

IS GUILTY OF CRIME

Jury Says Vanderbilt Road Gave Sugar Men Rebates.

LAWYER BLAMES PUBLIC OPINION

Company and Its Traffic Manager May Each Be Fined in Sum of \$120,000 for Offense.

New York, Oct. 18.—A verdict of guilty of granting rebates on sugar shipments was returned by a jury in the United States court here today against the New York Central Railroad company and Frederick L. Pomeroy, the company's general traffic manager. Sentence was deferred until Friday to permit the attorneys for the defense to file motions with the court.

In discussing the jury's verdict, Austin G. Fox, counsel for the defendants, placed the responsibility for the conviction of his clients upon public opinion. "You can't defend rebate cases in the present state of public opinion," said he.

According to the provisions of the Elkins act, under which the convictions were secured, the maximum penalty is a fine of \$20,000. As both the Central and the personal defendant, Frederick L. Pomeroy, are convicted by the decision of the jury on all of the counts charged in the indictment, the total fine for each can be \$120,000.

Letters from Lowell M. Palmer, manager of the traffic business of the sugar refining company, to Mr. Pomeroy, acknowledging the receipt of drafts amounting to thousands of dollars, were admitted. It is charged that these drafts represented the payment of a rebate of 5 cents per hundredweight on shipments of sugar to W. H. Edgar & Son.

CHINA ARMING FOR FIGHT.

Increasing Army and Revenue Under Two Great Statesmen.

Washington, Oct. 18.—Conditions in China, which were generally supposed to have improved since the cessation of the boycott on American goods and its consequent agitation, are really much worse, and the anti-foreign feeling is greater than it ever was. Information of an absolutely trustworthy character has reached Washington to this effect.

The Chinese army, under the guiding hand of Yuan Shin Kai, considered by those who know China to be the greatest man in the country, is being increased at a tremendous rate, and the government is putting a great deal of money into its main fighting force. Yuan is viceroy of the province of Chili, in which Peking is situated. He has very great influence and his main policy seems to be to increase the army. This fact, coupled with the show of foreign hatred, which is becoming more and more apparent, makes the situation serious.

Tank chao Yi is rapidly becoming one of the most powerful men in China. Not only has he an enormous salary as viceroy, but he is also vice president of the foreign office and director general of the railway between Hankow and Peking, and occupies the same position in regard to the railroad from Peking to Niu Chwang.

PLOTTING AGAINST ALLY.

Charge is Made by Russian Writer Against Japan.

St. Petersburg, Oct. 18.—The St. Petersburg Telegraph Agency has received a dispatch from Tokio saying that the anti-British movement in India is receiving much encouragement from Japan, where every effort is being made to foster a feeling of kinship between the two dark races and to preach the lessons of the Russo Japanese war.

The Hindoo students now in Tokio, the correspondent of the agency continues, have just published an address, in which they appeal to India to heed the call of "Asia for the Asiatics," and to rise and cast off the British yoke.

For United Tariff Revision.

Logansport, Ind., Oct. 18.—Senator Beveridge spoke here tonight, before a large audience, making his first political speech in the Indiana campaign. The senator devoted the most of the address to a discussion of the tariff. He made a plea for a limited tariff revision. He said there should be changes in some tariff schedules because the conditions under which they were made have changed and it would be better not to imperil the whole protective system by putting off admittedly needed changes.

Drowned Like Rats.

Biserta, Oct. 18.—Preparations for an attempt to raise the submarine boat Lutin, sunk near this port yesterday, were begun at dawn. Although the bottom is sandy three miles off the coast, where the Lutin is supposed to have sunk, the chances of raising the Lutin to the surface in time to save the lives of the crew are regarded as slim. The officers engaged in the salvage work with the certainty that the crew of the Lutin had perished.

Militia Ordered Out.

Columbia, S. C., Oct. 18.—Governor Heyward has ordered out the militia to prevent a threatened disturbance at the hanging Friday at Conway of Commander Johnson, a white man of means, accused of having murdered Rev. Harmon D. Grainger.

CYCLONE IN SOUTH.

Cuba and Florida Swept by Heavy Gale—All Wires Down.

Fort Pierce, Fla., Oct. 19.—The conductor on train No. 98, just in from Miami, reports terrible destruction on there by the hurricane yesterday. Fully 100 houses were blown down, and the city is in a demoralized condition.

The handsome churches of the Episcopal and Methodist denominations were both blown down. The concrete jail was leaning, with danger of turning over, and the prisoners had to be removed. The car sheds are blown down and the top as blown off the peninsula and Occidental steamer sheds. A two-story brick building collapsed.

Houses Ruined at Key West.

St. Augustine, Fla., Oct. 19.—Frequent messages were received at the wireless telegraph station here yesterday giving the progress of a severe hurricane, which swept from Cuba to the lower east coast of Florida. Early in the morning the storm was reported in the vicinity of Havana, doing great damage there, but details are lacking. Later the storm reached Key West, blowing down small houses and trees, being particularly severe along the water front.

Havana Totally Isolated.

New York, Oct. 19.—At 2 o'clock this morning cable communication with Havana had not been restored and the Western Union company was unable to get in connection with Miami or Key West, the land lines throughout Southern Florida having been prostrated.

It is impossible to get information that will give any basis for an estimate of the damage in Havana. The cable lines on the western Cuba end are connected with Havana by land wires and the presumption is that these wires have been put out of commission, a single dispatch received by the Associated Press from Santiago de Cuba stating that the weather there is clear. This dispatch came by way of Bermuda, but Santiago de Cuba, which is nearly 500 miles from Havana, reports that all wires to the capital are down.

GUILTY AS CHARGED.

Verdict of Jury Against Standard Oil in Ohio Case.

Findlay, Ohio, Oct. 19.—After deliberating 32 hours the jury in the case of the State of Ohio against the Standard Oil company, of Ohio, returned a verdict of guilty on the charge of conspiracy against trade in violation of the Valentine anti-trust law.

The verdict was rendered at 4:35 o'clock this morning, the jury having announced its readiness to report exactly at 4 o'clock. The court and attorneys arrived in a half hour, when the verdict was rendered.

As the jury was leaving the room Mr. Troup stepped up to the court and said he wished to make a motion for a new trial of the case. Judge Banker assured him that all such motions would be entertained, as a matter of course. The court at once adjourned and five minutes after the verdict had been rendered the building was dark and deserted.

NO CHINESE ON CANAL.

Chairman Shonts Says None of These Menials Will Be Employed.

Chicago, Oct. 19.—Chinese labor is not being employed in the Panama canal zone, nor will it be, according to Chairman Shonts, of the canal commission, who is in the city to attend the celebration of his mother's eighty-third birthday. Mr. Shonts said sanitary conditions on the canal zone are excellent and work progressing steadily.

"I cannot imagine how the report was started," he said, "that Chinese were being employed as laborers on the canal. I have never contracted for Chinese labor, but simply invited bids. There are no Chinese employed in Panama, to my knowledge, except, perhaps, as laundrymen, and none will be. The published stories that 5,000 of them are at work in the canal zone is absurd."

Tracks Full of Cars.

San Francisco, Oct. 19.—Freight shipments to San Francisco over the Southern Pacific have again been tied up. The new embargo will become effective tomorrow and no more freight will be received for shipment to San Francisco or Oakland yards or forward. The congestion has rapidly been increasing since the embargo was removed. At present over 3,500 cars are standing idle on the tracks. Cars have been coming into the city at the rate of over 400 every day and all efforts to get them unloaded have proved of no avail.

Fraud in Registration.

Los Angeles, Oct. 19.—What is claimed to be extensive registration frauds are shown in the returns to the secretary of the "non-partisan" executive committee of 4,450 unclaimed postal cards recently mailed to voters whose names appeared on the register. The returned cards bear postmen's inscriptions stating that "there is no such street," "no such person," "no such number," and other reports of a like nature.

Japanese Sealers Claim Damages.

Victoria, B. C., Oct. 19.—According to advices from Japan, directors of the Toyi Fishing company, of Wayakama, owners of the schooner Toyo Maru No. 5, which had five men killed and 12 captured when raiding the St. Paul island rookery in Bering sea, last July, have approached the Japanese government asking that a claim for damages be lodged with the American government.

OREGON STATE ITEMS OF INTEREST

OREGON FIR FOR PULLMANS.

Millions of Feet Used Every Year for Palace Cars.

Portland—In 18 months Portland has furnished between 40,000,000 and 50,000,000 feet of fir lumber for use in the construction of cars at the shops of the Pullman Car company, located at Pullman, Ill. In the purchase of this material, the company has expended close to \$1,500,000.

These figures are vouched for by Albert Jones, purchasing agent of the Pullman company, who was sent to the West 18 months ago to buy lumber. The first is used exclusively for siding on boxcars, and, besides the lumber bought here, more is continually being contracted for in other sections. Some of the material is dressed, such as flooring, siding and the like, while more has been shipped rough.

There is no prospective cessation of the buying so far as the pine is concerned, and, while yellow pine is also largely used, that is not being drawn from this locality. In the construction of sleeping and passenger cars only hard woods are utilized, particularly for finishing the interior. Some material is often left in dry kilns four or five months, subject to slow heat and the air drying process, in order that when fitted in cars it is perfectly seasoned.

Prices of Cattle Advancing.

La Grande—Peter O'Sullivan, who has just returned from a visit to Walla Walla county, says that one of the chief causes for the prevailing prosperity in all sections of that country is the increase in the price of cattle. Representatives of the Pacific Meat company are making large purchases, and Walla Walla buyers are looking for feeders. The range leasing plan has proved very satisfactory, and the forming of separate boundaries for cattle and sheep has resulted to the advantage of the cattle, which come from the range in fine condition.

Apples at the Fruit Fair.

Hood River—The exhibit of apples grown by A. I. Mason, which took the sweepstakes and several other prizes at the Hood River Fruit fair consisted of three boxes taken from 9-year-old trees, planted 63 to the acre. The trees averaged five and a half boxes, and altogether he took 1,141 boxes from his orchard. In the entire yield there were only 64 wormy apples during the season and the trees were sprayed six times with arsenate of lead. In the whole yield there were only 54 boxes that went smaller than four tiers to the box.

Wants Passenger Bridge.

Oregon City—For the accommodation of the people of Oswego, the Clackamas county court will be asked to negotiate with the Southern Pacific company to the end that the county may construct an upper deck on the company's railroad bridge to be constructed across the Willamette river at Oswego. The plan of the Oswego people who will petition the county court for this action is to secure for themselves a means of crossing the Willamette river and more direct communication with this city.

Institute Arouses Interest.

Myrtle Point—The Farmers' institute and fair, which has just closed, proved a great success. The display of agricultural products convinced all visitors of the agricultural possibilities of the region about Myrtle Point. Dr. Withycombe of the Oregon Agricultural college gave an illustrated lecture on the treatment of the dairy cow. As this is a dairying region, this lecture was well attended and the farmers got many beneficial ideas from the doctor's remarks.

Teachers Are Scarce.

Baker City—Teachers are frightfully scarce in Baker county. The county superintendent offering high wages and good positions to the pedagogues of the county, but cannot get enough school ma'ams to fill the positions. As the result the teachers have had an increase in wages from \$35, the average last year, to \$50, which is this year's average. Teachers getting \$60 and over are common rather than teachers with salaries of \$40 or less.

Land Withdrawn From Entry.

The Dalles—The local land office is in receipt of a telegram from the commissioner of the general land office withdrawing from filing or entry, under the coal land laws, all the public lands embraced in the following township: Townships 6 south, ranges 24, 25 and 26, E. W. D.; townships 7 south, ranges 24, 25 and 26, E. W. D.; townships 8 south, ranges 25, 26, E. W. D.

Much Grain Accumulates.

La Grande—Homer Littleton, foreman of the Chas. Playe warehouse at Alicel, reports that a large quantity of grain has accumulated, owing to the embargo placed against railroad shipments of wheat from the interior points to Portland, on account of the grain-handlers' strike, but that shipments will now be resumed.

Crook County Horses for Alberta.

Pendleton—Thirteen carloads of range horses were shipped from this city to Alberta last week. They are owned by M. R. Cowell, and were taken from the range in Crook county. The shipment was consigned to Shelby Junction, Mont., but the horses are designed for the Alberta market.

ROCK CREEK'S FINE FRUIT.

Growers Busy Picking Large Crop of Apples and Pears.

Rock Creek—The ranchers along Rock creek have stepped out of the hay harvest into the fruit harvest, and are picking apples and pears. Fruit men are proud of their orchards and claim that Hood River or any other locality in the Northwest can produce no finer fruit or more abundant yields. Fruit is shipped from this section to many important points in the East, and compares favorably with any of the products in these markets. The leading fruit growers are William Head and A. A. Carothers. The former has an orchard of 10 acres, the latter about 20 acres. Mr. Head has picked and shipped about 300 boxes of apples, peaches and pears to Spokane, Walla Walla and Pendleton and other points east, while some was shipped to Condon and Arlington. He estimates he will have 1,000 boxes of winter apples for shipment. Mr. Carothers has shipped 1,300 boxes of fruit and will ship 1,300 more. These gentlemen get the highest prices for their fruit. Fruit grown on Rock creek captured first prize and gold medal at the Omaha exposition a few years ago. The exhibit was made by A. A. Carothers, and was a surprise to orchardists, packers and dealers.

Hops Are On the Up Grade.

Salem—The hop market at Salem has assumed a very active condition in the last day or two, and new every dealer in the city has orders for hops at a slight advance over figures named a week ago. Krebs Bros. has received an order for 1,000 bales at 15 1/2 cents a pound. All other dealers are offering that price. Krebs bought the Claufield crop of 175 bales at Dallas. Joseph Harris and Catlin & Linn were also buyers on the West side at 12 1/2 cents, while Lachmund & Pincus paid 17 cents for a choice lot bought from a dealer at Dallas.

Modern Pyramid Builders.

Albany—The Modern Pyramid Builders was launched last week when the first lodge or local pyramid of the order was formed in this city. The local pyramid is the first subordinate branch of the order, and was named Pyramid No. 2, the supreme pyramid being Pyramid No. 1. Fred Fortmiller was chosen chief builder; W. Lair Thompson, scribe, and E. D. Cusick, custodian. The order starts with about 30 members.

To Establish Big Sawmill.

Albany—A sawmill with a capacity of 20,000 feet per day is to be established six miles south of Brownsville by G. B. and E. H. Dickinson, of this city. A contract with the lessees of the land secured requires that the plant be in operation by January 1.

PORTLAND MARKETS.

Wheat—Club, 64@65c; bluestem, 68@69c; valley, 67c; red, 61@62c. Oats—No. 1 white, \$23.50@24; gray, \$22@22.50. Barley—Feed, \$20.50 per ton; brewing, \$21.50; rolled, \$23. Rye—\$1.35@1.40 per cwt. Corn—Whole, \$26@27; cracked, \$28 per ton.

Hay—Valley timothy, No. 1, \$10@11 per ton; Eastern Oregon timothy, \$14@16; clover, \$6.50@7; cheat, \$7@7.50; grain hay, \$7; alfalfa, \$11.50; vetch hay, \$7@7.50.

Fruits—Apples, common to choice, 25@75c per box; choice to fancy, 75c@1.25; grapes, 50c@1.50 per box; Concord, Oregon, 27 1/2c half basket; peaches, 75c@1; pears, 75c@1.25; crabapples, \$1@1.25 per box; prunes, 25@50c per box; cranberries, Oregon, \$3@3.25 per box; quinces, \$1@1.25 per box.

Vegetables—Beans, 5@7 1/2c; cabbage, 1 1/2@1 3/4c per pound; cauliflower, \$1.25 per dozen; celery, 75@85c per dozen; corn, 12 1/2c per dozen; cucumbers, 15c per dozen; egg plant, 10c per pound; lettuce, head, 20c per dozen; onions, 10@12 1/2c per dozen; peas, 4@5c; bell peppers, 5c; pumpkins, 1 1/2c per pound; spinach, 4@5c per pound; tomatoes, 30@50c per box; parsley, 10@15c; sprouts, 7 1/2c per pound; squash, 1 1/2c per pound; turnips, 90c@1 per sack; carrots, \$1@1.25 per sack; beets, \$1.25@1.50 per sack.

Onions—Oregon, \$1@1.15 per hundred.

Potatoes—Oregon Burbanks, delivered, 80@85c; in carlots, f. o. b. country, 75@80c; sweet potatoes, 2@2 1/2c per pound.

Butter—Fancy creamery, 25@30c per pound.

Eggs—Oregon ranch, 31@32 1/2c per dozen.

Poultry—Average old hens, 12c per pound; mixed chickens, 11@12c; spring, 12c; old roosters, 9@10c; dressed chickens, 14@15 1/2c; turkeys, live, 16@21c; turkeys, dressed, choice, 20@22c; geese, live, 9@10c; ducks, 14@15c.

Veal—Dressed, 5 1/2@6c per pound. Beef—Dressed bulls, 2@2 1/2c per pound; cows, 4@5c; country steers, 5@5 1/2c.

Mutton—Dressed, fancy, 7c per pound; ordinary, 5@6c; lambs, fancy, 8c.

Pork—Dressed, 6@8c per pound. Hops—1906, 14@16c per pound; 1905, nominal; 1904, nominal.

Wool—Eastern Oregon average best, 13@18c per pound, according to shrinkage; valley, 20@21c, according to fineness; mohair, choice, 26@28c.

MRS. DAVIS DEAD.

Widow of President of Confederacy Passes Away.

New York, Oct. 17.—Mrs. Jefferson Davis, widow of the president of the Confederacy, who was ill for a week at the Hotel Majestic in this city, died at 10:25 last night.

Death was due to pneumonia induced by a severe cold which Mrs. Davis contracted upon her return from the Adirondacks, where she had spent the summer months. Although grave fears were felt from the first, Mrs. Davis' wonderful vitality, which brought her safely through a similar attack a year ago, gave hope of ultimate recovery until Monday night, when a decided change for the worse was evident and the attending physician announced that the end was near. It was then believed that Mrs. Davis could not survive the night, but she rallied slightly during the early hours of yesterday.

Shortly after 7 o'clock yesterday morning she had a similar spell and Rev. Nathan A. Seagle, rector of St. Stephen's Protestant Episcopal church, was hurriedly summoned to give religious comfort to the patient in her last moments of consciousness. The clergyman remained some time and an hour later it was announced that Mrs. Davis had lapsed into a state of coma. The period of unconsciousness lasted to the end.

Mrs. Davis has for some years made her home in this city, where she had a wide circle of friends. Throughout her illness solicitous inquiries regarding her condition were continually made at her apartments.

STAYS UNDER SEA.

Another French Submarine Boat is Lost Off Biserta.

Biserta, Tunis, Oct. 17.—The French submarine Lutin left this port this morning for plunging experiments. Signals received at 10 o'clock tonight reported her disappearance. Two torpedo boats and three tugs went out in search of the submarine.

It now appears almost certain, according to the news received at a late hour tonight, that the crew of the Lutin has suffered a fate similar to that which overtook the crew of the submarine Farfadet here last year. The crew of the Lutin numbered 14 men.

Admiral Belline, commander of the Tunis naval division, who went out on board a tug, returned at a late hour tonight and said that, owing to the heavy seas and the obscurity, it was impossible to continue salvage operations until day. The tugs and torpedo boats, however, will remain throughout the night near the place where the Lutin made her final plunge.

One of these boats reports that its drag encounters resistance as though a vessel were lying at the bottom. The government salvage steamers belonging to this port, will return in the morning and participate in the work.

The British consul general here proposed to the French resident general to telegraph to the British admiralty at Malta for salvage and assistance. This offer was accepted.

The Lutin was a single screw steel machine boat built at Rochefort in 1901. She was 135 feet long and had a displacement of 185 tons.

SEAL RAID DELIBERATE.

Japanese Crew Compelled Captain to Consent to Slaughter.

Victoria, B. C., Oct. 17.—Clear evidence is forthcoming by advices received today by the steamer Empress of Japan that the raid on St. Paul island by Japanese sealers was premeditated, and the statement that the Japanese landed for water and were treacherously fired upon by the Americans, as reported by the Japanese government by directors of the raiding schooner, is shown to be untrue.

Hunters of the raiding schooner, Toyo No. 2, which appeared off St. Paul island two days before the raid, went to the captain with the ultimatum that unless he permitted them to go ashore and club seals on the rookery, they would refuse to work and compel him to return. The master agreed. Further discussion took place as to the division of prospective spoils, and knives were drawn. At midnight a boat was lowered with the oarlocks unfastened and sent in, the vessel being but a mile from the rookery in the fog. Four other boats followed.

Make the Oregon New Ship.

Washington, Oct. 17.—The Naval Construction board today approved estimates for repairs to the battleship Oregon, which call for an expenditure of nearly \$1,000,000. When the secretary of the navy approves this report work will begin at Puget sound navy yard and will probably require two years to complete. One hundred thousand dollars is to be expended for new guns, \$250,000 for repairs to machinery, about \$400,000 for general repairs to the hull and superstructure, and \$145,000 for new equipment.

Robbers Get Little.

Leadville, Colo., Oct. 17.—Two armed men boarded the engine of Denver & Rio Grande passenger train No. 5 at Malta tonight and at the muzzle of revolvers compelled the engineer and fireman to uncouple the express and baggage cars. They then forced the engineer to pull the car several miles up the road. When the train stopped, the robbers went to the express car and attempted to blow open the safe. They were seen in securing about \$60.

Secede From New Union.

Perth, Australia, Oct. 17.—The legislative assembly today, by a vote of 19 to 8, adopted a motion that the state of Western Australia secede from the rest of the commonwealth.

HUNDREDS PERISHED

Storm Sweeps Florida, Cuba and Central America.

LOSS REACHES INTO MILLIONS

Shipping Receives Serious Blow and Everywhere Loss of Life is Reported Great.

Miami, Fla., Oct. 20.—The steamer St. Lucie, Captain Bravo commanding, has sunk off the Florida coast. On board 60 injured, who were taken to hospital, and it is said 25 dead bodies will be brought up tomorrow.

Captain Bravo says that an anchored vessel on the lee side of Elliott's Key, 20 miles south of Miami, yesterday morning and soon afterward a tidal wave engulfed the entire island.

He says there were 250 residents on the island, all of whom were lost. The St. Lucie was crushed by the wave and of the 100 passengers on board 25 were killed. Captain Bravo was seriously injured.

A cargo containing 100 people is said to have been torn away from the moorings at Elliott Key and afterwards picked up near the Bahamas islands, 50 of her passengers having been drowned.

Havana, Oct. 20.—A cyclone of unprecedented severity, accompanied by a terrific down-pour of rain, swept over the provinces of Havana and Pinar del Rio Wednesday night and resulted in 20 deaths in this city and the serious injury of a dozen or more persons. The damage is estimated at fully \$1,000,000. The dead are all Cubans of the poorer class.

San Juan, Porto Rico, Oct. 20.—The Red Star Line steamer Philadelphia, from La Guayra, Venezuela, for New York, arrived here today. Her captain reports that a Dutch steamer was lost in the cyclone at a point between Caracas and La Guayra.

Twenty miles of the railroad connecting La Guayra with Caracas have been totally destroyed by the storm, according to officers and passengers of the Philadelphia.

San Salvador, Oct. 20.—A tempest has raged incessantly for ten days throughout the republic, flooding the rich valleys, principally that of Marcala, and resulting in great loss of life and the destruction of cattle and crops.

The topography of various departments has been changed, buildings have fallen, burying their tenants in the ruins, and the iron bridges over the principal rivers have been carried away. The rivers are bringing down the bodies of persons drowned in the storm and the carcasses of cattle, and the sight of these tends to increase the terror of the people.

Guatemala and Honduras also have suffered greatly. It is said the losses there will amount to many millions of dollars.

GRAIN TRAFFIC BLOCKED.

Shippers May Appeal to Interstate Board Against Railroads.

New York, Oct. 20.—There has for some time been active complaint by the New York grain trade at the recent delay in bringing wheat and corn to this port.

The complaints have become so general, says the Journal of Commerce, today, that the railroads have finally decided that until they can secure possession of equipment they will not receive any more grain. This refusal is absolute and applies to new as well as old business.

The grain trade is greatly excited over the decision, and a joint meeting of the Produce Exchange grain committee with the committee on trade and transportation was held today with the steamship interests to devise ways and means, take legal advice, and if necessary make formal appeal to the Interstate Commerce commission against the action of the roads.

Blaze in Freight Sheds.

San Francisco, Oct. 20.—Fire broke out last night in the freight sheds of the Southern Pacific on Berry street, between Fifth and Sixth, and made rapid progress on account of the inflammable material in its path. Some alarm was felt throughout the city on account of the quickly spreading fire, but the department proved itself equal to the emergency and surrounding property was protected. The water supply was ample and in good order. Altogether the sheds 50 freight cars were consumed.

Lays Claim to No-Man's-Land.

Kansas City, Mo., Oct. 20.—Attorney General Herbert S. Hadley, of Missouri, has decided to institute proceedings in the United States Supreme court in the establish title to Island Park, in Missouri river, between Clay county, Missouri, and Wyandotte county, Kan. Island Park comprises nearly a section of land in the Missouri river. Private land and other lawbreaking have taken place without hindrance on the island, it being outside all state jurisdiction.

McKinley Memorial Fund.

Canton, O., Oct. 20.—Secretary Hartsel, of the McKinley National Memorial association, today gave out a statement showing total contributions of \$556,564, to which should be added \$71,062 interest. Of this sum there has been expended \$178,886.