

NEWS OF THE WEEK

Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

Some of the Less Important but Less Interesting Events of the Past Week.

The Hague conference has ended. The Ford jury is not yet complete. President Roosevelt has killed a Governor Hughes, of New York, says he will not be a candidate for president.

A battle between police and neo-New Orleans one was killed. A man was killed and two badly wounded in a war between Chinese in Philadelphia.

Small has given up the attempt to secure the presidency of the striking telegraph operators.

The steamer Tartar collided with the vessel which runs between Vancouver and Victoria. The vessel will probably be a total loss.

The United States signal corps has sent the Lahm cup by sailing a boat more than 420 miles. The cup was made from St. Louis.

Harrison's appeal to the United States supreme court has been filed. He was convicted at Portland for carrying the Oregon land grants. Attorney General Bonaparte will personally argue the case.

The general condition of Emperor Joseph is not quite so good.

Roosevelt men in the East accuse him of preparing war with Japan.

Morrell's wireless system between Alaska and Nova Scotia is now open for commercial business.

Another suspect has been arrested in connection with the robbery of American gold dust in Alaska.

Americans in the Philippines are anxious for Taft to make a declaration of administration policy towards the islands.

The jury for the second Ford trial has not been secured. Indications seem that Huey will not call Ruef in the second trial.

The Helms have been driven from the New York stock exchange on account of heavy losses due to an effort to corner copper.

Police dogs are on their way from Belgium to New York. In many of the cities of the old country dogs are of a great benefit.

Major Haig's army is marching on the Somme where an attack on French trenches is to be made.

A passenger train left the rails at Westbury, England, killing 16 persons and injuring many.

President Small defies the telegraph union's executive board to depose them and promises a fight.

Most of the old French machinery at the Panama canal is being used which had been thought entirely useless.

A jury has just been unearthed by the grand jury at San Francisco that had kidnapped Zimmerman were to be kidnapped to prevent them giving testimony at the robbery trials.

The floods in the vicinity of Barcelona, Spain, continue to be most serious. Up to the present time five persons have been drowned and 30,000 persons out of work.

George Mackay, of the Postal Telegraph company, proposes to organize an association among the men who work for him for mutual help and adjustment of complaints.

Spain's flag has gained strength in Morocco and raided Masagan.

A Pennsylvania preacher advocates stinging for assaults on women.

The anti-swearers' league at New York paraded and 14,000 members turned out.

There seems no chance for Seattle or Denver to capture the Republican national convention.

Popular subscriptions are being taken in London to raise funds to build a challenge for the America's cup.

Major Morris, the packing house man, had a fortune of \$20,000,000. All but \$75,000 is given to his family.

Victor St. John and other Federalists were under arrest for murder at Nevada, Nev., have been released for lack of evidence.

The telegraph companies claim that they are now flocking to them in great numbers asking for their old places in the West, however, nearly every station voted to stay out.

Australia has adopted a protective tariff against Great Britain.

John Phillip Sousa recently celebrated the twentieth anniversary of the organization of his band.

The report duty on hops has almost tripled that industry in England according to growers there.

A young Los Angeles woman has released her infernal machine through a negro who is under arrest but she is guilty.

ITINERARY OF EVAN'S FLEET.

Schedule of Stops Mapped Out for Trip to the Pacific.

Washington, Oct. 15.—According to the itinerary, the special service squadron will proceed direct to Trinidad. A stop of four days will be made at that port, when the squadron will sail for Rio Janeiro, where it is due November 2. A stop of seven days will be made at the Brazilian capital, after which the squadron will proceed to Montevideo, where it is due on the 13th proximo. Seven days will also be spent at that port. The next stopping place will be at Punta Arenas, near the entrance to the Magellan straits. There the vessels will remain three days before proceeding through the straits to Callao, Peru, where they are scheduled to arrive December 7. One week will be spent at that port, in order to permit of visits to Lima, the Peruvian capital. The last leg of the cruise will be from Callao to Magdalena bay, where the vessels will engage in target practice and maneuvers.

This cruise marks the beginning of the extensive movement of warships from the Atlantic to the Pacific coast, which movement will include a fleet of 16 battleships commanded by Rear Admiral Evans, and a large flotilla of torpedo boats. All the vessels will follow practically the course adopted for the special service squadron.

AWAIT TAFT'S ARRIVAL.

First Philippine Congress All Ready to Convene.

Manila, Oct. 15.—Great interest is shown in the first Philippine congress, which will meet this week, and the arrival of Secretary Taft, who comes at an opportune time in the inauguration of the Philippine home rule. Already the contending political factions are showing great activity and at the caucus recently held the first brush occurred over a motion to have the assembly proceedings opened with prayer. This was defeated by one vote on the broad ground that church and state should be kept distinct.

The caucus was attended by 38 delegates. The position of the assembly on questions relating to the political future of the Philippines is expected to be determined largely by the opinions expressed by Secretary Taft in his address opening the session. This is the view held by Filipinos as well as Americans. The latter are generally in favor of a specific pronouncement in Philippine policy. The course of legislative action will depend mainly on the result of the fight of the Gomez Radicals for continuance of the National party.

The Nationalists, when united, exercise controlling influence but their internal divisions give the Progressive Independents the balance of power.

WAR DANGER BLOWS OVER.

Count Okuma Believes Immigration Question Will Be Settled.

Tokio, Oct. 15.—Count Okuma, who in the first stages of immigration troubles in America strongly disapproved of the government's pacific attitude, now practically admits that the radical utterances of both sides were largely prompted by politics. In an interview today Count Okuma said that Americans misunderstood the Japanese, who are astounded at the utterances of American newspapers. Reports of the possibility of war, he said have always emanated from the United States and very naturally are copied by the newspapers of Japan. While he believes that the Americans are over sensitive on the subject of Japanese immigration, he holds the opinion that the whole discussion is largely due to the fact that the United States is to have a presidential campaign next year. It is not likely that the immigration question will be seriously discussed or ever become an issue in the coming session of the diet. The Japanese government believes that the entire question will be solved by the present discouragement of immigration and the strict observance of the laws.

Too Much Business.

Salt Lake City, Oct. 15.—Daniel Guggenheim, head of the American Smelting & Refining company, arrived in Salt Lake City yesterday. Mr. Guggenheim is on a tour of inspection of the plants of the West. He says that the recent curtailment of copper output was a natural outgrowth of the fact that the world is doing about 5 per cent too much business for the money it has. He says he does not anticipate serious hard times. He says their plants throughout the West will soon increase their capacity.

Curb the House of Lords.

London, Oct. 15.—The Liberal campaign for restriction of the power of the house of lords to alter or reject bills proposed in the house of commons, which was inaugurated by Premier Sir Henry Campbell-Bannerman, is now in full swing. Members of the cabinet are addressing meetings almost daily, the subject of their speeches being the government's complaint of the treatment of measures of first importance by the upper house.

Close Mexican Copper Mines.

Salt Lake City, Oct. 15.—The slump in copper has closed a large number of mines, not only in the southern portion of the republic but in this section as well. A number of large mines have reduced their output exactly one-half, while the smaller ones have closed down entirely.

NEWS FROM THE NATIONAL CAPITAL

APPEAL OF BEEF PACKERS.

Novel Grounds for Objection to Fine Under Elkins Law.

Washington, Oct. 17.—In the brief of the Armour, Swift and Cudahy Packing companies, praying for a writ of certiorari, which was received by the Supreme court of the United States today, and in which it is sought to have the court review the \$15,000 fine imposed on each of the companies by the United States District court for the Western district of Missouri, several novel grounds are outlined.

It is stated that the Elkins act, under which the fines were levied, does not apply to a shipper unless he is guilty of some bad faith or fraudulent conduct in using some kind of "device," dishonest or underhand method to obtain a rebate, concession or discrimination. It is also alleged that the Elkins act does not apply to export shipments. The jurisdiction of the Missouri courts is denied in the claim that the evidence shows that the concessions were obtained in Kansas for transportation east of the Mississippi river. It is also held that the indictment under which the conviction was had was not sufficient.

MUST FURNISH STAKES.

Railroad Also Forces Lumbermen to Pay Freight on Them.

Washington, Oct. 18.—The case of the Pacific Coast Lumber Manufacturers' association against the Northern Pacific railway will come up tomorrow before the Interstate Commerce commission in what is known as the "car stake case." The association complains in common with several other similar associations that the railroads compel lumber shippers, not only to supply stakes on flat or gondola cars, but also to pay freight on the stakes. Testimony shows that each stake contains 13 1/4 feet of lumber, which at eight to the car on 100,000 cars at \$20 per thousand for lumber of the kind used means an extra tax for stakes per annum in the Pacific Northwest of \$212,000. The railroads' answer is that the stakes are not part of the normal equipment, hence the roads should not furnish them. Commissioner Lane today said the Spokane rate case would not be decided within a month.

Will Change Officers.

Washington, Oct. 18.—Rear Admiral Evans, commander in chief of the Atlantic fleet, has arrived in Washington. The purpose of his visit is to spend about a week or 10 days in consultation with the officials of the Navy department in relation to the approaching voyage of his great fleet. Much remains to be done to prepare the ships for the cruise, not the least of which is the change in the personnel of some of the officers of the fleet below the grade of captain, in conformity with the decision of the navigation bureau to limit to a year and a half the term of duty of such officers.

Oregon Fir Is Supreme.

Washington, Oct. 17.—Advice from Panama says: The anchor timbers or spuds that have arrived at La Boca for use on the new dipper dredge will be the largest timbers that have ever reached the isthmus. They come from Portland, Or., and are of the finest Oregon fir. One of them is 8 by 9 inches by 62 feet, another is 24 by 36 inches by 60 feet, and the third is 36 by 36 inches by 60 feet. These spuds will be used to keep the dredges in their proper position while at work and will be raised and lowered by steam.

Confer on Uniform Bill.

Washington, Oct. 17.—An important hearing, involving the proposed uniform bill of lading, was held before the Interstate Commerce commission today. Practically every railroad in the United States was represented, as also were the shipping interests. The commission had suggested the appointment of a joint committee by the carriers and shippers to submit a suitable form of bill of lading. After numerous conferences the bill was framed.

Hearing at Denver October 28.

Washington, Oct. 19.—The Interstate Commerce commission fixed for hearing at Denver October 28, the cases of Merchants' Traffic association against Pacific Express company, the Oregon Railroad & Navigation company, the Atchison, Topeka & Santa Fe railroad company and others involving charges of unreasonable and discriminating grain rates, elevator allowances, etc.

United States Supreme Court.

Washington, Oct. 16.—After a vacation since last May, the United States Supreme court convened at noon today for an eight months' term. A large number of attorneys were admitted to the bar. A few motions were taken for a writ of certiorari to advance cases. The justices then presented their cards at the White House and adjourned for the day.

New Oregon Postmasters.

Washington, Oct. 15.—The following Oregon postmasters have been appointed: Ida Williams, at Dexter, Lane county, vice Jeanie Parvin, resigned; Charles H. Skaggs, at Hastings, Benton county, vice Elsie Brodley, resigned.

Northwest Rural Carriers.

Washington, Oct. 19.—Rural carriers appointed: Oregon—Willbur, route 1, William L. Leonard, carrier; Albert Ottinger, substitute. Washington—Spokane, route 1, Osem A. Noble, carrier; Ruth A. Noble, substitute.

TAX ALCOHOLIC MEDICINES.

Capers Recommends This When the Stuff is Sifted for Beverage.

Washington, Oct. 16.—Commissioner of Internal Revenue Capers has rendered a decision relative to the manufacture and sale of alleged medicinal alcoholic compounds, where on analysis it is found that the said alleged medicinal compounds are suitable for use as a beverage.

Summing up an elaborate opinion, the commissioner holds as follows: "That a special tax is required for the manufacture and sale of alleged medicinal alcoholic compounds, or for the sale of the malt extracts manufactured from fermented liquors, the drugs used in the manufacture of which are not sufficient in amount or character to render the compound unfit as a beverage, or in the case of cordials, extracts or essences, in which the amount of alcohol is greater than is necessary to preserve the ingredients or to extract the properties or to cut the oils, and hold the same in solution.

"Manufacturers of alcohol medicinal compounds, malt extracts, flavoring extracts, essences and soda water syrups who wish to avoid liability for special taxes must satisfy themselves that their products are within the limits herein defined, and those who put out alcoholic compounds of doubtful medicinal value or containing a questionable process of alcohol must do so at the risk of being required to pay special taxes for the manufacture and sale of the same."

VENNER APPEALS SUIT.

Supreme Court Will Decide Dispute in Profit on Stock.

Washington, Oct. 19.—An appeal in the Supreme court of the United States was filed today in the suit of Clarence H. Verner, New York, to compel James J. Hill, president of the Great Northern railway, to restore to the plaintiff and other stockholders the profit of \$10,000,000 which Hill is alleged to have made by purchasing in 1900 and 1901 \$25,000,000 worth of C., B. & Q. railroad stock at an average of \$150 a share, and then selling it to his own company for \$200 a share.

The Federal court of New York dismissed the suit on the ground that the plaintiff did not own his interest in the Great Northern at the time the injury complained of occurred. He asks to have the issue remanded to a state court of New York for trial.

State Group Plan.

Washington, Oct. 15.—H. P. Gillette and Engineer Peabody, the expert rate maker for the Washington state railway commission yesterday occupied the entire time of the national convention of state railway commissioners. Gillette telling the story of his appraisal of the physical valuation of the O. R. & N. and Hill roads. Gillette recommended that Oregon, Washington, Montana, Idaho, the Dakotas, Minnesota and Wisconsin join in the work of appraising the physical valuation of railroads traversing them, for the purpose of ascertaining the bases of taxation and rate making, and that the plan be followed by other groups of states. His recommendations received the apparently unanimous approval of the members of the convention.

To Take Up Rate Question.

Washington, Oct. 17.—The railroad rate question is going to figure prominently before congress next winter, in view of the action of the National Association of State Railway Commissioners at their recent convention held in this city. There will be no general attempt to amend the Hepburn law, but an amendment will be proposed along the lines suggested by the commissioners, making it unlawful for a railroad to enforce a new rate until that rate shall have been declared by the Interstate Commerce commission to be reasonable.

Pierce to Succeed Ryan.

Washington, Oct. 18.—Thomas Ryan, for nearly 11 years first assistant secretary of the interior, will retire from that office the latter part of the month. He will be succeeded by Pierce, of Salt Lake City, Utah. Reason given for his resignation is his health has become impaired by the work of his office. The announcement of the change was made today by secretary of the Interior Garfield. Ryan was formerly minister from Mexico and is from Kansas.

Harriman to Answer.

Washington, Oct. 15.—The I. C. C. authorities are preparing to pursue compelling E. H. Harriman to answer certain questions relating to management of his railroads. This was announced by Attorney General Parke today following a conference with Commissioners Kellogg and Mo Bonaparte authorized the state that matters bearing upon Standard investigation in New York were touched upon.

New Postmasters Appointed.

Washington, Oct. 17.—The following postmaster have been appointed: Camp Creek, George Sanderson, vice M. K. Campbell, deceased. Washington—Hanson Ferry, Carrie Waterer, vice June Sturgill, resigned.

Assistant Chemists Appointed.

Washington, Oct. 16.—L. Kinsey, of Corvallis, and Frank L. Flanders, of Pullman, Wash., are appointed assistant chemists in the Agricultural department.

SMALL IS OUSED.

Striking Telegraphers Refuse to Consider Surrender.

Chicago, Oct. 14.—The national executive board of the Commercial Telegraphers' union last night suspended President Small, the order to take effect immediately. The notification adds that the executive board will hereafter direct the strike, and that it will be "run by man with red blood."

New York, Oct. 14.—Followed by a storm of denunciation and hisses, Samuel J. Small, national president of the Commercial Telegraphers' union, was practically driven out of Clinton hall at a mass meeting of striking operators yesterday afternoon. Mr. Small attempted to explain his action in sending out notices to all locals Saturday night asking them to vote on the question of surrender, but before he could finish shouts of "resign," "get out," and other exclamations even less complimentary drowned his voice.

New York, Oct. 14.—Following the visit to this city of Labor Commissioner Neil, President Small, of the Commercial Telegraphers' union, Saturday afternoon took decisive steps to close the telegraphers' strike. He sent the following telegram to all the leading cities in the country:

"New York, Oct. 12, 1907.—From prominent New Yorkers appealed to me to call the strike off. All efforts at negotiations are exhausted, and the company's officials say they will fight to a finish. The treasury is depleted and no more funds are available. Requests for relief from all sides are heavy and urgent. The general assembly cannot meet them. The strike having been ordered without the president's sanction, I recommend that locals vote on the proposition."

CARS STILL SCARCE.

Lane Says the Traffic Grows Faster Than the Supply.

Washington, Oct. 14.—Interstate Commerce Commissioner Lane returned today from a trip to the Pacific coast, thoroughly convinced that the business of the Northwest is going to suffer by reason of the general car shortage. He found throughout that section that, although the railroads are increasing their equipment, some very extensively, business is growing twice as rapidly, and in consequence the railroads are bound to fall farther and farther behind.

He did not discuss the question in detail or indicate what action the Interstate Commerce commission is likely to take, for he has not yet had an opportunity of conferring with his colleagues.

Mr. Lane said there would be a fuel famine in the Northwest if there should be a long hard winter. Increase of manufactures and increased use of coal by railroads calls for more coal than the old markets have been accustomed to supply, and wood fuel cannot supply the deficiency for domestic use, because of the high wages demanded by lumbermen, making it unprofitable to place wood on the market in large quantities. If the winter is mild and short, the Northwest may escape without suffering, otherwise there will be hardship.

CHINESE VERSUS JAPANESE.

Canada May Throw Down the Bars Against Mongols.

Ottawa, Oct. 14.—At the approaching session of the Dominion parliament, which opens next month, it is understood that a move will be made to throw down the barriers against Chinese immigration into Canada by abolishing the head tax on Chinese, which is practically prohibitive. It is asserted that this step would afford a solution of the Oriental problem, which is now assuming an acute phase among the people of British Columbia, particularly in the coast cities.

It is pointed out that, when the Chinese were allowed to enter the Dominion at a nominal tax rate, there was very little trouble with Japanese arrivals, and absolutely none from the Hindus. If the head tax were abolished or even reduced to a nominal amount, there would follow a big influx from China. The Chinese would work for such small wages that the people of British Columbia would be able to solve the Japanese immigration problem by driving them out.

Found in the being at 17 press, Lackay, of Lake down Seashore y per. He

gyptol-stoh's amaol. Irael andage, hache. ngered t," as it was on his realm before he would consent to let Mose and the Israelite hosts go.

Big Slide in Culebra.

Panama, Oct. 15.—The American engineers are having trouble with the Cuchuracha slide, at the south end of the Culebra cut. This point of land, always a source of trouble to the French, when they tried to dig the canal, is again in motion, and will prove a hindrance all during the wet season. About half a million yards of dirt is in motion. All of this dirt must ultimately be removed, but the engineers would rather get it slowly.

English Officers Arrested.

Berlin, Oct. 15.—A correspondent of the Tageblatt, at Emden, telegraphs that according to a dispatch received from Borkum, a yacht with English naval officers on board had been captured by two Wilhelmshaven torpedo boats. The officers are suspected of having taken soundings and made photographs in forbidden waters.

PLENTY OF EVIDENCE

Lane Has Proof Rebates Were Paid by Southern Pacific.

IMPRISONMENT IS THE PENALTY

Interstate Commission Will Call on Bonaparte to Prosecute—Offense Continues to September.

Washington, Oct. 15.—Interstate Commerce Commissioner Lane, who went to California in response to reports from agents of the commission declaring that the Southern Pacific Railway company was giving rebates and that proof could be obtained, has returned to Washington. He says that the result exceeded his expectations.

Mr. Lane believes that flagrant violation of the law can be proved, and it is the present understanding that as soon as the facts collected are submitted to the full commission, certificates of the illegal operations of the railway will be made to the department of justice, with a request for immediate prosecution of those responsible. The law, as it now stands, provides two years' imprisonment for each offense.

Whether Mr. Harriman can be indicted will depend upon whether his responsibility for the alleged violations of the law can be demonstrated. Members of the Interstate Commerce commission believe it can. They say he is the president of the Southern Pacific company, and either knew, or should have known, what his subordinates were doing.

According to Mr. Lane, investigations, however, rebates were being paid as late as September 24 of this year.

ANOTHER INSULT.

Drunken Man Falls Into Japanese Laundry at Frisco.

San Francisco, Oct. 15.—As a result of an attack upon a Japanese laundry last night, the proprietor and one of his employees are in the emergency hospital, many whites are nursing bruises caused by the clubs of the police and the exterior of the laundry is a wreck.

The trouble was occasioned by Joseph King, an intoxicated logger, who crashed into the window of the laundry conducted by T. Umkebeub, at 422 Fell street. The proprietor and H. Omura rushed out and dragged King into a rear room, where he was placed in charge of a young Japanese, who stood guard armed with a section of gsspice, while the other Japanese hurried to summon the police to arrest King.

Three intoxicated companions of King witnessed the incident and they planned to rescue their friend. Other whites were called on and there followed a combined attack on the laundry. The street was soon filled by a large crowd, and a dozen Japanese on the inside sought to repel the invaders. Policeman Thomas Collier was soon on the scene and attacked the crowd single handed. A riot call which was sounded brought reinforcements. The police charged the crowd with clubs and many were hit.

King was found asleep in the rear room, innocent of the trouble.

JURORS TO TRY FORD AGAIN.

Special Panel in Court for Trial of Bribe-Givers.

San Francisco, Oct. 15.—The 300 teleman for the formation of the regular jury panel, from which shall be selected the juries to try various of the public service corporation officials charged with bribery and under arraignment in Judge Lawlor's department of the Superior court, were brought into court yesterday by the sheriff. The next of the bribery graft cases to be tried, that of Tiley L. Ford, general counsel for the United Railroads, accused by the grand jury of bribing supervisors, is on the calendar for commencement next Thursday.

Loses Right to Appeal.

San Francisco, Oct. 15.—According to the district attorney's office, Eugene E. Schmitz, ex-mayor of San Francisco, but now a convict, has lost the right of appeal to a higher court through a blunder of his attorney, Charles H. Fairall, and must go to the penitentiary forthwith. Moreover, the charge is made that after Mr. Fairall discovered his mistake, he sought and procured a change in the record of the transcript of appeal to cover his own error. These changes in ink occur in the printed volume.

Big Slide in Culebra.

Panama, Oct. 15.—The American engineers are having trouble with the Cuchuracha slide, at the south end of the Culebra cut. This point of land, always a source of trouble to the French, when they tried to dig the canal, is again in motion, and will prove a hindrance all during the wet season. About half a million yards of dirt is in motion. All of this dirt must ultimately be removed, but the engineers would rather get it slowly.

English Officers Arrested.

Berlin, Oct. 15.—A correspondent of the Tageblatt, at Emden, telegraphs that according to a dispatch received from Borkum, a yacht with English naval officers on board had been captured by two Wilhelmshaven torpedo boats. The officers are suspected of having taken soundings and made photographs in forbidden waters.