

RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Railroad Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10.—It is apparent that certain railroad interests have become alarmed over the decided anti-railroad agitation that is manifesting itself in congress and in several states, and that their friends in the senate have been appealed to settle upon the best rate bill they can get and get it before the senate for action. It is said that the railroad interests at large have become astounded over the opposition that has developed to them throughout the country, and that many of them realize that graver problems than the fixing of a disputed rate confront them if something is not done to allay the spirit of hostility.

Some of the magnates believe that if they can get the members of the committee on interstate commerce of the senate together on a bill at once it will stop the agitation that is each day growing stronger against what are characterized as "railroad lobbies" in various states.

The denunciation of the railroad trust in West Virginia by Governor Dawson in a letter to the senate, the offering of a resolution in Pennsylvania to investigate coal-operating roads and the determination of many members of congress to secure an investigation of the alleged trust formed by the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio and Norfolk & Western, have excited fear among the friends of railroads that a remorseless crusade against them is about to begin.

Chairman Elkins, of the interstate commerce committee of the senate, who favors the railroad interests, and Senators Clapp and Dolliver, who have been fighting for action, held a private conference of several hours this afternoon. It is believed a basis of compromise is being considered.

STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10.—In discussing the possibilities of a challenge for the America's cup from Sir Thomas Lipton or any foreign source, and the probable course of the New York Yacht club, on receipt of such a challenge, says today's Times, the astonishing statement was made by a prominent member of the New York club yesterday that the Reliance would be used in all probability as the defender of the cup, even though the challenge called for a race with schooners, as has been suggested, and that to meet these conditions she would be converted, as it is a perfectly practical suggestion and meets Sir Thomas' and any other challenges at every point.

If a 70-foot sloop, as suggested by Sir Thomas, is named as the challenger, the challenge will be accepted and the Reliance will be used as the challenge boat, in spite of the big allowance she would have to give. If a 110-foot schooner is named, the Reliance will be converted and will be still the defender. If a 90-foot sloop is named, it will, of course, be the Reliance which will cross the line as the defender of America's priceless trophy. Under old rules or under new, the Reliance is looked upon as capable of successfully defending the cup and will remain the club's Reliance.

Poaching on Fund.

Washington, Feb. 10.—To the surprise of many senators, the Hansbrough bill setting apart \$1,000,000 out of the reclamation fund for the drainage of swamp lands in North Dakota slipped through the senate today. Several Western senators were vigorously opposed to taking any money out of the reclamation fund to drain swamp lands and it was their purpose to oppose this bill, but it was called up when the senate was virtually empty and went through without opposition. It will be fought in the house.

Relieve Forest Settlers.

Washington, Feb. 10.—The house of passed a bill providing that settlers within forest reserves who have relinquished title to their land since the lieu land law was repealed may recover title to their original holdings. As matters now stand, these settlers can neither make lieu selection nor recover the land which they relinquished. The house refused to pass a bill permitting settlers of this class to perfect their lieu selections.

Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10.—A decision adverse to the Nebraska Graindealers' association was handed down today by the Supreme court, which orders the association dissolved. It had been alleged that the association fixed prices, leaving the farmers to take what was offered.

THE RATE BILL.

Provisions of the Measure Passed by the House.

Washington, Feb. 9.—The railroad rate bill is intended and does comply specifically with the recommendations of President Roosevelt on the rate question. It gives the Interstate Commerce commission authority, when a rate has been complained of as "unreasonable" by a shipper, to investigate that rate, state whether or not it is unreasonable, and if found to be unreasonable, to name a rate, which is to be just and reasonable, and fairly remunerative, and which is to be the maximum rate to be charged.

This rate, so fixed, is to go into effect 30 days after it is announced by the commission, subject, during that time, to be set aside or suspended by the commission or by the courts. After it has gone into effect, it is to remain the rate for three years. During this time, according to the opinion that has been expressed by those who have participated in the debate, the rate may also be reviewed by the courts, and, if found to be in conflict either with the constitution by being confiscatory, it can be set aside by the courts.

Another important feature is the definition of the words "railroad" and "transportation," in a manner to include all auxiliary instrumentalities.

This power to name a reasonable rate and the inclusion of the auxiliaries within the jurisdiction of the commission, are said to be the new features. All other provisions are modifications of existing law. They include publicity of railroad methods, which is to be aided by prescribing a system of bookkeeping, and enlarging the commission to seven members and increasing salaries of members to \$100,000 a year.

CHINESE GOOD SOLDIERS.

Minister Discusses Agitation and Preparations for War.

Berlin, Feb. 9.—General Tchong Tchong, the Chinese minister to Germany, in the course of an interview with the Tageblatt's correspondent on the disquieting rumors from China, said that China needed reform in her head and limbs. Europe, he said, had been surprised that Japan had become greater than China, whose soldiers, and especially those in the northern part of the empire, compare physically with the Prussian guards. Money for army and navy expenses, he said, should not be considered, as the population of over 400,000,000 could easily contribute a milliard where vital interests were touched.

China, the minister continued, strongly wishes for commercial dealings with foreign countries, but prefers those without Chinese colonies. The missionaries, he added, cause hatred of foreigners by their tactless proselytizing and the fighting between Protestants and Catholics.

The minister was asked if the navy and army reinforcements which the United States is sending to the Philippines in the expectation of difficulties with China might arouse the Chinese dragon. He replied:

"If the American government sends reinforcements, who can say it fears difficulties with China? It is all nonsense. I believe the armaments are prepared against somebody else; I cannot express myself more definitely."

APPIAN WAY OF AMERICA.

Perfect Road Will Be Built Straight Across Ohio.

Cleveland, Feb. 9.—Within a year work will be begun by the National Good Roads association on a great highway extending clear across the state of Ohio, from the Pennsylvania to the Indiana line, that will be one of the finest in the world, and, like the Appian Way, will be built to last for all time to come. This is the information given out today by Colonel W. H. Moore, president of the association.

The road, which will be the first to be built across a state under the authority of an organization since the old Federal roads, will cost \$1,500,000. Of this amount, Colonel Moore says \$750,000 has already been put up by certain interests that he will not now reveal, and the remainder will be secured from the counties through which it will pass.

Puts Down Siberian Revolt.

St. Petersburg, Feb. 9.—General Linievitch, commander of the Manchurian armies, telegraphed to the emperor yesterday as follows: "General Rennenkampff entered Chita, Transbaikalia, February 5, without bloodshed. The inhabitants of the town have been disarmed and work has been resumed. Two hundred of the revolutionists have been arrested, but a number of the leaders fled. General Helsingkoff, the military governor of Chita, has been relieved of his post for inaction."

Irrigation Congress Dates.

Boise, Idaho, Feb. 9.—Tuesday at a joint meeting of the directors of the chamber of commerce and the Commercial club, it was decided that the dates for the meeting of the National Irrigation congress should be September 10 to 15. This action is subject to the ratification of the executive committee of the congress, but it is customary to ratify the choice of the people where the congress is to be held in the matter of dates.

Will Act for Castro in France.

Washington, Feb. 9.—The Venezuelan government has requested the government of the United States to take charge of its consulate in France. Secretary Root has decided to comply with the request and will give the necessary instructions to the American ambassador in Paris.

OREGON STATE ITEMS OF INTEREST

TEN MEASURES FILED.

Questions To Be Submitted to People for Their Decision.

Salem—The last day for filing initiative measures in the office of the secretary of state has passed and six measures were added to the four already on file. The bills and proposed amendments to be voted upon are as follows:

The \$1,000,000 appropriation bill passed by the last legislature and held up by referendum petitions.

The local option bill proposed by the Liquordealers' association as an amendment to the present local option law.

The bill filed by the owners of the Barlow road, requiring the state to buy the road for the sum of \$24,000.

The proposed constitutional amendment filed by the Equal Suffrage league, extending the elective franchise to women.

A bill by the People's Power league making it unlawful for public service corporations to give passes or free or reduced rate service to public officials.

A bill by the State grange, levying a license tax upon the gross earnings of refrigerator and sleeping cars and oil companies.

A constitutional amendment proposed by the People's Power league to amend section 1 of article 12 so that the public printing will be entirely within the control of the legislature, and may be let by contract, or a printer elected or appointed, upon a salary or other compensation.

An amendment proposed by the People's Power league to amend article 4 of the constitution so that the referendum may be demanded upon any item or section of a bill and extending the rights of initiative and referendum to municipalities.

An amendment proposed by the People's Power league to amend sections 1 and 2 of article 17, so that one legislative assembly may submit constitutional amendments, and that when the vote upon an amendment has been canvassed by the governor and a majority found in its favor he shall proclaim it adopted, and it shall then be a part of the constitution, beyond the power of the courts to pass upon; also that no law for a constitutional convention shall be in force until approved by a vote of the people.

An amendment proposed by the People's Power league to amend section 2 of article 11, giving the legal voters of a municipality power to frame and adopt their own charters, and forbidding the legislature to create municipal corporations.

Large Depot at Austin.

Sumpter—The Sumpter Valley Railroad company has just finished an 80 foot depot at the terminus of the road now known as Austin station. Much freight is received at that point, necessitating a larger depot than is generally found at other stations on the line of the road. A few other buildings have been erected at Austin and the place is beginning to assume the proportions of a village. There is no authenticated report current as to whether the Sumpter Valley intends to extend its line beyond that point during the coming season or not.

Klamath Horses Sell High.

Merrill—J. Frank Adams has just sold 100 head of horses to Charles Stewart, of San Francisco, for prices ranging from \$100 to \$150 each. Mr. Stewart purchased the horses to take to San Francisco and perhaps a large portion of them will go to Honolulu or be transported for service in the United States army. Sixty head of the animals brought \$100 each and 40 head were sold at \$150 each. They averaged from 1,250 to 1,500 pounds each, and some of them were only halter broken. This is considered a good price.

Road Taps Mining District.

Baker City—A special from Sumpter says it is assured that the Sumpter Electric railroad to the mining camp of Bourne will be built this spring. W. E. Hurd, of Portland, and Anthon Mohr, of Sumpter, are in the East, in the interest of the new road, which is planned to handle ores more cheaply. They say the road is practically financed. It will be an electric line about 60 miles long, serving one of the richest mining camps in the Northwest.

Range Horses Die by Score.

Baker City—It is reported here from the ranges of Baker county that scores of horses, turned out by their owners to feed themselves during the winter months, have starved to death, while many others are in a most pitiable condition. This is caused by the unusually deep snows, which prevent the animals from reaching the dried grasses of the ranges, on which they usually depend for their winter subsistence.

Buying Heavy Draft Horses.

John Day—J. D. Combs, a local buyer, has been picking up a good many horses during the past week for the Willamette valley trade. He purchased, among other heavy draft horses, the fine team owned by Senator Lawcock, paying therefor the sum of \$350. This team is generally thought to be the best in Grant county, and will probably be sold in Portland. Prices generally are good.

Money from State Land.

Salem—The State Land board has received from the sale of public lands and interest, on behalf of the public school, the Agricultural college and the university, funds during January \$74,438.76. The money has all been turned into the state treasury.

ROAD TO BE REBUILT.

Government Work and Immigration Stimulates Klamath Line.

Klamath Falls—Information received at Klamath Falls indicates that the Klamath-Lake railroad, connecting with the Southern Pacific at Thrall and extending to Pekegama, recently acquired by the Weyerhaeuser Lumber company, will be practically reconstructed during the present year, track laid better to enable the line to command traffic of the Klamath Falls region for some time, while also better serving the purposes of its new owners in the development of lumber industries.

Four new locomotives have been ordered, a new passenger coach and a number of cars are to be purchased, which is understood to be indicative of the intentions with reference to the railroad.

No official information is had as to the intentions in the way of adding mileage, but it is known that investigations made before the acquisition of the property were with a view to determining the traffic assured by reason of the government work in constructing the canal for which Mason, Davis & Co., of Portland, now have the first contract.

With absolute knowledge of the tonnage of traffic that was handled during 1905, and its great increase over the preceding year, and an additional tonnage for the next year that will surely double the commodity traffic of 1905, to say nothing of the immigration that will mean a great deal of business, the railroad officials feel more than justified in large expenditures and will complete their projected work at the earliest possible date.

Operate Eugene Mill.

Eugene—Final papers have been made out in Salem for the sale of the Eugene Woolen mill to a Salem organization, to be known as the Eugene Woolen Mill company. The Thomas Kay Woolen Mill company of Salem is the principal stockholder. John P. Wilbur and Will Wright, of Union, Or., more than a year ago purchased the plant at a receiver's sale. The company which has just bought it announces it will have the mill running within 60 days. The plant has been idle about three years.

Plans Cheese Factory.

Dallas—R. Robinson, of Tillamook, is in Dallas and plans to establish a cheese factory here. Mr. Robinson says if the farmers will guarantee 250 cows to start with he will immediately make all arrangements for the plant. He expects to rent space in the Dallas ice plant, where cold storage will be convenient, thereby avoiding the expense and delay of building. Mr. Robinson already owns several plants in Oregon.

Use Sagebrush Fuel.

Salem—W. E. Burke, of Harney county, representing the Portland Land company, was before the State Land board at its last meeting arranging to perfect proof of reclamation for about 9,000 acres, under the Carey act, in Harney county, near Burns. This company will obtain water from wells by pumping, using sagebrush or fuel to generate the steam power.

For Experiment Station.

Echo—The United States government has decided to establish an experiment station of 40 acres on the East Umatilla irrigation project. Land will be set apart for this purpose.

PORTLAND MARKETS.

Wheat—Club, 70 @ 71c; blue-stem, 72 @ 73c; red, 67 @ 68c; valley, 73c.

Oats—No. 1 white feed, 28; gray, 27.

Barley—Feed, 23 @ 23.50 per ton; brewing, 24; rolled, 24 @ 25.

Hay—Eastern Oregon timothy, \$13.50 @ 14; valley timothy, \$9 @ 10; clover, \$7.50 @ 8; cheat, \$7 @ 8; grain hay, \$7 @ 8 per ton.

Fruits—Apples, common, 75c @ \$1 per box; choice, \$1.2 @ 1.50; fancy, \$2 @ 3; pears, \$1.25 @ 1.50 per box; cranberries, \$13 @ 13.50 per barrel.

Vegetables—Cabbage, 2 @ 2 1/2c per pound; cauliflower, \$1.85 per crate; celery, \$3.50 per crate; pumpkins, 3/4 @ 1c per pound; sprouts, 6 @ 7c per pound; squash, 1 1/2 @ 1 1/2c per pound; parsley, 25c; turnips, 30c @ \$1 per sack; carrots, 65 @ 75c per sack; beets, 85c @ \$1 per sack.

Onions—Oregon, No. 1, \$1.10 @ 1.25 per sack; No. 2, 70 @ \$1.

Potatoes—Fancy graded Burbanks, 60c per hundred; ordinary, nominal; sweet potatoes, 2 1/4 @ 2 1/2c per pound.

Butter—Fancy creamery, 27 1/2 @ 30c per pound.

Eggs—Oregon ranch, 23 @ 24c per dozen.

Poultry—Average old hens, 11 @ 12 1/2c per pound; mixed chickens, 10 @ 10 1/2c; broilers, 15 @ 17c; young roosters, 10c; old roosters, 8 @ 9c; dressed chickens, 13 @ 14c; turkeys, live, 16 @ 17c; turkeys, dressed, choice, 18 @ 20c; geese, live, 9c; geese, dressed, 12 @ 14c; ducks, 16 @ 18c.

Hops—Oregon, 1905, choice 10 @ 11c per pound; prime, 8 1/2 @ 9c; medium, 7 @ 8c; olds, 5 @ 7c.

Wool—Eastern Oregon average best, 36 @ 21c; valley, 24 @ 26c per pound; mohair, choice, 30c.

Beef—Dressed bulls, 2 @ 2 1/2c per pound; cows, 3 1/4 @ 4 1/2c; country steers, 4 @ 5c.

Mutton—Dressed, fancy, 8 @ 8 1/2c per pound; ordinary, 4 @ 5c; lambs, 7 @ 7 1/2c.

Veal—Dressed, 3 1/2 @ 3 1/2c per pound.

Pork—Dressed, 6 @ 7 1/2c per pound.

FOUR ARE KILLED.

Disastrous Wreck on O. R. & N. at Bridal Veil.

Portland, Feb. 7.—In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into train No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. When about four miles east of Bridal Veil the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

The injector pipe had broken inside the cab, letting out a flood of steam and driving the engineer and fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard torpedoes on the track and realized that the Spokane Flyer was ahead on the main track, and rushed back into the cloud of burning steam that filled the cab in an effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and, finally baffled, was compelled to retreat to the engine tender.

Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose.

Meanwhile Silas Smith, living at Second and Grant streets, Portland, who was brakeman on No. 5, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again hurled it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by his prompt action in bringing the Chicago-Portland Express almost to a stop Brakeman Smith prevented a much heavier loss of life.

HEYBURN GROWS WORSE.

Peritonitis Aggravates Illness of Senator from Idaho.

Washington, Feb. 5.—Considerable anxiety is felt over Senator Heyburn tonight. He slept little last night, and today unfavorable symptoms developed which indicate that peritonitis has set in. The pain and inflammation heretofore confined to the region of the appendix had spread and his stomach is now affected.

Up to this morning the senator was hopeful of early recovery; in fact, expected to get up tomorrow. Tonight he is decidedly depressed, and seems to realize the seriousness of his condition. If he does not show marked improvement by morning, another consultation will be held.

While it is announced at his apartments that there is believed to be no immediate danger, nevertheless everything indicates that he is in a critical condition, the presence of peritonitis and kidney trouble, in addition to appendicitis, being most serious complications.

Italy Will Ruin Padrones.

New York, Feb. 7.—The Italian government has just contributed a subsidy of \$20,000 a year for an Italian labor exchange in New York. This is part of an organized attempt by Italian citizens of the United States, combined with the Italian authorities at home, to beat the "padrone" system and to keep the Italians from piling up in New York. The exchange will be incorporated under the laws of New York by Italian citizens, and probably will be in working order by next summer, for the great crush of immigrants.

Meteor Falls in Nevada.

Reno, Nev., Feb. 7.—Word has been received in Reno to the effect that an immense meteor fell a few miles north of the town of Rhyolite this week. W. E. Turner, well known in this city, together with others, witnessed the descent of the meteor. It fell at an angle of 45 degrees and left a trail of fire 300 yards long in its wake. The heavenly visitor was seen and heard to strike the ground, but every effort to find its location has been without success.

Two-Cent Fares for Ohio.

Columbus, O., Feb. 7.—The house today by a vote of 104 to 1 passed the Freiner 2-cent-fare bill, which was substituted for the Rathbun bill, passed by the senate. The senate, it is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the governor.

DIG IT BY CONTRACT

Wallace Would Save Canal Needless Red Tape.

ALSO GIVES CROWELL A

Counts Him Among Bosses of Work—Stevens Earns His Salary, He Says.

Washington, Feb. 8.—John Wallace, ex-chief engineer of the Panama Canal commission, today concluded his testimony before the senate committee, except in relation to the canal, which will be taken up by reports of the board of consulting engineers have been made public. Wallace said the red tape necessary to the item involved in governmental compulsion him to favor the plan of building the canal in order to expedite its completion. He thought man in charge of the work on the canal should be the undisputed authority with the governor of the zone, and the man who has charge of procuring of supplies and men for authority.

The present arrangements, he amounted to a chain of masters, the chairman of the commission, executive commissioner, Mr. Crowell, Secretary Taft and the president, going down to Mr. Stevens, or the actual charge of operations on the canal. He said Mr. Crowell had included as one of the masters, for reason that he seemed to have an undisputed influence which made him to be classed in the chain.

Headquarters of the commission should be on the isthmus, Mr. Wallace said, and the harder the connection with Washington the better would be retarded. He thought an engineer in charge was not paid excessive salary.

Senator Morgan suggested Mr. Stevens was receiving as much as all the senators on the committee, and Wallace replied: "Yes; I presume earns it."

Discussing rates on the Panama road, he thought there should be classification of freight in the schedule, but that a charge of \$2 a ton should be made. Continuing he said:

"If this government cannot deal with the rates on that little railroad in a satisfactory manner, it had better let the railroad systems of the United States alone."

MAKE IT THOROUGH.

President's Orders for Inquiry After Wreck of Valencia.

Washington, Feb. 8.—Formal orders were issued today by President Roosevelt for an investigation of the Valencia disaster, which occurred recently upon the North Pacific coast. The instructions are contained in a letter to Secretary McCall, of the department of Commerce and Labor. President Roosevelt's letter follows:

"You are hereby directed to investigate the circumstances attending the wreck of the steamer Valencia and the cause thereof, and any misconduct, negligence or dereliction of duty upon the part of anyone related thereto and being any bearing upon the loss of life caused by said disaster; and also, you may direct, to investigate similar matters bearing upon the safety of traffic in navigable waters of the United States in that vicinity and the efficiency and sufficiency of the present regulations to navigation along said waters and to make full report thereon, with recommendations for such department or legislative action as may be indicated by said report and findings."

Steamer Portland Floated.

Seattle, Feb. 8.—The steamer Portland, which went ashore on Spill Island last December and was abandoned by her crew, will be able to come to Ketchikan by her own steam.

The Seattle Commercial company abandoned the Portland the underwriters sent Captain Gibbs north with the steamer Samson and wrecking apparatus to float her. He managed to get the boat off the rocks and tow her to Ketchikan. Temporary repairs were made and the steamer is now about to start south under convoy of the Samson.

Burlington Denies Charges.

Chicago, Feb. 8.—Pleas of not guilty to charges of granting illegal rebates were entered today before Judge Bethes by representatives of the Chicago, Burlington & Quincy railroad company.

The indictment was based upon a charge of granting illegal rebates to United States Steel Products and other companies, one of the subsidiary corporations of the United States Steel corporation. Judge Bethes accepted the pleas.

Agree on Customs Duties.

Algiers, Feb. 8.—The delegates to the Moroccan conference today decided the customs duties of Morocco and settled a number of details referring to various articles, but postponed discussion of the question of increasing the rate to 12 1/2 per cent ad valorem. Morocco's request to make tobacco a monopoly was approved.