

## BLACK SEA REVOLT IS WELL PLANNED

### Mutinous Sailors Keep Perfect Order.

### VODKA SHOPS ARE NOT VISITED

### Euxine Fleet Soon Expected to Join Them.

### ONE REGIMENT IS LOYAL

### Marching Workmen and Jacks Arrived With Military Honors, but Appeals to Desert Officers Are Met With Refusal.

SEBASTOPOL, Saturday, Nov. 25, Midnight.—(Delayed in transmission.)—The long-expected mutiny of sailors, who have been on the verge of revolt, has come, and Russia's stronghold on the Black Sea is in danger of falling completely into their hands.

The situation is very critical. All the shore equipages, numbering 4000 men, are in open rebellion, having driven away or taken their officers prisoners. The Brest regiment of infantry has gone over in a body to the mutineers. General Neplueff, the commander of the fortress, is a captive.

The Bielostok regiment, the only other regiment in the city, received the mutineers with cheers, but thus far it remains loyal. Some of the artillerymen have also joined the men in revolt. Besides the Bielostok regiment, there are two battalions of artillery and a battalion of fortress artillery here.

The Euxine fleet is standing in the offing, and is still obeying the orders of Vice-Admiral Choukln, but the crews are disaffected, and there is great doubt whether they can be restrained from joining the mutineers, and greater doubt that they will fire upon them.

The Seventh Army Corps and the commander of the corps have been hastily summoned from Simferopol, eight hours distant.

Planned by the Socialists. There is every evidence that the mutiny was deliberately and perfectly planned by the Social revolutionaries, who have been pushing their propaganda with great energy, since the St. Petersburg strike was organized, to save the Cronstadt mutineers.

Friday eight sailors at the barracks seized, disarmed and expelled their officers. They then assembled a great meeting. Rear-Admiral Pizarski, commander of the practice squadron, supported by a company from the Brest regiment, went to the meeting, and when it refused to disperse ordered the troops to fire. Instead of shooting the mutineers, however, two shots rang out, and Captain Stein, of the company, fell dead, and Rear-Admiral Pizarski received a ball in his shoulder.

During the night, the sailors, with the aid of the Social Democratic leaders, having learned a lesson from the less prudent mutineers at Cronstadt, elected officers and decided upon a programme, pledging themselves not to pillage, kill or drink vodka, and to take measures to prevent rowdiness.

Officers Sent to Prison. This morning (Saturday) they were joined by the workmen of the port, and at 11 o'clock, in complete order, the sailors carrying the banner of St. George and the workmen red flag, marched to the barracks of the Brest regiment. The officers of the regiment threatened to fire on the mutineers, but General Neplueff, a Colonel and five other officers surrendered and were sent under escort to the marine prison.

Being reinforced by the rank and file of the entire regiment, the mutineers and workmen formed a procession, composed of 30,000 men and marched through the city. At Novitskoff Place, the procession encountered several companies of the Bielostok regiment, with a machine gun battery. The mutineers approached, their hands playing the national anthem, and the soldiers received the procession with full military honors, presenting arms and exchanging cheers. But the Bielostok men resisted the appeals of the mutineers to join them, and, obeying the orders of Commander Schulman, marched off toward the road leading to Babaklava. The battery, however, remained with the mutineers and participated in the meeting.

One Regiment Holds Out. After the meeting the procession formed again and went to the barracks of the Bielostok regiment, where there were other companies, but these companies also declined the invitation of the mutineers to join them.

In the afternoon the sailors from the barracks signaled their comrades aboard the warships to join them, and also sent a deputation to Vice-Admiral Choukln, requesting him to come to the sailors' barracks and hear their grievances. But the Admiral, in a short speech, in which he pointed out the madness and criminality of their actions and the dreadful penalties to which they had subjected themselves, declined to accede to the request.

The sailors thus far have committed themselves well. The city is panic-stricken and the inhabitants are fleeing. This evening the mutineers stopped the trains in order to prevent the arrival of troops from Simferopol, and many persons

left on foot and in cabs, wagons, or any other kind of vehicle available.

### KILL TWO OF THEIR OFFICERS

### Returned Prisoners in Revolt at Vladivostok Garrison.

LONDON, Nov. 26.—A dispatch to a news agency from Vladivostok, dated November 25, says:

A number of Russian troops who were taken prisoners at Port Arthur and who were recently returned here for enrollment in the local garrison revolted today, killing two of their officers and wounding five others. The reasons for the revolt are not known.

### MORE PILLAGE AT MOSCOW

### Cabmen and Domestic Servants Join the Strikers.

MOSCOW, Nov. 26.—Crowds of striking workmen, many of them armed with revolvers, continue to pillage factories and stores and the houses of the better class. In several quarters of the city numbers of persons have been wounded by shots from the crowds. The attempts of the police to restore order are ineffective. The cabmen and 3000 domestic servants have joined the strike.

### Rioting in Siberian Town.

### BARCELONA, Siberia, Nov. 27.—Severe rioting took place here yesterday as the result of several army officers attacking and demolishing the plant of the industrial newspaper Outcut, which has recently violently attacked the army. Later there were frequent collisions between the several political factions and many were seriously hurt.

### Army Is Ripe for Revolt.

### ST. PETERSBURG, Nov. 27.—It was reported early this morning that the War Office had received information from Manchuria that 500,000 members of the Manchurian and Siberian armies are ripe for revolt, and declare that they will tramp toward Russia if discipline is not relaxed and proper food provided.

### SOLDIERS QUIT MUTINEERS

### BREST REGIMENT READY TO RETURN TO DUTY.

### Deputations From Crews of Two Battleships Promise Support to the Revolving Sailors.

SEBASTOPOL, Nov. 26.—Though the mutinous sailors have not yet submitted, but on the contrary have received promises of support from the crews of the battleship Panteleimon (formerly the Knair Potemkin) and the cruiser Otchakoff, and though they are in complete possession of Admiralty Point, where the barracks are located, there were no disorders today and the situation is regarded as much improved.

The mutineers have been deserted by the Brest regiment, which marched off under arms to a camp formed by loyal sailors and sent a message to Vice-Admiral Choukln asking his pardon and saying they were ready to return to duty. The crews of all the ships, except the Panteleimon and the Otchakoff refused to join the mutiny or to answer to the signals of the sailors on shore. The men on the ships named have not yet risen.

The authorities have posted artillery on the boulevard, which is the sole avenue of communication between the city and the stronghold of the mutineers, and on the Balaklava road, the only other access from Admiralty Point. They have the mutineers completely hemmed in, but are awaiting the arrival of troops from Simferopol before attempting to retake the barracks.

Small bodies of unarmed sailors, however, were allowed to enter the city today and they strolled about without being molested.

The mutineers apparently are in a state of excellent discipline. They have constructed barricades, have placed a guard at the aqueduct which supplies the barracks and have thrown out pickets, which take regular turns at guard duty. They declared that they had withstood concession promised by the Emperor and that they are ready to hold out until these are put into effect.

The mutineers held a meeting today in the barracks at which deputations from the Panteleimon and the Otchakoff were present.

The strike of the railroad men in sympathy with the mutinous sailors is delaying the arrival of troops. Fugitives from this city went in carriages to Simferopol today, but the panic has abated to some extent.

### CRONSTADT HEARS NEWS FIRST

### Engineering of the Mutineer Beheved to Be by Intelligent Hands.

ST. PETERSBURG, Nov. 27.—(1:30 A. M.)—At midnight the Associated Press was informed by an official of the Admiralty that the reports received up to that hour showed there had been no conflict at Sebastopol yesterday. So far as the official knew, the crews of the Black Sea fleet were still loyal, but beyond that no information was vouchsafed.

The sailors who mutinied number about 4000, and belong to various equipages, from the Twenty-eighth to the Thirty-sixth. Including the sailors on board the ships, there were about 3000 in Sebastopol when the mutiny occurred. The troops in the garrison consisted of the Brest and Bielostok regiments, with two battalions of artillery and one battalion of fortress artillery. The Bielostok regiment during the outbreak several weeks ago fired upon the soldiers, and at the Admiralty no doubt is now entertained that the mutiny was the result of the carefully prepared work of revolutionists, to whom the support given the mutineers at Cronstadt by the workmen of St. Petersburg offered a powerful weapon.

Profiting by the mistakes of the mutineers at Cronstadt, however, those at Sebastopol took particular care to adopt measures to prevent their meeting degenerating into a drunken riot, and, so far as known, both the mutineers and the

loyal troops were well behaved. The mutineers were well behaved. The loyal troops were well behaved. The mutineers were well behaved. The loyal troops were well behaved.

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(Continued on page 2.)

## PLENTY OF MONEY FOR IRRIGATION

### Secretary of Interior Has Not Been Furnished Proper Figures.

### MATTERS IN A BAD TANGLE

### Reclamation Service in Its Controversy With Hitchcock Has the Best of the Argument and the Facts to Prove It.

RECLAMATION FUND.	
Amount now in fund.....	\$28,928,871
Additions to next three years.....	2,999,999
Total fund available.....	\$31,928,871
Amount already expended.....	15,000,000
For.....	15,000,000
Available for new work.....	\$16,928,871

### OREGONIAN NEWS BUREAU, Washington, Nov. 26.—

When the Secretary of the Interior and the Reclamation Service reach an understanding as to the extent and condition of the national reclamation fund, it is expected that a number of new irrigation projects, including projects in Eastern Oregon and Eastern Washington, will be approved and placed under contract. But until there is a complete understanding, the present chaotic condition must continue, and inactivity will be the rule, save on projects that are actually under contract.

The great misunderstanding that now prevails is as to the amount of money available for use, and the restrictions under which that money may be expended. The Reclamation Service has its own set of figures, but those figures do not coincide with the figures which have been furnished Secretary Hitchcock by the men in his own department upon whom he relies.

The Secretary, confronted with very different financial statements, from sources which ought to agree, has concluded that neither is right, yet he is unable to figure out for himself just how much money he has to spend, and how much he has spent in the 24 years the reclamation law has been in force.

Involved by Intermediaries. If Secretary Hitchcock, in handling irrigation matters, dealt directly with the Reclamation Service, as the law contemplated he would do, and as good business practice would seem to demand, he would not now have a nasty tangle on his hands, but would be able to work in harmony with the bureau that was especially created to both Government irrigation works.

It is by dealing through unreliable intermediaries that the Secretary has become involved in an unpleasant controversy with the Reclamation Service, and, unfortunately for the Secretary, the Reclamation Service is in the right. The Secretary acted on bad advice, given him by men who lacked full and proper information on matters which passed through their hands.

The holding up of new irrigation projects worked out by the engineers of the Reclamation Service has been attributed primarily to a supposed lack of money. Recently, a number of feasible and very attractive projects which have been studied and mapped, have been submitted to the Secretary for approval, but all were sidetracked because the Secretary believed he had no money to construct them. Since taking this action, his ideas as to the extent of the fund have been changed somewhat, and he is beginning to see a means whereby he can approve some of the new projects, and authorize work to commence.

Contracts for Only Half. Secretary Hitchcock now realizes that it is one thing to apportion money for a project, and quite another to let a contract for the construction of some project. The Secretary has apportioned over \$2,000,000 for different projects, but he has only authorized contracts and paid for work amounting to \$1,000,000. In other words, while the entire amount in the reclamation fund has been apportioned, only half of it has been contracted for, leaving the other half for future use on works which have not been approved, but which have not yet reached the contract stage.

When the Reclamation Service, after careful survey, is satisfied that some project is feasible, it makes an estimate of the cost of its construction, and asks the Secretary to approve the project and apportion enough money out of the fund for its construction. When an apportionment is made, the money is set aside contingent upon the fulfillment of certain conditions which usually relate to vested rights and the co-operation of owners of lands under the project. In making the allotment, the Secretary has incurred no legal or moral responsibility. He is not bound to spend the money on the project for which the allotment was made. Indeed, conditions may arise which may demonstrate the impracticability of building the project, in which event the allotment may be canceled and the money turned back into the fund.

If, however, a contract is let for some part of a project, the Secretary then assumes a legal responsibility for that part only. He must be certain there is sufficient money in the Treasury to complete the contract, even though final payments may not be required for several years.

Eleven Projects Under Way. At the present time actual construction is in progress on portions of 11 great projects, requiring about three years for their completion. The estimated cost of these projects is about equal to the total

amount now in the reclamation fund, \$28,928,871. But the fund is constantly growing. It will be three years or more before the present fund can be expended, and in that period it is estimated \$20,000,000 will be added by reason of future public land sales, not to mention some moneys that will be returned to the fund from settlers on the first irrigation projects to be completed.

In view of the great time consumed in making preliminary investigations, and the great time required to complete these enormous irrigation systems, it is proper for the Reclamation Service to prepare plans for new projects in anticipation of further additions to the fund. By so doing the engineers upon the completion of one project can take up immediately the construction of another, and thus apply the money in the Treasury as quickly and economically as possible towards the construction of feasible projects.

On this basis the present reclamation fund, with the increment which will come to it in the next three years, can be expended safely in such a manner as to permit commencing construction on every project which has thus far received the approval of the Reclamation Service. This can be done without letting contracts at any time for more than one-third or one-half of the total amount of money in the Treasury.

Condition of the Fund. To get down to figures, the reclamation fund on June 30, 1905, amounted to \$28,928,871. The Commissioner of the General Land Office estimates that between June 30, 1905, and June 30, 1906, practically \$9,999,999 will be added to the fund, from the sale of public lands. Land Office receipts are gradually declining. It is estimated that for the present fiscal year the net receipts (that is the amount that goes into the reclamation fund) will amount to \$3,250,000; next year only \$2,999,999 is looked for and the year following a quarter of a million less is counted on. This \$3,250,000, added to the \$28,928,871, makes a total of \$32,178,871 that can be expended by the Secretary of the Interior before June 30, 1906.

In other words, as it takes about three years to build many of the large projects, the Secretary can, at this time, make contracts, in addition to contracts heretofore made, to the aggregate amount of \$37,999,999, and still be within the limits of the law and the fund.

As stated above, about \$15,000,000 has already been expended, or is covered by contracts now being executed. This, deducted from the \$37,999,999, still leaves \$22,999,999 with which the Secretary can reckon, and works costing up to this amount can be safely authorized. These contracts may be made under projects which have been heretofore approved, or under projects for which no allotments have yet been made.

Some Projects Abandoned. The fact that money has been allotted does not necessarily insure its expenditure, as is instanced in the case of the Malheur and Palouse projects, which have since been abandoned. In all \$5,399,999 was allotted for building those two projects, and yet not a cent is to be expended on either. The fact that the allotment was made did not insure construction, and the Secretary was at no time obligated to build either project.

In the Mindoka project, in Idaho, however, there was not only an allotment of \$1,300,000, but over \$1,499,999 worth of work has been contracted for, and that money must be paid out.

Irrigation works are being constructed, or are under contract, in each of the 16 states and territories benefited by the reclamation act, save Oregon, Washington, Utah, Kansas and Oklahoma, but allotments have been made for every state and territory except Utah and Oklahoma.

How the Allotments Stand. The allotments as they stood November 13 were as follows:

State and name of project—	Allotment.
Arizona—Salt River.....	\$1,820,000
California—California.....	2,000,000
Colorado—Uncompahgre.....	1,500,000
Idaho—Mindoka.....	1,300,000
Payette-Boise.....	1,500,000
Kansas—Garden City.....	200,000
Montana—Huntley.....	500,000
Nebraska—Omaha.....	1,000,000
Nebraska—Wyming—North Platte.....	1,500,000
Nevada—Truckee-Larson.....	1,000,000
North Dakota—One-third Leto.....	300,000
Yellowstone.....	700,000
Oregon—California.....	1,000,000
Oregon—Malheur.....	1,250,000
South Dakota—Beile Fourche.....	1,100,000
Washington—Columbia.....	1,200,000
Wyoming—Shoshone.....	2,500,000
Total.....	\$23,900,000

Inasmuch as only half of the reclamation fund has so far been expended or contracted for, and inasmuch as it will take three years to build the average project, it is apparent that the foregoing figures that the Secretary of the Interior could safely enter into a contract today for every project for which he has made an allotment, and have a surplus of \$4,078,871, which could be used in case of emergency. Or, to be more to the point, inasmuch as the Palouse and Malheur projects are not to be built, the Secretary could safely enter into contracts tomorrow for the construction of the Umathilla project in Oregon, which will cost \$1,000,000, and could contract for the Tieton, Okanogan and Sunnyside projects in the Yakima Valley in Washington, which will cost respectively \$1,000,000, \$500,000 and \$1,200,000 or \$2,700,000 in all.

Substituting Increases Surplus. By substituting these four projects for the Malheur and Palouse, the Secretary would in reality increase his surplus from \$4,078,871 to \$5,598,871, as the combined cost of the three is only \$2,500,000, whereas the total allotment for Malheur and Palouse is a little over \$4,000,000.

To be, of course, shows that Oregon and Washington, which have not yet been recognized under the reclamation law, can be given instant recognition, as far as money is concerned. There is money enough to spare, if the Secretary makes the distinction between allotment and contract. And inasmuch as all four projects named are reasonably feasible, there is no reason why all four should not be immediately approved, and the necessary allotments made. Then, if after further examination, the Government is unable to make satisfactory arrangements with the landowners under the respective projects, they can be dropped.

## CHOKED AND BURNED IN WRECK ON RAIL

### Fourteen Persons Lose Lives in Rear-End Collision on Massachusetts Road.

### SMASHED CARS TAKE FIRE

### Many of the Passengers Are Pinned Under the Wreckage and Are Roasted Alive Before Powerless Onlookers.

LINCOLN, Mass., Nov. 26.—Fourteen persons were killed, 25 were seriously injured, and probably a score of others cut and bruised in the most disastrous railroad wreck recorded in this state for many years. The wreck occurred at 3:15 o'clock, at Baker's Bridge Station, a mile and a half west of Lincoln, on the main line of the Fitchburg division of the Boston & Maine Railroad. The regular Sunday express, which left Boston at 7:45 o'clock, for Montreal, by way of the Fitchburg system, crashed into the rear end of an accommodation train bound for points on the Marlborough branch, and which started from Boston at 7:15.

Of the dead, a dozen were passengers in the two rear cars of the Marlborough train. The other two were Engineer Barnard, of the Montreal express, and his fireman. No passengers on the express train were injured. Of those who lost their lives, a number were apparently instantly killed in the collision, while others were either burned to death or died from suffocation. A partial list of the dead is as follows:

—EUGENE BERNARD, engineer of the Montreal train.  
—LYONS, fireman of the Montreal train.  
—ANNA HILSBIDGE, aged 5 years, Acton.  
—DANIEL WEATHERS, 5 years, Acton.  
—MAY CAMPBELL, Maynard.  
—WILLIAM J. BARRIS, Maynard.  
—THREE-YEAR-OLD CHILD of Mr. Harris.  
—MAY COLLINS, Concord Junction.  
—NELLIE SWEENEY, Concord.  
—MAGANAO, Concord.  
—SEVEN UNIDENTIFIED BODIES.

The following injured persons were taken to the Massachusetts General Hospital in Boston:

—Harry Broadbent, Maynard; Andrew Carlton, Maynard, condition serious; Varro Van Dusen, Maynard; Andrew Elmer, address not known; Daniel Hastings, South Acton; Nicholas Holbrook, Maynard; Harry Vent, South Acton, condition critical; Matthew Campbell, Maynard; Robert Campbell, condition serious; Mrs. Clara Fuller, Leominster, condition serious; Mrs. Albert Bentley, Maynard, crushed thigh, condition critical; Mrs. William Harris, Maynard; Anna Klaven; Peter Weston, Maynard.

Among others injured who were treated near the scene of the wreck were the following:

—Miss Smith, Concord; Mr. and Mrs. John Davis and their daughters, Benis and Maud, of Maynard.

Express Hits Standing Train. The wreck was primarily due to thick weather, which apparently obscured signals set by the forward train, which, at the time of the disaster, was standing in front of Baker's Bridge Station. The Montreal train, drawn by two locomotives, and consisting also of nine cars, crashed into the rear of the Marlborough branch local, demolishing the two rear cars. All of the passengers killed and seriously injured were in these. None of the passengers on the Montreal train was seriously hurt, but the engineer and fireman of the leading locomotive were killed.

The wreck caught fire, and some of the passengers were incinerated. Few persons live in the vicinity of Baker's Bridge station, and no fire department was available, so that the flames practically burned themselves out. The uninjured passengers and a number of train hands, assisted by villagers, went to the aid of the injured, and many persons were rescued.

The railroad station and a number of dwelling-houses were turned into temporary hospitals, and many volunteer nurses assisted in relieving the suffering of the injured. Later, the most seriously hurt were taken to Boston on a special train.

Brakeman Sent With Signal Torch. The Montreal train does not stop at the small stations, and after passing Waltham, does not stop ordinarily until it reaches Concord, two miles west of Baker's Bridge Station. Owing to the heavy traffic, the Marlborough branch train was behind time when it reached Baker's Bridge. According to the statement of persons who were at the depot there, a brakeman was sent to place a fuse or red-fire torch a distance in the rear.

The night was unusually dark. According to those at the station at the time, the torch had not been set more than a minute before the rear of a heavy train around a curve a short distance east of the depot was heard. Within a few seconds, the headlight of an on-coming locomotive showed through the mist, and before a hand could be lifted to warn the passengers in the waiting train, the two ponderous engines, traveling at a speed of 35 miles an hour, crashed into it. The impact was terrific.

The leading locomotive telescoped the rear car of the Marlborough train, and the second engine forced this mass against the third car of the local and completely wrecked it. In these two cars all but two of the fatalities occurred, and practically all of the injured. The collision destroyed the forward locomotive of the Montreal train, but the engine following, although much damaged, did not leave the rails. None of the cars of the express was thrown from the track, and the collision apparently had little effect upon those in them.

Burned With the Wreck. Fire added to the horror, flames almost immediately communicating to the wreckage of the passenger coaches. A number

of passengers who had been pinned down by broken seats were incinerated. Some of them, however, had evidently been killed instantly. The second car of the local train remained standing on the rails, and was not greatly damaged.

Thirteen of the dead were sent to Boston on the special train, together with 14 of the most seriously injured, of whom it was feared that these would die within a short time. The majority of those injured were women. It is probable that the District Court will hold an investigation.

### Heads Separated From Bodies.

LINCOLN, Mass., Nov. 26.—Just before 3 o'clock this morning it was estimated that the dead numbered 18. There were 12 persons taken from the wreck and three died after being removed. Three of the bodies were headless.

Two skulls were found at 2 A. M. and 20 minutes later a man's head with a full beard was picked up. It is difficult to fix the exact number of those who perished, but it is thought it will not exceed 18.

### RUMOR OF FOUNDERING

### Battleship King Edward VII Reported Lost in English Channel.

(SPECIAL CABLE.) LONDON, Nov. 26.—A rumor is current here, the source of which cannot be ascertained, that the big first-class battleship King Edward VII has foundered in the English Channel. There is no confirmation of the rumor and up to the present time it has been impossible to locate where it originated.

### Great Gale Sweeps Channel.

DOVER, Nov. 26.—A terrific gale prevails in the Channel. The storm is the most severe that has been experienced in the past three years. The Admiralty pier is partly submerged and the London boat train has been unable to reach her pier, owing to the huge seas which are hurling masses of shingle across the rails. The cross channel service is suspended.

### Steamer Ikuta Is Sunk.

TOKIO, Nov. 26.—(S. P. M.)—The steamer Ikuta, bound for the coasting route, collided with the steamer Yukura near Matsura, not far from Shimonoeki, last night. The Ikuta, which was struck amidships, sank immediately. Most of the people on board were saved. Eleven are missing.

### SWALLOWED BY THE SEA

### Great Section Stamps Off East Coast of Coney Island.

NEW YORK, Nov. 26.—(Special.)—Over 10,000 feet of barren island east of Coney Island and north of Rockaway has been swallowed up by the sea and the inhabitants of the island, composed of nearly 500 souls, are panic-stricken lest, by the same mysterious and silent visitation, a large part of the eastern end of the island should suddenly disappear underneath the waters.

Eighty thousand feet of the beach was suddenly lost forever underneath the waters Saturday, carrying down a part of the great rendering plant of the Sanitary Utilization Company. Today 20,000 feet more went down fathom deep into the quicksands underlying the wharves and piers. Other big plants are threatened. No lives were lost, but there were many narrow escapes.

### CONTENTS TODAY'S PAPER

YESTERDAY'S—Maximum temperature, 44 deg.; minimum, 41 deg. TODAY'S—Occasional rain, possibly part snow or sleet; westerly wind.

Russia. Over 4000 sailors and soldiers in revolt at Sebastopol. Page 1. Mutineers organize and promise to abstain from vodka and pills. Page 1. General Neplueff, commander of the fortress, is a prisoner. Page 1. Euxine fleet expected to join the mutiny. Page 1.

National. Farm of the United States produce an unprecedented yield. Page 1. Plenty of money in the reclamation fund for all present projects. Page 1. North Yakima Commercial Club advances claims of the Tieton project. Page 2. Railroad employees will combat state legislation. Page 4. Perry Belmont appoints committee to urge publicity in matter of campaign contributions. Page 5.

Foreign. Sultan of Turkey shows signs of yielding to pressure of the powers. Page 2. Fleet of allies reaches the island of Mytilene. Page 2. Cuba sends gunboat to investigate affairs in the Isle of Pines. Page 2.

Domestic. In rear-end collision in Massachusetts 14 are killed and 30 injured. Page 1. University of Pennsylvania takes initiative in suggesting new football rules. Page 1. Autopsy is performed on the body of Midshipman Branch. Page 2. Pacific Coast. Marion County has a long list of aspirants for state offices. Page 4. Room in real estate at Ontario, Or. Page 4. Horshel shot in streets of Los Angeles, after a running fight with officers. Page 4.

Sports. Pacific Coast scores—Portland 2-5, Los Angeles 1-2, San Francisco 1-3, Tacoma 0-3; Seattle 11-7, Oakland 2-2. Page 9. Melinmah men have try-out game preliminary to match with University of Oregon on the gridiron. Page 9.

Marine. Schooner Bella ashore near mouth of Sluiceland River. Page 2. Portland grain buyers do not fear being indicted for having combined to control prices on wheat. Page 5. Several candidates aspire to appointment as Clerk of Federal Court. Page 5. Judge McBride will be asked to restrain Mayor Lane from raising Midway Club. Page 9. Typographical Union favors state ownership of printing plant. Page 12.

New plant on the Sandy seeks light and power franchise in Portland. Page 8. Portland and Vicinity. Anti-Suffrage Association preparing to oppose amendment. Page 13. Large increase in population of suburbs requires better school facilities. Page 8. United Brethren pastor favors titling system of raising church funds. Page 12. Oregon's banking laws are lax. Page 8.

## HAY CROP WORTH MORE THAN WHEAT

### Corn Leads All Farm Products in America

### GREATEST HARVEST IN HISTORY

### Secretary Wilson Presents Vast Figures in Report.

### POTENTIAL FACTOR IS THE HEAVY COMPETES WITH THE COW AND THE WHEATFIELD FOR PRECEDENCE IN THE VALUE OF YEARLY PRODUCTION.

### SOME OF THE BIG CROPS.

Corn (bushels).....	2,708,000,000
Hay.....	