



EVENTS OF THE DAY

FROM THE FOUR QUARTERS OF THE WORLD.

A Comprehensive Review of the Important Happenings of the Past Week Presented in a Condensed Form Which is Most Likely to Prove of Interest to Our Many Readers.

Prince Tuan is planning a rebellion in Mongolia.

Every railroad entering Salt Lake has joined in a rate war.

The date of King Edward's coronation is fixed at June 26, 1902.

Yukon miners are unknowingly throwing away thousands of dollars' worth of platinum.

A French aeronaut, who has already crossed the Mediterranean, will try to cross the Atlantic.

The Scranton, Pa., labor convention was unanimous for Chinese exclusion, but not for Japanese exclusion.

Speaker Henderson has announced the new house committee.

Wayne, W. Va., was almost wiped out by fire.

The Texas Railway commission and the railroad are at odds.

A member of the English parliament, in the course of a speech, declared that the Irish would never have a better opportunity to strike a blow for liberty than at present time.

Frye introduced a new ship subsidy bill in congress.

England will improve sanitary condition of concentration camps.

Republicans in the senate are determined to have a tariff on Philippine products.

Tillman challenged McLaughlin to resign with him from the senate, but the latter would not.

A St. Louis negro who had several stitches taken in his heart is well on the road to recovery.

The entire business portion of Gables, Mich., was destroyed by fire.

The Wabash Screen Door Company's plant at Rhineland, Wis., was burned.

Manager Johnson, of the Postal Telegraph Company, his son and a negro driver were killed near Newton, Miss., by a falling tree.

The Newton county sale, at Decatur, Miss., was robbed of \$4,000 in pension warrants.

Famine conditions in Russia are worse than the government reports.

It is reported that 3,000 Boers intend to establish a colony in Chile.

The National Starch Works, Des Moines, Ia., burned.

Native scouts killed Fagin, the American negro deserter in the Philippines.

In a fire at Bayou des Allemandes, La., two persons were burned to death.

Robbers stole \$2,000 from the Archibald Banking Company, of Archibald, O.

Fire destroyed a wholesale dry goods store at Wilkesbarre, Pa.

Another ship has ventured too close to the Washington shore and is on the rocks.

A reciprocity feature may be incorporated in the forthcoming Philippine tariff bill.

Refugees in South African concentration camps will be sent to the settled district.

The Douglasville, Ga., bank was robbed of \$2,500.

France's Chinese loan of 265,000,000 francs, at 3 per cent, will be issued December 21.

Two more of the convicts who escaped from the Leavenworth, Kas., prison have been captured.

The St. Louis Oil Company sold 5,000,000 barrels of Beaumont oil to St. Louis men at 20 cents a barrel at the wells.

Sixty-five persons were poisoned at a wedding feast at West Point, Wis., by poison in the coffee.

A heavy snow storm covers the entire eastern half of Kansas.

Ex-Congressman I. N. Evans, of Philadelphia, is dead, aged 64.

Dr. David McDill, surgeon at Fort Leavenworth, died from apoplexy.

Foreign papers generally comment favorably on the president's message.

George Ehret, an old man of New York, worth \$35,000,000, owns no less than 800 saloons in that city.

The fish commission sent from Washington to Honolulu has already discovered about 30 new varieties, many of which are good for food.

Dr. von Holleben, German ambassador, just returned from Europe, emphatically denies stories that his country is trying to secure a foothold in South America.

INDIAN WAR VETERAN BILL.

Pension Measure Which Has Been Introduced by Senator Mitchell.

Washington, Dec. 12.—Senator Mitchell's Indian war veteran bill, recently introduced, reads as follows: "That the provisions, limitations and benefits of an act entitled 'An act granting pensions to the survivors of the Indian wars of 1832 and 1842, inclusive, known as the Black-Hawk war, Creek war, Cherokee disturbances, and the Seminole war,' approved July 27, 1892, be and the same are hereby extended, from the date of the passage of this act, to the surviving officers and enlisted men, including marines, and also the volunteers of the military and naval service of the United States who served for 30 days in the Florida and Georgia Seminole Indian war of 1817 to 1818; the Fevre river Indian war, of Illinois, of 1827; the Sac and Fox Indian war of 1831; the Sabine Indian disturbances of 1836 and 1837; the Cayuse Indian war of 1847 and 1848 on the Pacific coast; the Florida wars with the Seminole Indians from 1842 to 1858, inclusive; the Texas and New Mexico Indian wars of 1849 to 1856; the California Indian disturbances of 1851 and 1852; the Utah Indian disturbances of 1850 to 1853, inclusive; and the Oregon and Washington territory Indian wars of 1851 to 1856, inclusive; and also to include the surviving widows of such officers and enlisted men, provided, that such widows have not remarried, and provided further, that where there is no record of enlistment or muster into the service, in any of the wars mentioned in this act, the record of pay by the United States shall be accepted as full and satisfactory proof of such enlistment and service."

STILL HAVE RATE TROUBLES.

Violent Disturbance in the Rocky Mountain Region—All Lines Concerned.

Salt Lake, Utah, Dec. 12.—Every railroad doing business in Utah, according to the Herald, is engaged in a rate war, the slashing being principally on west bound traffic, for which there is a wild scramble, regardless of rates.

The Rio Grande road and the Missouri Pacific, comprising the western part of the Gould system, are said to have been active in starting the fight.

The Oregon Short Line and the Union Pacific, says the Herald, held wolf on Chicago and Missouri river west-bound business until yesterday, when shippers over that system were informed that they would be "taken care of," no matter what might come up.

With the Union Pacific in the fray, all the roads are now mixed up in it, and westbound business from the Atlantic seaboard is being moved in many instances at 50 per cent of the regular tariff rates.

Business from Chicago and Missouri river was taken yesterday at 30 to 35 per cent reduction on the regular tariff.

The trouble originated, according to the Herald, about a month ago, when the Mallory and Morgan steamship lines became engaged in active competition on shipments from New York via New Orleans and Galveston to points in the Rocky mountain territory.

DOLE DENIES REPORT.

Hawaiian Governor Has No Thought of Resigning—Foreign Physicians Excluded.

Honolulu, Dec. 12.—Governor Dole has given another statement in an interview that he had no thought of resigning.

The board of health has adopted a rule requiring that all examinations of physicians who apply for licenses to practice here shall be in the English language hereafter.

The rule may exclude many Japanese and other foreign physicians.

The steamer Tampico, of the new line between Honolulu and Seattle, arrived here today from the Sound port, after a stormy trip.

She was 16 days covering the distance, owing to the fearful storms encountered.

During one of the gales her forecastle rail was carried away.

The transport Rosecrans arrived here on November 27 from Portland, en route to Manila.

She took on coal and left December 3, continuing on her journey.

The battleship Wisconsin is in port here, having arrived from Pago Pago on December 1. She will take 1,000 tons of coal and leave in about a week for Acapulco, Mexico.

Molten Metal Exploded.

Sharon, Pa., Dec. 12.—An explosion that shook the earth for miles around, shattered windows in hundreds of houses at South Sharon, moved adjacent buildings from their foundations, and caused the injury of nine men, two perhaps fatally, occurred at the Sharon Steel Company's plant today.

The explosion occurred in the casting department of the pig mill. The metal was being poured from the ladle into the casting machine when it came in contact with some water, causing the explosion.

Kitchener's Weekly Report.

London, Dec. 12.—Lord Kitchener, in a dispatch from Pretoria, reports that the result of last week's work is 31 Boers killed, 17 wounded, 352 made prisoners, 33 surrendered and quantities of supplies captured.

By advancing the line of blockhouses in the eastern part of the Transvaal, Lord Kitchener is now able, for the first time, to carry out systematic and continuous patrol of that section.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL PARTS OF OREGON.

Commercial and Financial Happenings of Importance—A Brief Review of the Growth and Improvements of the Many Industries Throughout Our Thriving Commonwealth—Latest Market Report.

A new bank is to be opened in Grants Pass in the near future.

One hundred thousand bushels of wheat sold in Pendleton the other day for 50 cents per bushel.

The first heavy frost of the season visited The Dalles the latter part of last week. As yet there has been no snow fall.

The first regular oil drilling outfit to be put in operation in Eastern Oregon will be set up near Vale within a few days.

The Listen Lake Gold Mining Company, with headquarters at Sumpter, has been incorporated with \$500,000 capital stock.

The first consignment of coal from the mine of the Nehalem Coal Mining Company, at Nehalem, was shipped to Astoria and proves to be very good fuel.

The Lowell copper mine, of Waldo, adjoining the celebrated Waldo, Strong and Cass copper properties, Southern Oregon, has been sold to San Francisco capitalists for \$30,000. The property will be opened and developed on a large scale.

There is one case of smallpox at Weston.

The O. R. & N. is erecting a new depot at Hot Lake.

There are at present 1,232 inmates in the state insane asylum at Salem.

The Japanese section house at Union was burglarized but the thieves were caught.

At La Grande the other day 4,000 bushels of wheat was purchased for the retail trade.

A number of farmers around Salem have received as high as 48 cents for their wheat.

An organization has been effected in Baker City for the purpose of maintaining a free public library.

The drill and machinery for the oil well to be drilled at Springfield has arrived and work will be commenced at once.

Nearly all the Polk county prune crop has been shipped. Most of the fruit went to the East. Good advances were made.

A painter of The Dalles was bound and gagged by robbers who secured \$50. The robbery took place in the man's shop in the business portion of town.

Union county lost the case against Baker county, in which the former contended the annexation to the latter of a strip of land known as the Panther.

Portland Markets.

Wheat—Walla Walla, 59¢@60¢; bluestem, 60¢@61¢; Valley, 59¢.

Flour—Best grades, \$2.65@3.20 per barrel; Graham, \$2.50.

Oats—Nominal 95¢@1.00 per cental.

Barley—Feed, \$16@16.50; brewing, \$16@16.50 per ton.

Millstuffs—Bran, \$16.50@17; middling, \$30; shorts, \$17; chop, \$16.50.

Hay—Timothy, \$11@12; clover, \$7@7.50; Oregon wild hay, \$5@6 per ton.

Butter—Fancy creamery, 22¢@25¢; dairy, 18¢@20¢; store, 12¢@14¢ per pound.

Eggs—Storage, 20¢@22¢; fresh, 27¢@28¢, Eastern 22¢@25¢.

Cheese—Full cream, twins, 13¢@13½¢; Young America, 14¢@15¢.

Poultry—Chickens, mixed, \$2.50@3.50; hens, \$4.00; dressed, 9¢@10¢ per pound; ducks, \$3 for old; \$4.50@5.50 for young; geese, \$6@6.50 per dozen; turkeys, live, 11¢@12¢; dressed, 12¢@15¢ per pound.

Mutton—Lamb, 3½¢ gross; dressed 6½¢ per pound; sheep, \$3.25@3.50 gross; dressed, 6¢@6½¢ per pound.

Hogs—Gross, heavy, \$5.12½; light, \$4.75@5; dressed, 6¢@7¢ per pound.

Veal—Small, 8¢@8½¢; large, 7¢@7½¢ per pound.

Beef—Gross top steers, \$3.50@4.00; cows and heifers, \$3.50; dressed beef, 3¢@7¢ per pound.

Hops—8¢@10¢ per pound.

Wool—Valley, 11¢@14¢ per pound; Eastern Oregon, 8¢@12½¢; mohair, 21¢@21½¢ per pound.

Potatoes—85¢@95¢ per sack.

Prof. Ritchey, of the Yerkes observatory at Williams Bay, Wis., has made a momentous discovery in astronomy, proving the nebular theory and furnishing photographic evidence of evolution among planetary bodies.

Sweden is to establish a wireless telegraphy system all along her coast.

A new process of extracting gold from low grade ores showed satisfactory tests at Colorado mines.

Judge Eli P. Evans, of Columbus, O., has served as judge of the common pleas court for 25 consecutive years.

Vast nickel deposits, the largest in the world, have been located in Southern Oregon.

PNEUMATIC DYNAMITE GUN.

Satisfactory Test of a New Weapon at Hilton Head S. C.

Savannah, Ga., Dec. 11.—The test of the new pneumatic gun at Hilton Head, S. C., yesterday, under the auspices of a board of army officers, is believed to have been satisfactory.

Major Ira McNutt, of the ordnance department, was chief officer of the board. The gun is at the entrance to Port Royal harbor, which it commands. It was shown that the gun has a range of 6,000 yards.

Eight projectiles loaded with explosive gelatine were fired. Six of them exploded upon impact and threw volumes of water into the air.

Two were fired with time fuses. If they were exploded it was at such a depth under water that no disturbance was discernible. The explosive charges ranged from 50 to 200 pounds of nitro-gelatin.

Five dummies were fired to test the speed. The government required that they should be discharged in 20 minutes. The time taken to fire them was 10½ minutes. Forty dummies of 1,180 pounds each were then fired as an endurance test. There was no hitch.

FORGED JAPANESE BONDS.

Charge Against a Traveler Arrested in Minneapolis—Will Contest the Case.

Minneapolis, Dec. 11.—Acting on telegraphic instructions sent from Washington by Attorney General Knox, United States Marshal Grimshaw today arrested Francis C. Mayer, charged with having committed forgery in Japan.

The arrest was made upon the Great Northern overland train as it pulled into Minneapolis union station.

Mayer was accompanied by his wife, his two children and a Japanese servant. Mayer said that he had been in the newspaper business at Yokohama for a number of years.

The charge against him is that he forged signatures on debenture bonds, but the exact nature of the crime or the amount of money involved is not known.

He quit Yokohama November 19, sailing upon the Japanese Shinano Maru. Ever since then the authorities have been on the lookout for him.

In some manner he managed to evade the officers at Seattle.

MINERS ON A STRIKE.

Disagreement Between the Management and the Men.

Vancouver, B. C., Dec. 11.—A special from Nanaimo says that the mines at Alexandra, owned by the Dunsmuir, were closed down today because of a disagreement between the management and the men.

The unions of miners at Nanaimo, Alexandra and Extension formed a general federation on Saturday. These mines are not all owned by the same company, and it was stated that, while the Dunsmuir interests were willing that all the men in their mines should federate, consent was lacking to an association between Dunsmuir miners and those employed by other companies.

It is announced that negotiations are now in progress between the management and the men looking to the reopening of the Alexandra mines. The lockout at Alexandra affects 600 men.

The Extension mines, under the same ownership, employ a larger number.

MISS STONE HEARD FROM.

American Officers Will Dispatch Agents to Deal With the Bandits.

Sofia, Dec. 11.—According to information received from Salonica, Miss Ellen M. Stone and Mme Tsilka, her companion, are concealed in the vicinity of Rilo, about five miles south of Dubnitza, in Bulgarian territory.

The news was brought by a Macedonian, who left there December 1, and who furnished precise information regarding the hiding place and the names of the agents supplying food for the brigands and their captives.

It is understood that the information is considered reliable enough to justify the American officers in Turkey to dispatch agents to treat with the bandits, and application has already been made to the Turkish government for the free passage of the emissaries across the Turkish frontier, which is vigorously guarded by troops at every hundred yards.

CRUISER MAY GO TO PANAMA.

San Francisco, Dec. 12.—The United States cruiser Philadelphia has come down from the Mare Island navy yard, where she has been undergoing repairs, and is now awaiting orders. It is expected that she will go to Panama.

The army transport Hancock is scheduled to sail for Manila on the 16th, with 1,100 soldiers of the Twenty-seventh infantry. The Sheridan will be in readiness to sail at the same time.

She is to carry 1,700 soldiers and passengers.

ARID LAND BILL.

Washington, Dec. 12.—A conference of the senators and representatives interested in legislation for the irrigation of arid lands has determined to make the Hanborough-Newland bill the basis of action, and this measure is being perfected for united support.

It provides that the proceeds of the sale of public lands shall be set aside as a fund for arid lands reclamation and irrigation.

EXECUTIVE SESSION

SENATE BEGINS CONSIDERATION OF THE CANAL TREATY.

Lodge Explained the Difference Between the Old Canal Treaty and the New One—A Change of Wording Gives the United States the Right to Fortify and Control the Canal in Time of War.

Washington, Dec. 11.—The open session of the senate yesterday was devoted to routine business, such as the presentation of bills, petitions and memorials. The senate then went into executive session on motion of Lodge, who has charge of the Hay-Pauncefote treaty, and adjourned at 1:55 o'clock.

After going into executive session, Senator Hoar presented the report of the committee on judiciary, recommending the confirmation of Attorney General Knox.

The senate then, before taking up the Isthmian canal treaty, proceeded to pass upon other nominations, of which there are an exceptionally large number before the senate.

After a number of nominations had been confirmed, Senator Lodge called up the canal treaty and made a brief statement regarding that convention. The senate then adjourned in order to give the Democratic members of the committee an opportunity to hold a meeting.

Lodge contended that the new treaty does away with all the objectionable features of the last convention, and enumerated the particulars in which the revised agreement conforms to the action of the senate in the last congress, when the old treaty was before it.

He analyzed the new treaty from beginning to end, showing that in specific terms it abrogates the Clayton-Bulwer treaty of 1850, which, he said, had stood constantly in the way of the construction of an isthmian canal.

The abrogation of this treaty, he contended, was a most important achievement, and he did not believe that the United States should or would lose an opportunity to make secure that concession.

Senator Lodge also called attention to the omission in paragraph 1 of article 3 of the words "in time of war as in time of peace."

He said that in the old treaty the paragraph read "that the canal shall be free and open in time of war as in time of peace, to the vessels of commerce and of war of all nations on terms of entire equality."

He argued that the omission of this phrase had the effect practically of leaving the United States to do with the canal in time of war according to its own pleasure. He also referred to the fact that rule 7 in the treaty of the powers regulating the control of the Suez canal, which had been embodied in the original Hay-Pauncefote treaty, had been omitted from the revised draft.

He quoted from this rule, which provided that "no fortifications shall be erected commanding the canal or the waters adjacent," etc. This, he said, was a material concession to the United States, and was quite sufficient to meet the objections made against the agreement, that the United States would have no power to protect its property.

It practically left the United States free to fortify the canal in case it should be considered desirable to do so, and was in line with the omission of the restriction keeping the canal open in time of war.

THE BRITISH COAL TRADE.

Falling Off of Exports Causes a Good Deal of Apprehension.

New York, Dec. 11.—The situation in the British coal trade is causing a great deal of apprehension on the part of the owners and merchants, and there is a resumption of the outcry against the export tax, which formed so prominent a feature of Sir Michael Hicks-Beach's last budget, says the London correspondent of the Tribune.

Coal exports have decreased by 158,000 tons during the first 10 months of the present year, and the average number of days worked by the colliers has generally fallen off, while in most of the principal districts the supply is in excess of the demand.

The iron industry, which usually accounts for 35,000,000 to 40,000,000 tons a year, has greatly reduced its consumption, owing to the reduction in the number of furnaces in blast.

WATER MORE VALUABLE THAN OIL.

El Paso, Tex., Dec. 10.—A dispatch from Las Cruces announces that the oil borers at Engle, N. M., have struck an artesian well at a depth of 200 feet, which swept 1,000 gallons per hour through a two inch hole.

Engle is situated in the heart of the famous Journey of Death desert, which is one of the most arid regions known, and the strike of water will prove far more valuable than an oil gusher.

During the Mexican war, out of a column of 165 soldiers who started across the desert, 151 perished.

HEAVY GRAIN MOVEMENT TO MEXICO.

El Paso, Tex., Dec. 10.—The Atchison, Topeka & Santa Fe road has announced it would accept no more wheat for Mexico for the present.

The Santa Fe yards here are crowded with cars loaded with wheat consigned to Mexican ports. It is stated that President Diaz, in order to undo the grain combine in Mexico, will issue an order extending the time until next August for wheat and corn to enter Mexico free of duty.

INTO OPEN SWITCH.

Southern Pacific Train Is Wrecked at Salem—Engineer and Fireman Killed.

Salem, Or., Dec. 8.—The north-bound California express No. 12, due here at 4:34 and in Portland at 7 P. M., was derailed at the trestle 200 yards south of the Salem station on its scheduled time yesterday afternoon. The engine and the mail and baggage cars, smoker and one day coach left the rails. Fireman Fish received injuries from which he died soon after being taken to the hospital.

Engineer William H. White was badly scalded, and it was thought he would recover, but he died at 5:10 this morning. None of the passengers or other members of the train crew received any injuries.

An open switch 20 yards south of the trestle caused the accident. The scene of the wreck is within the yard limits. The train was on time and was entering the station yard at a moderate rate of speed.

The train consisted of eight coaches, including the special car of Superintendent Fields, who was promptly on the scene and personally directed the operations in extricating the fireman and engineer and clearing the tracks.

The engine, mail and baggage coaches, smoker and one day coach took the switch track, the other cars remaining on the main track. The engine and the mail coach left the switch upon entering the trestle and plunged into the creek about 12 feet below.

Fireman Fish jumped and was caught beneath the trucks of the baggage car, which was then directly across the tracks. His body was fearfully mangled and he lived only 15 minutes after reaching Florence sanitarium.

Two day coaches left the rails but remained on the embankment. The passengers were badly shaken up but none were injured.

Engineer White remained at his post and his left leg was caught between the engine and tender. Two hours of hard labor was required to extricate him and the limb for its entire length was severely scalded by steam that came from the firebox.

Although in great pain not a murmur escaped his lips, nor did he lose consciousness, and when finally released his first inquiry was for his fireman.

The cause of the accident was unquestionably an open switch. The blame, therefore, has not been definitely fixed. The switch is supposed to have been left insecurely closed by the crew of the freight train which left the station yard less than an hour before the arrival of the passenger train. The lock to the switch is missing and has not been found.

The section foreman, who passed over the main track subsequent to the departure of the freight train, says the switch