

DOINGS OF THE WEEK

Current Events of Interest Gathered From the World at Large.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

Tom L. Johnson, famous reform mayor of Cleveland, Ohio, is dead.

Roosevelt visited Sandpoint, Idaho, where he worked as a cowboy 25 years ago.

Mexican rebels tried to take Zacatecas, but were repulsed in a desperate street fight.

A serious Republican outbreak occurred in Spain and occupation of Portugal also is threatened.

About 1,000 Portland carpenters have gone on strike for the closed shop and \$4 per day for 8 hours work.

A S. P. train struck a three-ton boulder on the track in Nevada and narrowly escaped being thrown into Donner lake.

Remains of prehistoric giant men and animals are being unearthed in a cave in California. The bones are bedded in a stratum of sandstone.

A Seattle brickmason was killed and many others badly shocked by a 30,000-volt wire coming in contact with the iron cornice of the wall on which they were at work.

The small wooden steamer Iroquois, plying along the coast of Vancouver island, was capsized by a squall and at least 20 of the passengers and crew drowned within a mile of shore and in plain view of many who were unable to render assistance.

Rival factions of striking teamsters fought a battle with revolvers in the streets of Chicago, but no casualties are reported. Streetcars filled with passengers were in the battle zone, and one man stood behind a car while he emptied his revolver at the enemy.

Stephen Crawford, candidate for mayor of Alton, Ill., has deposited \$2,400 in an Alton bank as a pledge of good faith in case of election to the office if he fails to close the saloons on Sunday.

Ralph Smith, a Canadian Liberal, approves the reciprocity treaty.

More artillery will be sent to strengthen the defenses of Hawaii.

Mexican rebel chiefs are unanimous in their demand that Diaz must resign.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 86c; club, 82c; red Russian, 81c; valley, 82c; 40-fold, 93c.

Barley—Choice feed, \$26.50@27 ton. Millstuffs—Bran, \$21 per ton; middlings, \$29@30; shorts, \$22.50; rolled barley, \$28@29.

Corn—Whole, \$28; cracked, \$28@28.50 per ton.

Hay—Timothy, Eastern Oregon, No. 1, \$21@21.50; mixed, \$16@18; alfalfa, \$12@12.50.

Apples—Fancy, \$2@2.75 per box, choice, \$1@2; common, 50¢@\$1.

Vegetables—Asparagus, 6¢@7¢ per pound; green onions, 20¢ per dozen; hothouse lettuce, \$1.25 per box; radishes, 30¢@35¢ per dozen; rhubarb, \$1.25@1.50 per box; sprouts, 9¢ per pound; carrots, 85¢@\$1 per hundred; parsnips, 85¢@\$1; turnips, 85¢@\$1; beets, 90¢@\$1.

Potatoes—Oregon buying price, \$1.35@1.60 per hundred.

Onions—Buying price, \$2@2.10 per hundred.

Hops—1910 crop, 17¢@18¢; 1909 crop, 12¢@13¢; contracts, 16¢.

Wool—Eastern Oregon, nominal, 10¢@14¢ per pound; valley, 15¢@17¢; mohair, choice, 32¢ per pound delivered Portland.

Poultry—Hens, 21¢; broilers, 30¢; turkeys, 21¢; ducks, 20¢@23¢; geese, 12¢@14¢; dressed turkeys, choice, 23¢@25¢.

Eggs—Oregon ranch, 20¢@21¢ dozen. Butter—City creamery, extra, 1 and 2-pound prints, in boxes, 31¢ per pound; less than boxes, cartons and delivery extra.

Pork—Fancy, 10¢@10½¢ per pound.

Veal—Fancy, 85¢ to 125¢ pounds, 12¢@12½¢ per pound.

Cattle—Prime steers, \$6.25@6.75; choice, \$6@6.25; good to choice, \$5.50@5.75; fair to good, \$4@5; common, \$4@5; prime cows, \$4.75@5; good to choice, \$4.50@4.75; fair to good, \$4.25@4.50; poor, 4.25@4.50; choice heifers, \$5@5.25; choice bulls, \$4.50@4.75; good to choice, \$4.25@4.50; fair to good, \$3.75@4; common, \$3@3.50; choice light calves, \$7.75@8; good to choice, \$7.50@7.75; fair to medium, \$7@7.50; choice heavy, \$5.25@5.50; good to choice, \$5@5.25; fair to medium, \$4.75@5; choice stags, \$5.25@5.50; good to choice, \$4.50@5; fair to medium, \$4@4.50.

Hogs—Choice, \$7.75@8; good to choice, \$7.50@7.75; choice heavy, \$7.25@7.50; good to choice, \$7@7.25; common, \$6.50@7; stock hogs, \$5@8.25.

Sheep—Choice yearling wethers, grain fed, \$4.50@5.10; old wethers, \$4@4.25; choice ewes, grain fed, \$4@4.25; fair to medium ewes, \$3@3.50; spring lambs, extra quality, \$10; choice lambs, grain fed, wool, \$5.50@5.75; choice lambs, grain fed, sheared, \$5.25@5.50; good to choice lambs, grain fed, \$5@5.25; fair to good lambs, grain fed, \$4.75@5; culls, \$2.50@3.50.

WORK ON MAINE PROGRESSES.

Caissons Around Battleship Completed Successfully.

Havana, April 11.—In the driving of the last few interlocking steel piles of the 20 caissons forming the inclosing wall of the huge basin or cofferdam surrounding the wreck of the battleship Maine, the first stage in the work of removing the shattered remains of the warship has been brought to a successful conclusion.

The work was accomplished with rapidity, and its progress was unmarked by a single mishap or hitch until the introduction of the final pile, which failed to interlock properly with those on either side.

This gave rise to a rumor that the stability of the caisson was endangered, but examination showed the trouble resulted from the piles being slightly deformed by an accidental blow from the iron bucket of a dredge working alongside.

The extraction and replacing of three piles served to repair the damage. The second stage of the work, that of filling the caissons, as fast as completed, with the mud, clay and rock dredged from the harbor bottom, has been going on for some time, and now that the ring is completed, is being pushed forward with the utmost rapidity.

The steam dredge Norman Davis, lent to the government by the Huston-Trumbo Dredging company, and the United States army dredge Barnard are dumping hundreds of tons of material into the caissons.

It is expected that the filling of the caissons will be completed by the end of April, and after that the most interesting stage of the work—that of pumping out the great basin and leaving the hull of the battleship in precisely the condition she was on the morning after her destruction 13 years ago—will begin.

As a guaranty of the security of the retaining wall around the basin, it is probable that riprap will be dumped around the exterior of the ellipse of caissons before the pumping begins.

The wreck itself will have to be carefully watched as the water level falls, there being some danger that, as the support of the water and the mud in which it rests is withdrawn, the hull may careen, just as ships have been known to do in drydock when insufficiently secured.

As soon as the wreck is fully exposed, the work of exploration in search of human bodies will take precedence. It is practically certain that when this stage of the work is reached, a United States man-of-war will be ordered to Havana and will lie close to the wreck to receive the bodies as fast as they are recovered, and transport them to their final resting place. After that will come an exhaustive scrutiny of the shattered wreck by experts, who, in the opinion of engineer officers, will be able to determine beyond all question precisely the character of agency by which the destruction of the Maine was effected.

Probably many months will elapse before the final stage of the work—the extraction and disposition of the wreck. It is known that the forward part of the ship, about one-third of her length, is practically detached from the rest, and it is so shattered it will have to be extracted piecemeal.

When the after part has been stripped, so far as possible, of all heavy weights, including the two turrets, weighing with their pairs of ten-inch guns about 200 tons each, it will be possible to build a bulkhead across the shattered end and float the bulk of out of the basin, to be sunk in all probability hundreds of fathoms deep in the straits of Florida.

Finally will come the extraction of the thousands of steel piles composing the 20 caissons and the dredging of the material with which they were filled. This may not be completed before the end of the year.

Sandhogs Unearth Relic.
Portland—As the sinking of the first caisson of the Broadway bridge continues, "sandhogs" of the Union Bridge & Construction company are wading that in medieval times there was a sawmill on the waterfront, for in their excavating operations there have been unearthed quantities of sawdust that appears as if it had been whip-sawed out of logs instead of being cut by modern steam saws. Besides, it is found at a great distance below the river bed, where the material is hardened more than silt.

Fort Astor to Be Built.
Astoria, Or.—The Centennial committee has selected Wednesday, April 12, the 100th anniversary of the naming of Astoria, as the date on which to break ground in the city park for the construction of a reproduction of old Fort Astor. A special program of exercises has been arranged for the occasion and the mayor has been requested to declare a half holiday. The contract for building the fort has been awarded for \$2,800.

Few Filipinos Go North.
San Francisco—Most of the Filipino laborers who arrived here from Hawaii on the steamer Korea and who brought their contracts to work in the Alaska canneries have decided to remain in this state, hoping to secure employment in the interior. A few of them, however, left for the north on the Packers and Oriental of the Alaska Packers' fleet.

Rebels Besiege Canton.
London—A special dispatch to the Daily Express from Hongkong says that a serious uprising is reported to have occurred at Canton. It is said the Tartar general commanding the troops has been murdered and that other troops have been hurried to the city, which is in a state of siege.

INDUSTRIAL DEVELOPMENT OF THE STATE

FIRE DANGER TOLD.

State Official Takes First Step to Save Oregon Timber.

Salem—Inaugurating the fight against forest fires in Oregon the state forester issued his first ultimatum which he hopes will be reprinted in every newspaper in the state. B. W. Elliott is assisting the state forester until a deputy is selected.

Offices were opened at the capital and the first move taken was toward warning the people against the danger of starting forest fires.

In his letter to the people of Oregon the forester says:

"Forest fires, one of the greatest sources of destruction to the most valuable resources of the state, will soon be restricted and their terrors largely reduced if the people will co-operate with the state forester in the administration of the new forestry law enacted by the last legislature, which will be ready for distribution in pamphlet form in the near future.

"One of the most important provisions of the law is that making a closed season for burning from June 1 to October 1, during which period outdoor fires of all kinds are prohibited except under most stringent regulations and the probability of heavy penalties.

"In this connection the state forester urges upon everyone the necessity of doing all possible burning before the close season begins and thus save the trouble and risk of doing it by permission in the season of greatest danger when fires spread so easily and rapidly. The state forester desires the assistance and co-operation of everyone in the protection of property from forest, grass or brush fires, and to this end invites suggestions and information calculated to assist in any manner in the performance of his most important duties. Copies of the law will be furnished promptly to all who desire them. Requests and communications should be addressed 'F. A. Elliott, State Forester, Capitol, Salem,' and will receive prompt and appreciative attention."

"As the dry season approaches, timber owners in Oregon are making preparations for more effective work than ever before in preventing damage by forest fires," said C. S. Chapman, secretary and manager of the Oregon Fire association.

"One way in which many owners are preparing for the danger period is by burning, during this spell of dry weather, slashings, fern patches and places where fires can easily be started a little later.

"Nothing can be more important than that such work be taken up while heavy rains can be counted on coming to extinguish any smoldering logs or snags before the dry summer months arrive. With these places eliminated and good patrols maintained, the state should, next summer, make an enviable record."

ONTARIO SCENTS LINE.

Condemnation Suits Pointed to as Oregon-Eastern Move.

Ontario—That work is to be commenced on the extension of the Oregon Eastern Railroad, known as the Harriman line, through the Malheur Canyon to Central Oregon, is evidenced by the commencement of condemnation suits against owners of the Cascade wagon road grant, for right of way through its lands. The cases will come up in the April term of court, when it is expected that a settlement will be made.

Surveys on the south side of the Snake river from the Oregon Short Line tracks to Homedale show that the new track will strike the Short Line near Arcadia, about seven miles south of Ontario. It is believed that a double track will be laid to the present line used by the branch road running to Brogan, thus making a double track from its connection with the Short Line to Ontario, which will undoubtedly become the division point.

A coal shaft is being built at Ontario large enough to hold several cars of coal. It will be operated by hydraulic machinery.

Madras Gets Wool Depot.

Madras—Articles of incorporation have been filed by a local company with capital of \$15,000 for the purpose of building a wool warehouse at this place, construction to begin at once. This means that Madras will hereafter be the pooling point of the wool for interior Oregon, and that the annual sales will be held here. Much of the wool that has heretofore gone to Shaniko will now be delivered and sold at this place.

Government Pays \$4,000 for Spring.
Oregon City—E. P. Dedman of Clackamas, has just sold to the United States six acres known as the Cranfield Spring on which is located the hatchery belonging to the government. This spring has been owned by Mr. Dedman since 1881. It has been leased for the past six years by the government for hatchery purposes, and is considered to be valuable. The price paid for the spring was \$4,000.

Wheat Helped by Snow.

Condon—Condon was visited by a snow of about two inches Monday night and people were jubilant over it because of the big benefit to the farmers who have grain sown. Not enough can be said of the benefits derived from snow falling this time of the year on ground that is planted to grain, as it receives nearly every bit of moisture in that form.

Will Irrigate 1,000 Acres.

Ontario—The Ontario Townsite company has ordered the machinery, motors and pumps, costing over \$8,000, to irrigate 1,000 acres of land adjoining town. The work will be completed this spring.

STATE CAN'T STOP EXCHANGE.

Land Reverts to Government if Irrigation is Not Carried Out.

Salem—Having been unable through state legislation to accomplish the object, Wellington G. Howell & Co., during the closing hours of the late congress, succeeded in having a law enacted by which this company is permitted to exchange 8,793 acres of timber land that it had acquired in a school section at present lying within a national forest reserve for about 9,560 acres of land that had been reserved from entry by the United States government and which was awarded to a Portland company under contract with the state of Oregon to reclaim under the Carey act.

The interests of the Portland company were afterwards purchased by Wellington G. Howell & Co. The 9,560 acres that are to be exchanged for the school lands lie in the Malheur valley, about 20 miles south and east of Burns and about 10 miles from Lake Malheur. The Wellington interests acquired the school base, which they exchanged for the arid lands in Malheur county, through purchase, not getting it directly, from the state.

For it they paid from \$1.25 to \$2.50 an acre. There are various estimates as to the value of the Malheur valley tract, though it is the opinion of State Engineer Lewis that it cannot successfully be irrigated. It was the plan of the Portland company to irrigate by sinking wells, but no work was ever done by that company.

FRUIT PEST SQUAD STARTS.
Many Important Points to Have O. A. C. Stations.

Oregon Agricultural College, Corvallis—A general siege against fruit pests of every description is now being arranged by the experts of this college. Within the next week or two six men will be employed to go to various sections of the state and take up this work.

This general fight against the pests of fruit crops was authorized by the last legislature at the investigation of the fruitgrowers of the state. It will be carried on entirely under the direction of the departments of plant pathology, entomology and horticulture of this institution. Headquarters will be established in the various fruit sections of the state. It has already been decided to establish one at Salem, and others will probably be located at Roseburg, Portland, Eugene and possibly Milton. The work, however, will all be directed from the college.

The details have not been determined upon, but are now being carefully worked out. The plans will probably be completed within the next week or two. Professors Cordley, Lewis and Jackson, who have general charge of the work, are confident that it will result in saving many thousands of dollars to the fruit growers.

Vale Reads Riot Act.
Vale—Much perturbed over delays and various complications in the new water system being constructed at an expense of slightly over \$100,000, and begun nine months ago, the Vale city officials have given the American Light & Water company, of Kansas City, until May 1 to put the system in working shape. The firm is under \$100,000 bonds. A telegram has been sent City Engineer W. P. Bullock at Kansas City to send all maps, plans and contracts of the system. Bullock is drawing pay for supervising the work, but has not been here since it started and the council is debating whether to dispense with his services. When Engineer Oakes was appointed by the council a few weeks ago to look over the system and locate the source of trouble, no maps, plans or contracts could be found. Since then the bonds of the contractors have been located but other valuable papers are still missing.

Prepare for New Railroad.
Nyssa—The unloading of several carloads of material at Nyssa the past week by the Oregon Short Line indicates that no time is to be lost in the building of the Nyssa-Homedale extension. The material consisted mostly of lumber for the erection of headquarters for the engineer and his crew. Engineer Ashton has been to Nyssa several times the past week to start the crews on the surveys. Contracts will be let this month.

Work Begins on Bridge.
Madras—Work has commenced on the foundations for the big Harriman bridge across Willow creek gorge on the western edge of town. Large quantities of materials—cement, etc., a concrete mixer, donkey engine and equipment are already on the ground, while the excavation for the concrete bases for the four steel towers that are to support the bridge is being done.

Tunnel Bill is Passed.
Denver—The house, by a vote of 35 yeas to 30 nays passed the Moffat tunnel bill. The measure now goes to the senate. The bill authorizes the state to issue bonds to the amount of \$4,000,000 to be used in the construction of a tunnel through the Rocky Mountain range at James peak. The tunnel will be used by the Denver, Northwestern & Pacific. The road is to be put up a bond guaranteeing the state against loss.

Unions Fight Guard Laws.
Helena, Mont.—Labor unions of Montana will begin Monday to circulate petitions calling for a referendum election to determine whether the military law enacted at the last session shall remain on the statute books. The law puts the national guard on the footing required by the Federal authorities. It will be the first time the referendum has been invoked since it was made four years ago.

COLLIERY FIRE KILLS FIFTY.

Men Cut Off Like Rats in Blind Tunnel.

Scranton, Pa.—Fifty men [and boys are believed to have perished without a moment's warning Saturday in a mine fire in the Pancoast colliery at Throop, three miles from here. Some estimates place the number of dead at 60. Three bodies have been recovered. John Evans, head of the United States rescue car, died from suffocation resulting from a defective rescue helmet.

Three men protected by helmets and oxygen tanks pushed past the point where the flames were first discovered at 5 o'clock in the afternoon and stumbled over the bodies of two men and a boy, who had evidently fallen while groping their way to safety.

A majority of the missing men and boys are foreigners, but two Americans—Foreman Walter Knight and Fire Boss Alfred Dawe—are thought to have perished.

The fire started in an engine house at the opening of a slope leading from the Diamond vein, 750 feet from the surface. There were 400 men in the mine, about 60 of them at work in a "blind" tunnel at the end of the slope. Escape was completely blocked by fire, smoke and the generated gases. The other men, scattered in other workings, got out.

James Vickers, a fire boss, who was near the engine house when the fire broke out, gave the alarm, and tried to get to the tunnel where he knew a body of men was at work. He could go only a short distance before he was forced to turn back. He was so exhausted that he had to be carried to the surface. He gave it as his opinion that no man could live five minutes in the tunnel.

TUBERCULOSIS CURED BY TAHITIAN HERB EXTRACT
San Francisco—Having spent four years in Tahiti as chief surgeon in the colonial army, Dr. L. Bellonne was a passenger on the steamer Mariposa which arrived here Saturday. As a bacteriologist, Dr. Bellonne said he made important discoveries which will be of great moment to the medical world when they are disclosed by his report to the French government at Paris. While unwilling to discuss in detail his important medical discovery, he intimated that he had found a cure for tuberculosis in the form of a compound from a herb found only on the island of Tahiti.

ALL SAVED GROM LINER.
Cabin Passengers Given Precedence to Steerage Folk.

Lone Hill, L. I., Life Saving Station—The 1,720 cabin and steerage passengers on the stranded North German Lloyd liner Prinzess Irene were transferred to the deck of the Prinz Friedrich Wilhelm in five hours and ten minutes Saturday afternoon and one hour after nightfall they were on their way to New York. The feat is unparalleled in the history of marine disasters.

Not a life was lost, not a case of panic was reported. The first passenger off was a woman and the second a baby. The cabin passengers, masters of the situation and the language, generously gave precedence to the more timorous steerage passengers.

As for the liner on the bar, nightfall showed her hard and fast in the grip of the sands, and Captain Goddard, of the Lone Hill Life Saving station, estimates she will be held prisoner at least a week, perhaps a fortnight.

In the 36 hours since she struck she has been favored by comparatively light weather, but a stiff blow from the southwest might open her plates, crush in her bulkheads and wrench apart her stout steel frame.

Germ Not Disease Cause.
Pendleton, Or.—All theories of modern medicine were contradicted Friday night by Rev. Mr. Vandewalker, a retired physician, here, who asserted that germs and bacteria were not the cause of disease, but were rather the product. This statement was made at the regular meeting of the Pendleton City and County Medical society. Despite the interesting manner in which Dr. Vandewalker elaborated his theories for discussion, the physicians present did not indorse his views.

Balloon Falls 4,000 Feet.
St. Louis—A balloon ascension here by four members of the Signal corps of the First regiment, National guard of Missouri, terminated in an accident when the aerostat sprung a leak and dropped like a plummet from an elevation of 4,000 feet. Lieutenants Drew and Hart and Sergeants Bookman and Obermeyer, who comprised the aeronautic party, saved themselves after colliding with the smokestack of a tobacco factory less than three miles from the starting point, by dumping all their ballast overboard.

Filipino Laborers Released.
Honolulu—The territorial Supreme court released on a writ of habeas corpus 15 Filipino laborers who were taken from the steamer Korea before her departure for San Francisco. In its decision the court severely censured the action of the prosecution, represented by the plaintiffs' attorneys, in preventing F. B. Craig, counsel for the Alaska Packers, from seeing the Filipinos and in confining them in jail when no charges had been preferred.

200 Persons Die in Fire.
Bombay, British India—Two hundred men, women and children were burned to death in a fire which destroyed a thatched structure in which they had gathered for a festival. Five hundred persons were in the building. There was only one exit and a panic ensued.

JAP TREATY MADE

Mexico Had Given Coaling Station in Lower California.

American Envoy Discovers Document, Photographs It, and Hurries to Washington With Copy.

Mexico City, April 10.—President Taft gave President Diaz of Mexico six days to abrogate a treaty he is said to have made with Japan.

The hidden treaty was discovered by Ambassador Henry Lane Wilson, who photographed it, returned the original, and proceeded post haste to Washington to inform the State department.

The treaty is said to have contained clauses that gave Japan coaling station privileges and other big concessions on the coast of Mexico, including the right to use Magdalena Bay for target practice.

Taft's order mobilizing troops at the border followed promptly.

These are startling disclosures made today by an apparently authentic source here and which, as recited in narrative form, are given as the cause of the hurry order that rushed 20,000 troops to the border. The relations reported to have existed between Mexico and Japan are said to have prevailed prior to March 1.

Ambassador Wilson, of the United States, so the story goes, had occasion many months ago to feel that strong antipathy of Mexicans of all classes was shown toward the United States. In the celebration in honor of the foundation of the republic, when many Japanese of high rank came as special ambassadors from their country to the Mexican capital, the ambassador noticed that there had been private audiences between Diaz and a few of his more influential ministers and the Japanese delegates.

To Ambassador Wilson it was reported that for 18 months every ship of the Toyo Kisen Kaisha, whose port is San Francisco, were carrying from 20 to 150 Japanese, passage paid, besides cargoes of agricultural machinery, household goods and general stores. At San Francisco these Japanese were transhipped to steamers of the Pacific Mail line plying between San Francisco and Mexican ports.

In February Ambassador Wilson was busy cultivating every source of information in the higher circles of the Mexican government. Very near the end of the month, from a certain source in the government, Mr. Wilson, it is said, obtained for a few hours the original of a secret treaty between Japan and Mexico. He kept it long enough to have photographs made of it. Then it was returned to its place in the innermost archives of the Mexican state department.

The document, the report here indicates, was in the shape of several clauses which were to be a part of a formal agreement on the part of the Mexican government to allow the Japanese commercial line of steamships to have its own coaling station at a point on the Pacific coast and to grant certain other colonization rights in states along the Western coast.

The secret clauses of the treaty, those said to have been photographed by Mr. Wilson, the report continues, gave Japan a lease of a coaling station and maneuver privileges in Magdalena bay, with the alternative of a coaling station at one other of a few scattered ports down the Mexican coast.

Clauses also set forth Japan and Mexico's mutual interests in the Pacific, and while not stipulating an offensive and defensive alliance, gave in a diplomatic way Japan's keen interest in the protection of Mexico against aggression. The treaty had been ratified, not by the Mexican senate, but by Diaz and his cabinet.

The day after he obtained the photograph of this treaty, Mr. Wilson left for Washington.

Balloon Falls 4,000 Feet.
St. Louis—A balloon ascension here by four members of the Signal corps of the First regiment, National guard of Missouri, terminated in an accident when the aerostat sprung a leak and dropped like a plummet from an elevation of 4,000 feet. Lieutenants Drew and Hart and Sergeants Bookman and Obermeyer, who comprised the aeronautic party, saved themselves after colliding with the smokestack of a tobacco factory less than three miles from the starting point, by dumping all their ballast overboard.

Filipino Laborers Released.
Honolulu—The territorial Supreme court released on a writ of habeas corpus 15 Filipino laborers who were taken from the steamer Korea before her departure for San Francisco. In its decision the court severely censured the action of the prosecution, represented by the plaintiffs' attorneys, in preventing F. B. Craig, counsel for the Alaska Packers, from seeing the Filipinos and in confining them in jail when no charges had been preferred.

200 Persons Die in Fire.
Bombay, British India—Two hundred men, women and children were burned to death in a fire which destroyed a thatched structure in which they had gathered for a festival. Five hundred persons were in the building. There was only one exit and a panic ensued.