

EVENTS OF THE DAY

Newsy Items Gathered from All Parts of the World.

PREPARED FOR THE BUSY READER

Less Important but Not Less Interesting Happenings from Points Outside the State.

Truce arranged between Republican regulars and insurgents in house.

The British house of lords is engaged in a vote which means life or death.

A gigantic graft plot involving millions has been uncovered in Pittsburg.

The political situation in Spain threatens the downfall of the present cabinet.

A diver at Long Beach, Cal., won a desperate battle with a devilfish on the sea bottom.

Mississippi ice gorges have filled the levees high with wreckage, and the river is rising.

President declines to permit Representative Mondell to introduce land bills tagged "by request."

C. K. Hamilton, an American aviator, failed in an attempt to beat Paulhan's altitude record of 4,155 feet.

Paulhan made a successful flight across the country at Los Angeles, but failed to beat Curtiss' speed record.

Both East and West are suffering from heavy snow and floods. Trains are snowbound throughout the Mississippi states.

President's message urges reform of land laws, conservation of timber, preservation of forests and improvement of waterways.

A Utah mail carrier was frozen to death sitting on his horse.

The National Livestock association has endorsed Pinchot's policies.

A Nicaraguan rebel army confronts the government forces and a battle is near.

Japanese Ambassador declares his government will stand by America's policy.

Taft is reported to be trying to restore harmony by making peace with the insurgents.

Henry S. Graves has been appointed chief forester. He is a friend of Pinchot, and served under him.

Paulhan broke the altitude records at Los Angeles, rising nearly a mile. Curtiss broke the speed record.

The New York academy of medicine is planning to eradicate the common house fly, claiming that it spreads all kinds of contagious diseases.

The steamer Czarina was wrecked at the entrance to Coos Bay and 30 men are believed to be lost. One man drifted ashore and was picked up unconscious. The steamer struck in the same place as the old Arago, lost 13 years ago.

It is the present prediction of lumbermen that more timber will be cut in the lower Columbia river district this year than ever before and at higher prices.

Russian explorers have found in Turkestan the ruins of a subterranean city built by a highly civilized people before the Christian era, entrance to which was effected by caves.

An amphibious automobile, shaped like a boat and driven by a propeller when in the water, has been purchased by the French war department and assigned to an engineer regiment.

The Chinese government has adopted an elaborate scheme of education, modeled on Japan's, but with a western curriculum which, when carried out in its entirety, will compare favorably with that of any other nation.

The British admiralty is trying out a torpedo which is said to pick up sounds by microphones, so connected by delicate mechanism to its rudders that the torpedo is automatically directed to the source of the sounds.

The proclaimed boundaries of the national forests now include nearly 195,000,000 acres of land within which, however, about 16,000,000 acres have been alienated by congressional grants and the patenting of claims.

The agreement between the Boston Sheet Metal Workers union and the employers, which went into effect January 1, calls for an increase of wage from a minimum of \$3.60 to \$3.75 a day. Under the agreement there will be a further increase to \$4.00 a day on June 1.

Aviation contests began at Los Angeles Monday.

Guggenheim proposes Federal control of the copper market.

Roosevelt and party have reached the land of the white rhinoceros.

The government of Argentina has contracted for the construction of a direct cable from that country to Europe.

When Pinchot left his office for good he was given an ovation by his employees.

Boston's strictly non-partisan political campaign cost the candidates about \$250,000.

A. F. Potter, successor to Pinchot, is a former sheep owner and an expert in range conditions.

LAST SIX PLUNGE TO DEATH

Captain of Ill-Fated Steamer Czarina Last to Go.

Marshfield, Ore., Jan. 14.—One by one six men, who had clung all night to the frozen rigging and shrouds of the doomed Czarina, jumped to their death in the foamy breakers, a thousand persons who had kept vigil, setting bonfires to cheer the wreck victims, witnessing each desperate leap.

In the throng that lined the beach was C. J. Millis, father of Harold Millis, who at dawn this morning was desecrating the rigging. Near him Captain Duggan clung, his face turned toward shore.

Every leap of the doomed half-dozen men was deliberate, all stripping to rid themselves of weight if, perchance, the breakers swept them toward shore. When Harold Millis' turn came he waved his coat in farewell and dived into the turbulent sea. His father in agonizing suspense, would wait for another glimpse of his son. He was led away.

Captain Duggan was the last to make the mortal dive. Stripping himself, he rubbed his limbs to force circulation, straightened at full length and hurled himself far into the breakers.

He was the last to leave the ship—the last seen. Preceding him young Millis, Mate McNichols, Assistant Engineer Robinson and two seamen had leaped into the sea. None rose to the surface.

Then the waves dashed higher and higher over what was left of the wreck. Nothing could be seen but the remains of the mainmast and even that, at times, was covered from view by the combers, which piled one upon another with death-dealing force. The wreck was over. Those who stood for 24 hours watching and working in an attempt to save the lives of the unfortunate men turned away. There was nothing left to do but to leave the Czarina to the sea, the crew and young Millis to their ocean graves.

Only one escaped from death's grip on the Czarina—Harry Kentzel, first assistant engineer. Twenty-four dead was the toll of the Coos Bay disaster.

PINCHOT FIGHT UP TO PEOPLE

Loss of Waterpower to Special Interests Is Greatest Danger.

Washington, Jan. 14.—"The conservation of natural resources and the conservation of popular government are both at stake. The one needs conservation no less than the other."

This statement epitomizes the formal announcement made public tonight by Gifford Pinchot, recently removed as chief of the forest service. The ex-official declares that the great moral issue which now faces the country is not the loss of natural resources so much as whether special interests or the people shall rule. The statement, in part, is as follows:

"At this time I have no comment to make on recent events. Whether in or out of the government service, I propose to stay in the fight for conservation and equal opportunity. Every movement and measure, from whatever source, that tends to advance conservation and promote government by men for human welfare I shall try to help. Every movement and measure, from whatever source, that hinders conservation and promotes government by money for profit I shall endeavor to oppose. The supreme test of movements and measures is the welfare of the plain people. I am as ready to support the administration when it moves toward this paramount end as I am to oppose it when it moves away."

JAPAN WILL OPPOSE.

Will Not Willingly Yield Manchurian Interests Dearly Bought.

Tokio, Jan. 11.—No doubt may be entertained concerning Japan's attitude toward the American plan to neutralize the Manchurian railways. Secretary Knox's proposition has not called forth a word of favor from any source in Japan. The diplomats here, while disinclined to express opinions, certainly do not support the project.

The Kokumin, a semi-official organ, representing the view of Premier Kato, says the Japanese reply to the American note will be couched in friendly terms because the suggestion comes from a friendly power, but at the same time the inquiry whether Germany and France would be willing to neutralize Shantung and Yunnan provinces.

Steamship Lane Threatened.

New York, Jan. 14.—Wireless reports received here today indicate that the Atlantic steamship Lane is swept by severe storms. The worst sufferer from the wild weather, so far as reported, is the Hamburg-American liner Kaiserin Augusta Victoria, which, according to the dispatches, put into Plymouth with 50 feet of her port rail torn away by a wave that threw down a score of passengers on deck. The giant comber also threw the ship on her beam ends, but she rose to the attack of the seas and rode out the storm.

Zelayan Army Falls Back.

Washington, Jan. 14.—News of a battle at Acayapa has leaked through the strict censorship at San Juan del Sur Nicaragua, and reached Washington tonight. Details are lacking, but representatives of the Estrada government are of the belief that Chamorro engaged Vasquez some time between midnight and daybreak today and that the remnant of the Zelayan army has fallen back toward Managua, where a final battle will be fought, probably at the gates of the city.

Morgan Gives Yale Gift.

New Haven, Conn., Jan. 14.—A gift of \$100,000 from J. Pierpont Morgan for the establishment of the William M. Laffan professorship of Assyriology and Babylonian literature at Yale was received by the Yale corporation today and accepted. The gift is a memorial to Mr. Laffan, late editor of the New York Sun.

HAPPENINGS FROM AROUND OREGON

WET 65,000 ACRES.

Big Project in Baker County Only Waits for Settled Weather.

Baker City.—With the opening of spring work will begin on the two reservoirs planned by the Powder Valley Irrigation company, the main reservoir being situated in the Thief river valley, located on the old Fisk and Gilbert ranches, seven miles east of North Powder and 20 miles north of Baker City. This reservoir will conserve 60,000 acre feet of water. The other reservoir, is to be situated about 30 miles northwest of Baker City, at the half way house on the Union stage line, near Sanger, and will conserve about 24,000 acre feet of water.

When completed, the entire system will irrigate about 65,000 acres of land, extending from the Miles bridge east to what is known as Table rock, or five miles east of Goose creek, on both sides of Powder river, covering a strip of fine land about 30 miles wide. The immensity of this irrigation scheme can hardly be realized, but the difference in the amount of hay, grain of all kinds, fruit and what not, that will be produced on these broad acres in the very near future, will tell the tale in the farmers' bank accounts.

IMPROVEMENTS ON O. R. & N

Coyote, Umatilla, May Be Divided—Umatilla May Be Abandoned.

Pendleton.—It now seems that the long pending Coyote-Echo cutoff on the O. R. & N. is to become a reality soon. Rumors are current here among railroad people that the sum of \$707,946.25 has been appropriated for that purpose. This, coming on the heels of the announcement that \$1,020,000 has been set aside for elimination of curves between Yoakum and Pendleton, means that the O. R. & N. contemplates the expending of nearly \$2,000,000 on improvements in Umatilla and Morrow counties, as it is now understood that the big cutoff is to be made from Coyote to Echo, via Stanfield, that will eliminate 8.8 miles of present trackage. Coyote is to be made a terminal, as it is understood the order calls for terminal improvements, including a ten stall roundhouse. The general understanding is that, as far as the main line is concerned, Umatilla will cease to be a division point. It is a matter of speculation as to what route the cutoff will take, as engineers have surveyed three possible routes. As to the improvement between this city and Yoakum, it is said the work will reduce the distance 1 1/2 miles. The maximum curvature will be about four degrees, while at present it is ten. The stretch of track at Horseshoe curve will be brought up to a standard roadbed.

Defective Lemons Destroyed.

Roseburg.—California lemons covered with parasite, known as oyster shell scale, has been discovered in Roseburg by the fruit inspector. The lemons were shipped to a Portland commission firm. Acting on instructions from District Horticultural Commissioner Carson, Grants Pass, Inspector McCall had them destroyed. Carson stated that if California is going to continue to send such fruit into the state, Oregon will have to compel an inspection before sale. This is a condition already imposed by California on fruit shipped from Oregon.

To Get Motor Car Service.

Pendleton.—A motor car is to be installed on the Oregon Railroad and Navigation company's line between Pendleton and Walla Walla to replace the steam service now connecting with the Portland trains. The motor is expected to arrive this month. A motor service has been in operation between Dayton and Wallula via Walla Walla for a month, and is reported as giving excellent satisfaction to patrons along the line.

Poultry Show at Woodburn.

Woodburn.—The second annual exhibit of the Clackamas and Marion County Poultry association will be held here on February 3, 4, and 5. Many birds are being entered. H. C. Schellhaus of Vancouver, Wash., is superintending the show. The judge is Will B. Dixon of Oregon City. The secretary is Mrs. Ella Plank, of Woodburn.

Coos Bay Men Adopt Slogan.

Marshfield.—"Better fruit, more of it and better prices," was the slogan adopted by the Coos Bay Fruit Growers association at the annual meeting. The organization will take steps toward securing a cannery to create a greater market. P. M. Hall Lewis was elected president.

Mill City Mill Operates.

Mill City.—The large sawmill belonging to the Curtiss Lumber company in this city is again in operation after a forced lay off of several days, owing to the recent cold weather, and the large quantity of ice in the North Santiam river log pond.

Brick Building for Lebanon.

Lebanon.—Samuel Labbe & Son have let the contract for a brick building, 44x100 feet, with full basement. The structure will be occupied by the firm as a furniture and hardware store.

Buys Wallowa Farm.

Joseph—S. M. Lozier has purchased the G. C. Gowing farm of 120 acres, on Prairie creek, for \$7,175.

Burns will have a steam laundry; maybe a creamery.

MANY POTATOES ARE LOST.

Prolonged Cold Spell Prevents Digging the Crop.

Salem.—From \$5,000 to \$7,000 worth of potatoes have been frozen in the ground in the vicinity of Salem since the recent prolonged cold spell began. Because of peculiar weather conditions it has been impossible to dig the potatoes this fall and probably more than half of the crop still remains in the ground and now the report comes from different localities that the potatoes in the ground have frozen. The earth in some districts is frozen to a depth of five inches.

The early fall began with heavy rains and the farmers were unable to take care of the potato crop. Following the continued rains came the cold spell, increasing in severity until the damage has followed. Some growers say that part of their crop that was dug was ruined while others are keeping fires in their potato houses all in the effort to save the crop that was gathered.

Potatoes are selling in Salem at 50 cents a bushel, but in view of the damage done growers confidently expect to get \$1.25 before the new crop comes in.

Irrigate 150,000 Acres.

Klamath Falls.—The Warner Lake Irrigation company was recently incorporated with a capital stock of \$25,000, for the purpose of irrigating a large tract of land in Lake county under the Carey act. The officers of the company are: W. H. Bradford, president; E. C. Belknap, vice-president; and chief engineer; C. H. Gleim, secretary; H. B. Millard, assistant treasurer and manager.

It is the intention of the company to reclaim approximately 150,000 acres. The Warner valley is a beautiful district of approximately 100 miles in length lying in the eastern part of Lake county. This valley is so sheltered by the mountains that it has a climate all its own; so different is the climate from the surrounding territory that the stock men have for years made a practice of wintering their sheep and cattle in this district.

Hood River Men Buy Oil Land.

Hood River.—Twenty local capitalists of Hood River met and organized a syndicate to invest in Malheur county oil lands. The company will secure 3,200 acres of land in the southern part of the county. J. H. Hibbard left for Vale, Ore., where he will look after the location and interests of the company. C. L. Morse was elected president of the local company and A. T. Allen and J. H. Ferguson, secretary and treasurer, respectively.

Heating Plant at Asylum.

Salem.—Bids advertised by the state for the construction of a central heating and ventilating plant for the asylum. The plans were accepted last week. The cost of the system as authorized by the legislature is \$55,000. Bids were advertised once before, but were rejected because none were within the estimate of the first plans adopted.

PORTLAND MARKETS.

Wheat.—Track prices: Bluestem, \$1.21; club, \$1.11@1.12; Red Russian, \$1.10; Valley, \$1.08.

Barley.—Feed and brewing, \$30@30.50 per ton.

Corn.—Whole, \$35; cracked, \$36 ton. Oats.—No. 1 white, \$23.50@33 ton. Hay.—Track prices: Timothy: Willamette Valley, \$18@20 per ton; Eastern Oregon, \$19@22; alfalfa, \$17@18; clover, \$16@17; cheat \$16@17; grain hay, \$16@17.

Fresh Fruits.—Apples, \$1@3 box; pears, \$1@1.50 per box; cranberries, \$9 per barrel.

Potatoes.—Car load buying prices: Oregon, 65@85c per sack; sweet potatoes, 2c per pound.

Vegetables.—Artichokes, \$1@1.25 per dozen; cabbage, \$2 per hundred; cauliflower, \$1.75 per doz.; celery \$3.50 per crate; garlic 10c pound; horseradish 2 1/2c per pound; pumpkins, 1 1/2@1 1/4c; sprouts, 6@7c; squash, 1@1 1/4c; tomatoes, \$1.50@2.25 per box; turnips, 1.50c per sack; carrots, \$1; beets, \$1.50; parsnips, \$1.50.

Onions.—Oregon, \$1.50 per sack.

Butter.—City creamery extra, 39c; fancy outside creamery, 34@39c; store, 22 1/2@24c. Butter fat prices average 1 1/2c per pound under regular butter prices.

Poultry.—Hens, 16 1/2@17c; springs, 18c; ducks, 20c; geese, 13c; turkeys, live, 19@20c; dressed, 22 1/2@23c. Eggs.—Fresh Oregon extras, 39@40c per dozen; Eastern, 25@27 1/2c per doz. Cheese.—Full cream twins, 18@18 1/2c per pound; young Americas, 19@19 1/2c.

Pork.—Fancy, 10@10 1/2c per pound. Veal.—Extras, 11 1/2@12c per pound. Cattle.—Best steers, \$4.75@4; fair to good, \$4.25@4.50; medium and feeders, \$3.50@4; cows, top, \$3.50@4.00; fair to good, \$3.00@3.50 common to medium, \$2.50@3.75; bulls, \$3.25@5.50; heavy, \$4.00@4.75.

Hogs.—Best, \$8.75@9.05; medium, \$7.75@8.50; stockers, \$6.50@7.25. Sheep.—Best wethers, \$5.50@6; fair to good, \$4.50@5.00; ewes, 5c less; yearlings, best, \$5.00@5.25; fair to good, \$4.50@4.75; lambs, \$6@6.25.

Hops.—10 crop, 20@22c; olds, nominal.

Wool.—Eastern Oregon, 16@23c pound; mohair, choice, 25c pound. Hides.—Dry hides, 18@18 1/2c per pound; dry kip, 18@18 1/2c pound; dry calfskin, 19@21 1/2c pound; salted hides, 10@10 1/2c; salted calfskin, 15c pound; green, 1c less.

AVIATORS HOLD HIGH CARNIVAL

Frenchman Astounds Multitude and American Outdoes Him.

Los Angeles, Jan. 12.—Broken records, thrilling flights with and without passengers and four aeroplanes in the air at the same time, breasting a semicircle that sported dangerously with the delicate contrivances, made a thrilling finale for the 30,000 spectators at Aviation field yesterday afternoon that had promised only tame little feats of flight.

Glenn H. Curtiss, the silent American, defeated his mercurial French rival, Paulhan, in the keen race for honors, and shattered the speed record for passenger-carrying aeroplanes.

Rising into the high wind that held the ponderous dirigibles of Knabenshue and Beachey helpless, the American flew a wide circle in front of the grandstand at the rate of 55 miles an hour, with his friend, Jerome S. Fanchulli, beside him.

Not to be outdone, Paulhan took one of his mechanicians into his machine and flew twice around the mile and a half course. He failed to equal the speed Curtiss had developed, though he covered more ground than his opponent.

In the beginning the intrepid little Frenchman seemed to have again monopolized all the honors of the day. Thrice he drove one of his big Farman biplanes around the course, disregarding the stiff wind blowing in from the sea. Then, in a tiny Bleriot monoplane, that looked like a huge horsefly, he gave the immense throng in the stands and boxes the first thrill of the day with an exhibition of nerve and daring that surpassed anything he has heretofore attempted.

Several times sighs of apprehension and shrieks of nervous women rose from the crowd as the tiny machine, tossed by fierce gusts of wind, rolled and careened in the air. Every moment was fraught with danger so great that when the flight was safely over and the monoplane had landed, far across the field, the throng applauded wildly.

Apparently secure in his renewed role of star of the meeting and delighted by the applause, Paulhan brought out his Farman and flew twice more, once going probably two miles north of the immense aviation field, over the trees of a contiguous ranch.

Curtiss remained silent. Gurbed in oil-splattered working clothes, an old cap and shoes that had seen duty, he spent his time tuning up the eight-cylinder motor on the biplane with which he won the international cup at Rheims. Never once did he look at Paulhan.

When the fourth flight of the Farman ended, the American's machine was trundled to the starting point and without hesitation Curtiss motioned to Fanchulli to get in.

Climbing in beside his passenger, the aviator gave the word to his assistant. A pop and rattle like automatic artillery followed and the most remarkable flight of the day had begun.

Describing a wide circle in front of the grandstand, Curtiss flew at all angles of the wind, giving his manager a thrilling flight. He landed almost at the spot from which he started.

Lieutenant Paul Beck, of the army signal corps, one of the judges, announced that he figured the speed at 55 miles an hour. When the record-breaking figures were posted, the crowd went wild. Shouts and cheers rose from the seats, automobile sirens shrieked and hats were thrown up in the air to be blown away by the wind.

Paulhan, standing beside his biplane on the side of the field, saw the performance through binoculars. He dropped them suddenly, gesticulating wildly as he rattled off instructions to his crew, sending them racing to start his motor. Then he mounted his seat and rose majestically. At the same time Willard and Hamilton brought their machines to the start in front of the grandstand. As they rose, Curtiss beckoned to Clifford Harmon, the New York sportsman and balloonist, and swept upward again. The four aeroplanes circled the course and the crowd cheered with renewed frenzy.

Paulhan landed in a few minutes, determined to regain some of his lost laurels. He ordered one of his assistants into the seat with him. Then he arose and twice circled the circuit, his great biplane soaring as gracefully with the extra man as it had done with Paulhan alone.

In quick succession, Curtiss tried for a starting record and a record for landing. He succeeded in establishing both, but Willard, coming next to the trial at landing, beat the best his chief could do. Curtiss, however, set a new record for getting away, rising from the ground 98 feet from the start in 6 1/2 seconds from the time his engine started.

Paulhan tried to beat both marks, but the best he could do was to rise in 12 1/2 seconds from the time his engine started, and his machine ran more than 100 feet along the ground before it rose.

Herders Die in Storm.

Casper, Wyo., Jan. 12.—Belated reports from the snow-bound range country indicate that a number of sheep herders met death with their flocks in the extremely cold weather of December. Antonio Galorize, who stuck to his sheep through a blizzard lasting 24 hours, succumbed to an attack of pneumonia after reaching camp. Tom Mahoney, who drifted before a storm of three days and nights, had both hands and feet frozen.

Cannon Is No Quitter.

Washington, Jan. 12.—Speaker Cannon, when asked about a report he would not be a candidate for the speakership of the next congress, declared today that he would quit public life when his constituents failed to elect him and not before, and that he had not the slightest intention of retiring from the speakership.

FIND HUGE GRAFTS

Pittsburg Bankers and Politicians Deeply Involved.

COUNCIL MEMBERS BOUGHT

Bank Officers Caught Along With Men Whom They Bribed to Deposit Public Money.

Pittsburg, Jan. 15.—President E. H. Jennings and Vice-President P. A. Griffin of the Columbia National bank, Max G. Leslie, county delinquent tax collector and ex-Republican city chairman; Charles Stewart, ex-councilman, and E. F. Nicola, a capitalist and real estate operator were arrested today on warrants issued by District Attorney Blakely, charging them with conspiracy to cause the selection of the Columbia National bank as a city depository.

In addition, Leslie is charged with perjury and another councilman alleged that for two years he made a business of soliciting the aid of councilmen for the influence of legislation. All gave bail.

The charges are the result of the graft scandals of 1908, when it was brought out that councilmen had been paid money to vote for six depositories. Officers of other banks who were found guilty had taken an appeal to the superior court and the present cases had been halted pending a decision on the other cases. As no decision seemed likely until March, when the statute of limitation would have expired, those arrested today, the district attorney took summary action.

It is charged in the writs that in May, 1908, Stewart, as a councilman, solicited from Griffin \$17,000 for his vote and influence in favor of the ordinance that authorized the Columbia National bank as a depository. It is also charged that Nicola instigated the move on the part of Stewart. Griffin is charged with conspiracy to defraud the city by corrupting members of the city council and it is further charged that he promised certain members \$25,000 for their votes and influence in favor of the ordinance.

Leslie is charged with receiving \$25,500 to influence councilman votes. It is also charged that before the grand jury investigated this charge Leslie perjured himself in denying that he had received any payments for any purpose whatever from any of the men named.

DIVER BEATS DEVILFISH.

Deep-Sea Artist Wins Desperate Fight on Ocean Bottom.

Long Beach, Cal., Jan. 15.—Cut from assistance from above, A. B. Christy, a professional deep-sea diver, spent the worst 15 minutes of his life today in a desperate battle on the sea bottom with a large devilfish.

Christy had gone down to inspect the caissons and piers of the outer wharf for the city. In wandering around he tangled his lifeline up so that when he felt the octopus seize his leg he was unable to give the signal for ascending.

Perceiving that the line was fast turned to the octopus, which by that time had four tentacles wrapped around his left leg. Five times he slashed at the monster with his big scarping knife and each time severed a tentacle. At last, the octopus moved away and Christy hastened to straighten out the lifeline and gave the signal to be hauled up. He has been in a state bordering on nervous collapse ever since, but his condition is not serious.

Walsh Signs Agreement.

Chicago, Jan. 15.—John B. Walsh today attached his signature to the agreement of settlement of his financial troubles and sent it to the First Trust and Savings bank, to be held until the guarantors of the note sign their part of the agreement. The signature gives to the Associated Banks of Chicago, which backed the adjustment of Walsh's financial affairs after 1905, the \$14,039,000 in securities he put up to cover a note for \$7,121,887 in return for the canceled note. In addition, the banks will get \$600,000 from the guarantors signing the note, who are then to be given the \$949,000 in securities they put up as surety.

Port Arthur to Be Open.

Washington, Jan. 15.—Notice to the intention of the Japanese government to open Port Arthur to world-wide commerce is indicated in Tokio dispatches to the Japanese Embassy about two months ago, but it was said the issuing of the order would be withheld until the government was able to fix the exact date for the opening. The purpose is not to make Port Arthur a free port in the sense of Hamburg, where goods may enter free of duty and be placed in bond, but simply to put it on the footing of New York or any other commercial city.

Harvester Company Waxes Fat.

New York, Jan. 15.—Another "melon" of large proportions—the distribution of \$20,000,000 in common stock—is to be given to the stockholders of the International Harvester company. The new stock is to be distributed ratably as a stock dividend to the present \$40,000,000 of common stock. The directors of the company have recommended that the entire \$60,000,000 of stock be placed on a 4 per cent dividend basis, beginning next April.

Switchmen War Still On.

Washington, Jan. 15.—An agreement between the railroads operating out of Chicago and their switchmen is not yet in sight. Conferences between the parties involved and the mediators under the Erdman act have been in progress for three days.