that the movement of settlers would be much larger this Winter and Spring than

EXTRA DIVIDEND DECLARED. Manhattan Elevated Will Vote on In

crease of Capital. NEW YORK, Dec. 2.—The directors of the Manhattan Elevated Railway Company today declared a quarterly dividend of 1½ per cent. Notice was also given that a special meeting of stockholders will be held on January 16 to submit for their approval a proposition to increase the capital stock of the company to \$60,000,-600. This increase was provided for by the terms of the lease of the Manhattan to the Interborough Company.

Western Union Holds On. PHILADELPHIA, Dec. 2-The time limit placed by the Pennsylvania Railroad Company for the removal by the Western Union Telegraph Company of Western Union Telegraph Company of its poles and wires from the railroad lines expired yesterday, but they have not been removed. The dispute has been taken into the courts, and an understand-

Patents to Railroad Land. pany H.SS acres of land within the limits

DOLE AFTER BOODLERS.

HONOLULU, H. L. Nov. 25, via San Francisco, Dec. 2.—The Territorial Sengte met in extra pession on the 20th, having been called by the Governor to consider removals and appointments of public officials as a result of the recent exposures Auditor and the Superintendent of Pubsage, suggested a Senatorial investiga-tion of all the departments of the government, and the Senate has appointed

of Hawaii, though opposed to having any more Orientals brought into the country become competitors of skilled laborers The exchange has appointed a committee to look into the matter, and will prob

B. Maxwell, said to have been clerk. On the 12th he fell down the cor

Donation to Be Devoted to Cure of Cripples.

fessor Lorenz, of Vienna, it is stated that a well-known capitalist, whose name is withheld, has arranged to make a donation of a large sum to carry on the work of caring for poor chilren afflicted with hip disease, after Dr. Lorenz shall have returned to Europe. The gift will be, it is said, sufficient to give treatment to is said, sufficient to give treatment to the sufferers among the poor for a long local surgeons, who will attend the Lorenz clinics.

AT THE HOTELS.

THE PORTLAND.

THE PERKINS.

Jerome Lasselle, Al- Miss Lizzle Gorck, La bany Grands S A Lasselle, do Mre E Turner, do H C Pigott, Scattle H C Pigott, Scattle Thos H Allman, Cath-J W Harrington, Pay

lamet

8 M Cogshall, Burling
ton, Kan
Mrs Cogshall, do
Mr THE IMPERIAL

ing has been reached between the two companies by which the poles and wires are to remain undisturbed until a settle-ment of the pending suit is reached.

Contract for Extension MADISONVILLE, Ky., Dec. 2.—It is announced here that the Illinois Central has awarded the contract for the grading of the proposed road between Marion, Ky., and the Ohio Riyer, thus completing its line between Nashville

WASHINGTON, Dec. 2.—The Secretary of the Interior has ordered patented to the Oregon & California Railroad Comof the grant in the Roseburg and Lakeview districts, Oregon.

Special Session of Hawaiian Senate Will Deal With Them.

of embezziements. Four messages were received from the Governor on the day of organization, two of them dealing with the general situation, and the others relating to the departments of the lie Works, and calling for the removal of Auditor Austin and Superintendent Boyd. Governor Dole, in a general mescommittees to carry out the suggestion. The Senate has received a communication from Auditor Austin, declaring that he was unlawfully suspended by the Gov-ernor, the latter having no legal power to suspend him. On the same day Judge Gear, of the First Circuit Court, handed down a decision in the case of Austin vs. Attorney-General Dole, holding that the power of suspension was not possessed by the Governor, and granting a peremptory writ of mandamus, directing the Attorney-General and High Sheriff and Deputy Auditor to allow Austin to resume charge of his office. Armed with this writ, Austin and his attorneys made another attempt to enter the Auditor's office and take charge, but Austin was met at the door by the police officer who has been on guard for over three months, since Austin's suspension, to keep him out. He was refused admittance, and an appeal was taken from Judge Gear's writ. The Builders' and Traders' Exchange of Honolulu is agitating the question of using Chinese labor on the plantations

who are likely to remain in the cities and ably join other organizations in Honolulu in advocating that the plantations be allowed Chinese labor, under proper restrictions.

The volcano Kilauea has subsided wealthy resident of Scattle, died on board

the steamer Tampico, between Seattle and this port, on the 15th of this month, He was on the vessel in the capacity of panionway from the captain's office to have received injuries in the fall that caused his death. He is said to have been subject to cataleptic fits. Maxwell was buried at sea. He was about 35 years of age, and leaves a widow,

CARRY ON LORENZ'S WORK

NEW YORK, Dec. 2. - In connection with the coming visit to this city of Pro-

THE PORTLAND.

E H Belcher, Boston C R Paul, Chicago C Adlaway, San Fran D E Stewart, city F F Story, Chicago E E Wilson, Louisvill, A E Wilson & w. Chro H G McKinley, Eugene F W Allen, St Loois M Ashar, San Fran S B Hicks, Seatile Geo W May, Cincium Horace A Lay, Westfield, Mass O J Gerst, N Y E H Towle, San Fran A L Hawley, Seattle Thos Mansfield, N Y A B Wood, Cottage Gr Thos M McHale, Chap Marion F Dolph, city L Thanhauser, N Y M H Greenbaum, Cinn Jacob Fitch & wife, Seattle Mirs J F Beck, San Fran A L Hawley, Seattle Mirs J F Beck, San Fron J C Erskine, N Y F A C Reddan, London Rosattle Mirs J F Beck, San Fron J C L Dinocher, St Paul N K Korr, Eau Claire, Wis Mirs L A Carlisle, Locksley Hall . A O Donogh, San Fran Mrs Albert E Hutch Metz, San Francisco THE PERKINS.

Simon Juda, San Francisco
THE PERKINS.

R J Hulchcroft, North M Murphy, Summit,
Yamhill
A J Johnson, Astoria
G G Palmberg, do
A N Sarget, Astoria
W F Bartolder, do
J W Sewell, Hillsboro
L S Fritz, Dallas
J E Shyder, Brownsyl
J E J Daniels, Marshfid
J Parley, Golaria, Salem
Mrs F Hilliard, Bale
E J Daniels, Marshfid
J Parley, Golaria, Salem
Mrs P Hallilard, Bale
E J Daniels, Marshfid
Mrs P HIlliard, Bale
Mrs J Ball, city
J W Ballons, Panleison
C D Clark, Salem
Mrs P HIlliard, Bale
Mrs J Ballias
J D Lavingston, Mayw
W T Borden, Mayw
W A Simpson, do
C W Caldwell, Centralia
Beh F Nodd, do
C W Hilliard
W M Colvig, JackSonville
Harry O Boxd, Seattle
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Hi

MAGAZINE FOR . . . 1903 A PARTIAL ANNOUNCEMENT A "There is something about Scribner's which one does not find in the other magazines of the day. It see to have a progressive spirit back of it."—Cincinnati Commercial Tribune.

MARKER CONTROL OF THE PARTY OF

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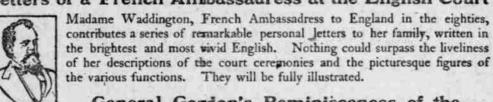
The Government of the United States

A series of articles of commanding interest and importance on the various departments of the United States Government. They are not mere descriptions of the routine of the departments, but treat with authority their many new and varied developments, responsibilities and duties.

The scheme will include among others the following:

THE EXECUTIVE OFFICE, by James Ford Rhodes
THE TREASURY, by Frank A. Vanderdip
THE UNITED STATES SENATE, by Henry Cabot Lodge
THE SCIENTIFIC WORK OF THE GOVERNMENT, by Prof. S. P. Langley
THE SUPREME COURT, by Justice David J. Brewer
THE NAVY DEPARTMENT, by Capt. A. T. Mahan
THE WAR DEPARTMENT, in two articles, by Gen. W. H. Carter and Judge C. E. Magoon
CIVIL ADMINISTRATION IN THE EASIT, by Gov. William H. Taft

Letters of a French Ambassadress at the English Court



General Gordon's Reminiscences of the Civil War

General Gordon, of the Confederate Army, is one of the few survivors of the great leaders of the Civil War, and his reminiscences are the most interesting contribution remaining to the story of the great struggle. The articles are full of the spirit and vividness which have made his lectures famous. Fully illustrated.

Mrs. Wharton's Novelette

A New Story by Edith Wharton will be published in Scribner's during the year-a novelette about the length of her story "The Touchstone." It is entitled "Sanctuary," and is most effective and unusual in idea, and distinguished by the qualities that make all that she writes in the highest degree interesting.

John Fox's New Novel

The first serial of the year is Mr. John Fox, Jr.'s, novel, "The Little Shepherd of Kingdom Come," a story that begins in the Tennessee Mountains and has its course before, during and after the Civil War. It is Mr. Fox's longest and best story. Each instalment will be illustrated.

Short Fiction



Richard Harding Davis, Mrs. Wharton, Miss Daskam, J. B. Connelly, Mrs. Andrews, Guy Wetmore Carryl, F. Hopkinson Smith, Thomas Nelson Page, Arthur Cosslett Smith, Nelson Lloyd, A. T. Quiller-Couch, and many other well-known writers will be represented in the pages of the Magazine by stories short and long, and illustrated by artists whose name; and best work have come to be identified with Scribner's.

Art Work for 1903

The coming year will surpass all preceding ones in the interest and distinction of the art material, which will include the work of new artists of talent as well as that of wellknown favorite illustrators. Among those who will contribute illustrations are Howard Pyle, Maxfield Parrish, Walter Appleton Clark, A. B. Frost, H. C. Christy, F. C. Yohn, Henry Hutt, E. C. Peixotto, Henry McCarter, Edward Penfield, Jules Guérin, Henry Reuterdahl, W. Glackens, Jessie Willcox Smith, Violet Oakley and others.

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THE ST. CHARLES.

25 cents a copy

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Thomas Rowland, a sailor of the ship to discover lines on which a compromis F Tuybury, Grand I Burk Seattle
James McGregor, do
D D Pierce, Coquille
C C Wood, Ashland
J S Cooper, Indp
Geo H Kelly, Eugene
J H Schott, San Fran
F T George, Arlington
Owen Hisir, Albany
Ow Chemainus, was can be reached and the resignation of drowned when attempting to go aboard. Cabinet Crisis in Japan. Walla Walla Fire Alarm System. NEW YORK, Dec. 2.—The Japanese po-litical situation is still undetermined, ac-meeting of the City Council tonight the WALLA WALLA, Wash., Dec. 2.-At a eerding to a Times dispatch from Tokio matter of a complete fire alarm system by way of London. The Marquis Ito and was referred to the committee on fire and the Marquis Yamagata are endeavoring water.

