

CURRENT EVENTS OF THE WEEK

Doings of the World at Large Told in Brief.

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

A German aeronaut is leading in the international balloon race.

Hurricane sweeps Florida, causing heavy property loss and many casualties.

A woman has been arrested as an accessory in the Los Angeles Times dynamiting case.

Roosevelt did some "explaining" in his political speeches and his friends fear he is losing ground.

At a banquet given in Chicago to steel magnates, it is estimated that seven billions of wealth was represented.

A donkey engine set fire to the new Madison street bridge in Portland and caused considerable damage. The bridge is not yet finished.

Walter Wellman and his crew of five men were forced to abandon their airship, en route to Europe from America, and were rescued by a passing steamship.

A Tacoma man has just celebrated his 100th birthday. He is in good health. He can trace his ancestry directly back to Sir Thomas Cox, first lord mayor of Cork, Ireland.

In a practical test on a sample Oregon ballot, one man required 15 minutes to mark his ballot, and fear is expressed that many will be unable to get into the voting places at the coming election.

Willard Stephen Whitmore, inventor of the papier mache matrix for making stereotype printing plates, is dead. He received no benefit from his invention, although it is now in use in every civilized country in the world.

The political situation in Iowa is so complicated that both parties are worried.

Julia Ward Howe, authoress and philanthropist, is dead at the age of 91 years.

William Vaughn Moody, noted playwright and author of "The Great Divide," is dead.

The Portland Railway, Light & Power company declared a dividend of \$650,000 in one year.

No recount of the census of Portland has been ordered, and none is contemplated by the census officials.

A general rain and wind storm on the Gulf struck Havana and caused immense loss of life and property.

New York art dealers arrested for undervaluing imports, claim that they more often overvalue their goods, as they can then sell them for more.

The railroad strike in France has been called off and the employes granted a substantial raise. Paris was completely terrorized by the use of bombs.

An auto struck a go-cart in Spokane and smashed it to splinters, but the baby was snatched from the cart by its mother and escaped without a scratch.

The first arrest has been made for setting fires. William Longfellow was captured by California officers for setting fire in the Klamath reserve.

A thoroughbred prize-winning bulldog in Spokane gave a fire alarm by persistent barking and what might have been a serious conflagration was averted.

The steam schooner Santa Monica, with about 40 passengers on board, was picked up helpless at sea and towed to Seattle. Her machinery had broken down.

A world-wide steel trust may soon be a reality.

Taft will urge the development of the Alaskan coal fields.

Senator Dolliver, of Iowa, died suddenly of heart failure.

The San Francisco moral wave is driving many crooks out of the city.

Walter Wellman, with five assistants, started in his great dirigible balloon America, to cross the Atlantic ocean.

New York society women are adopting the latest Parisian fad of carrying dolls. They often spend \$25 to \$100 for the doll costumes.

Adolph Busch, the millionaire brewer, has finished the expenditure of \$500,000 in improving and extending his famous sunken gardens at Pasadena, Cal.

The French dirigible balloon, the Clement-Bayard, flew from Compeigne, France, to London in six hours, crossing the English channel and outdistancing all express trains.

Immense census frauds are alleged in the count of Coast cities, and a complete investigation will be made.

New York art dealers are accused of customs frauds aggregating a million dollars.

Thomas S. Baldwin was injured and his biplane wrecked in a flight at Iowa City, Ia.

Presidents of two big railroads argued before the Interstate commerce commission for higher freight rates.

HURRICANE SWEEPS FLORIDA

Sea Rushes Over Walls and Many Buildings Crumble.

Jacksonville, Fla., Oct. 19.—Storms last night and tonight swept the entire Florida peninsula, doing damage estimated at several million dollars.

Forty thousand square miles of territory south of Jacksonville has been without communication with the outside world for more than 24 hours. Last reports told of hurricane winds and rapidly falling barometers. The orange crop in that territory and vast trucking industries probably are ruined.

Along the Eastern coast many lives are believed to have been lost and the property damage is believed to be great.

The maximum wind velocity, 70 miles an hour, was recorded here at 7 o'clock tonight, when the center of the disturbance appeared to have passed up the Atlantic coast toward Savannah. Maycock, at the mouth of the St. Johns river, experienced a wind of 80 or 90 miles an hour and half the houses there have been wrecked. The population of Maycock is 700.

There has been no communication with any point south of Jacksonville, except St. Augustine, since late today, and all wires north but one were severed shortly before dark.

A heavy downpour accompanied by high winds is reported. At St. Augustine houses in the business section were flooded at low tide with promise of immense damage to business property when the high tide came in. The city is in darkness, a gale still blowing, and at 6 o'clock the seas were over the sea wall.

Not a word has come from Tampa since 4:20 a. m., and the telegraph companies do not expect to restore communication before tomorrow. The damage will be the greatest in the interior, where the storm came upon the people with little warning.

WELLMAN AIRSHIP LOST; CREW SAVED BY STEAMER

New York—The New York Times received a wireless saying that Walter Wellman and his companions aboard the airship that started to fly from America to Europe were rescued by the Royal Mail steamer Trent.

News of the rescue came by wireless from Captain Downs, of the Trent, in a message which read:

"At 5 o'clock this morning we sighted Wellman's airship America in distress. They signalled by the Morse code that help was required.

"After three hours of maneuvering with fresh winds blowing we picked up Wellman and the entire crew and the cat. All are now safe aboard the Trent. All are well. The America was abandoned in latitude 35:43 north, longitude 68:18 west."

This point is east of Cape Hatteras, and half way to Bermuda.

The cat referred to was the America's mascot, placed aboard by Mrs. Vaniman, wife of the chief engineer of the airship. Captain Downs gave no other particulars.

BALLOONS MAKE GOOD TIME

German in Lead, With Four Others Close By.

St. Louis, Oct. 19. — Heading straight for Ontario, across the Great Lakes, along the best balloon route in America, Captain von Abercron, the famous German pilot, with his balloon, Germania, is believed to be leading in the international race for the James Gordon Bennett cup, which started from this city late yesterday afternoon.

Somewhere within the radius of 100 miles, over Lake Huron, dispatches indicate that the America II, the Swiss Helvetia and Azura, the French Isle de France and the German Hamburg III and Dusseldorf II are keeping close company with the leader.

H. E. Honeywell, in the St. Louis No. 4, landed tonight near Hillman, Mich. They had run out of ballast. Nothing definite has been heard at a late hour from Colonel Theodore S. Schaeck, in the Helvetia, or Lieutenant Messner, in the Azura.

Key West Suffers Heavily.

Key West, Fla.—The tropical hurricane that has been sweeping over the West Indies and Southern waters for five days took Key West in its grip and tore away the roofs of houses, shook a number of buildings from their foundations, blew vessels from their moorings and did other damage, the extent of which cannot yet be estimated. But three lives were reported lost, a negro and two children being drowned. The first mutterings of the storm were heard five days ago, when the wind rose and there was a deluge of rain.

Honey Mourned Greatly.

Cordova, Alaska—The stillness of Arctic night reigned throughout Cordova and the great Copper River valley for an hour on Tuesday, October 18, in respect to the memory of Michael J. Heney, founder of Cordova and builder of the two great Alaska railroads. On the Copper River railroad, which is under construction, train service was suspended, and 2,000 men laid down their picks and shovels and attended memorial services.

Lava Floods Samoan Isle.

Victoria, B. C.—The volcanic eruption of Mount Savali, on Upolu, Samoa, continues with unabated intensity, according to advices received by the steamship Makura. Large streams of lava, flowing from the crater, have swept down upon the farm lands and many estates have been destroyed. No loss of life has been reported.

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

ATTENDANCE INCREASED.

Students at O. A. C. 1011, and a Possibility of 2000.

Corvallis—The attendance at Oregon Agricultural college has increased twenty-four per cent over that of last year. Up to date 1,011 students have matriculated. They are registered from every county in Oregon, eighteen states of the Union, and eight foreign countries. Benton county leads the list with 174 students, and Multnomah comes next with 127. Linn county sends 93, Marion 36, Lane 34, Douglas 33, Washington 28, Yamhill 43, Jackson 25, Clackamas 21, Clatsop 18, Umatilla 17, Polk 20, Lincoln 15 and other counties from 2 to 14.

Students have come to the college this fall from 23 colleges and universities located in all parts of the world. They come from such institutions as the universities of Michigan, Wisconsin, Minnesota and Columbia, and from the Agricultural colleges of Michigan, Colorado, Oklahoma and Kansas. One man from India who has degrees from the schools of India and the University of Edinburgh, Scotland, has registered here in order to get special work in horticulture. Dean Cordley, of the school of agriculture, reports an exceptional growth in that work. He states that the Freshman class has increased 63 per cent; the Junior class 50 per cent; the Senior class 90 per cent; special students 50 per cent and graduate students 100 per cent.

In speaking of the increase in attendance President Kerr said: "I am convinced that the total registration for the year will reach 1,800 and possibly 2,000. I am particularly impressed by the large growth in the school of agriculture and in the great number of graduate and special students who are coming to us from other institutions."

BIG SUM SECURED.

State Land Agent's Sales for Two Years Bring \$629,697.

Salem—Peter Applegate, state land agent, has submitted his first letter of transmittal to Governor Benson and in it is shown that gross sales during the time covered by his report, October 1, 1908, to October 12, 1910, amounted to \$629,697.30.

The letter of transmittal is as follows:

"At the time I took charge of the office of state land agent the price for which the state selected indemnity lands was \$8.75 per acre. This price was advanced on October 12, 1909, to \$13 per acre; on February 4, 1910, to \$10 per acre; and on April 12, 1910, to the present price of \$15 per acre.

"The state pays filing, advertising and other fees incidental to indemnity selections whenever the selection is for ten acres or over. Where a selection is for less than ten acres, the applicant pays the fees. The amount of these fees paid by the state during the period covered by this report is \$7,307.87, a cost of about 11 cents per acre on the 65,850.77 acres selected during this period.

43,683.64 acres were sold at \$8.75 per acre.

15,020.35 acres were sold at \$10 per acre.

4,968.89 acres were sold at \$13 per acre.

2,177.89 acres were sold at \$15 per acre.

"The gross amount of sales is \$629,697.30.

"There are about 47,000 acres of land still on hand to dispose of, which is being used as base by the state at \$15 per acre.

Apple Market Sought.

Commercial exploitation of Oregon's famous apples will be started at once by the Northwestern Fruit exchange in the Middle Western and Southern states. At a recent meeting of the exchange it was decided to put four salesmen in the field and to sell Northwest apples where they have been heard of, but where they have never been sold before.

The campaign will be directed especially to the wholesale grocery trade, and it is expected that there will be opened up a wide territory heretofore undeveloped on Northwestern fruit. The campaign will be the first of its kind ever inaugurated by the exchange in the interest of the industry.

Plans are being formulated for the co-operation of the exchange with its local constituents for the betterment of the pack and grade of apples and to bring about an improvement in the practical working conditions of the business.

Crater Lake Gets Trout.

Klamath Falls—Fifty thousand young rainbow trout fry were placed in Crater Lake recently by Alfred Parkhurst, president of the Crater Lake company, which is operating a hotel and tourist resort at the rim of the lake. These fry were brought from the Oregon City hatchery in an automobile. Several times during the past five years a small number of fry have been put into this lake and now the waters teem with fish.

Big Squashes at Athena.

Athena—A 64-pound squash, grown by Andy Weaver and J. E. Froome on the Cass Cannon tract south of Main street, is the centerpiece for an attractive window display in the Musgrove Mercantile store in this city. It has a companion weighing 52½ pounds.

CHICKS THRIVE IN SOUTH.

Medford Climate Ideal for Raising Poultry, Says Expert.

Medford—Manager Malboeuf, of the Medford Commercial club, is in receipt of a letter from James Dryden, professor of chicken husbandry at Oregon Agricultural college, in which the professor lauds the climate and soil of the Rogue river valley from the chicken raising point of view, and urges that more enter the field of production. The letter in part is as follows:

"I know of no place in the United States that is more favorable in a climatic way for the raising of poultry than the Rogue river valley. You have no extremes of temperature, a moderate rainfall, little snow and abundant sunshine. You have all the natural advantages of soil and climate. Poultry may be successfully kept in orchards, and there are advantages of such combination, but you have large tracts outside of your orchard land that are bringing in little or no revenue now, that might be devoted to poultry raising. I have in mind a farm of 120 acres, too poor for crop, that is producing over \$10,000 a year in poultry and eggs, and the same thing could be done on waste land in Southern Oregon that has practically no market value at the present time. I prepared a book for the Portland Commercial club on poultry raising in Oregon, which I believe is now being printed. In this I refer to conditions in Southern Oregon, and you may get some points from it that you can use to advantage in your community."

Attendance is Larger.

Salem—Registration for the law school of Willamette university will be much larger than it was last year, according to Dean Charles L. McNary of that school. Students have registered from Massachusetts, North Dakota, Minnesota and Nevada. All of last year's faculty will be retained with the addition of Roy F. Shields, who will have charge of instruction in the department of sales. It is probable that the registration will go over 50.

Build Big Wool Warehouse.

Lakeview—Work has commenced on the big warehouse for the Lakeview Wool Storage company. The building is located directly west of the high school grounds, and will be 73x100 feet in size. It will have a capacity of 1,000,000 pounds. The building will be so arranged that every sack of wool that is stored can be inspected by the intending purchaser, and buyers will then be able to make an intelligent offer.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 88c; club, 83c; red Russian, 82½c; valley, 87c; 40-fold, 85c.

Barley—Feed, \$21.50@22 per ton; brewing, \$23.

Millet—Bran, \$25 per ton; middlings, \$33; shorts, \$27; rolled barley, \$24.50@25.50.

Hay—Track prices: Timothy, Willamette valley, \$19@20 per ton; Eastern Oregon, \$21@22; alfalfa, new, \$15@16; grain hay, \$14.

Corn—Whole, \$32; cracked, \$33 ton.

Oats—White, \$28.

Green Fruits—Apples, new, 60c@1.50 per box; pears, \$1@2; peaches, 85c@1 per crate; grapes, 75c@1.25 per box, 15c per basket; cranberries, \$8.10@9.50 per barrel; huckleberries, 7@8c per pound; quinces, \$1@1.25 per box; watermelons, \$1.

Vegetables—Beans, 3@5c per pound; cabbage, 1½c; cauliflower, 50c@1.25 per dozen; celery, 50c@90c; corn, 12@15c; cucumbers, 25@40c per box; eggplant, \$1@1.25 per crate; garlic, 8@10c per pound; green onions, 15c per dozen; peppers, 6c per pound; pumpkins, 1½c; radishes, 15@20c per dozen; sprouts, 7@8c; squash, 1½c per pound; tomatoes, 15@50c per box; carrots, 1@1.25 per hundred; parsnips, \$1@1.25; turnips, \$1.

Potatoes—Oregon, \$1.25 hundred.

Onions—Oregon, buying price, \$1.10 per hundred.

Poultry—Hens, 17c; springs, 16@16½c; ducks, white, 17@17½c; geese, 11c; turkeys, live, 19@20c; dressed, 22½@25c; squabs, \$2 per dozen.

Butter—City creamery, solid pack, 35c per pound; prints, 27@37½c; outside creamery, 35@36c; butter fat, 36c; country store, 24@25c.

Eggs—Oregon, candled, 34@35c per dozen; Eastern, 26@32c.

Pork—Fancy, 15c per pound.

Veal—Fancy, 85 to 125 pounds, 13@13½c per pound.

Hops—1910 crop, 10@12½c; 1909, nominal; olds, nominal.

Wool—Eastern Oregon, 13@17c per pound; valley, 17@19c; mohair, choice, 32@33c.

Cattle—Beef steers, good to choice, \$5@5.50; fair to medium, \$4.50@5; choice spayed heifers, \$4.50@4.75; good to choice beef cows, \$4.25@4.50; medium to good beef cows, \$3.50@4; common beef cows, \$2@3.50; bulls, \$3.50@4; stags, good to choice, \$4@4.50; calves, light, \$6.50@7; heavy, \$3.75@5.

Hogs—Top, \$9.75@10.15; fair to medium, \$9.50@9.75.

Sheep—Best valley wethers, \$3.25 @3.50; fair to good wethers, \$3@3.25; best Mt. Adams wethers, 4@4.25; best valley ewes, \$3@3.50; lambs, choice, Mt. Adams, \$5.25@5.50; choice valley, \$5@5.25.

"What has become of our poets?" asked the literary editor, sadly. "Those that haven't starved to death are working for the advertising agencies," remarked the sporting editor.—Philadelphia Record.

AIRSHIP CROSSING ATLANTIC

Walter Wellman and Crew Make Sensational Start.

Atlantic City, N. J., Oct. 17.—Sailing into a thick fog that hung low over the Atlantic ocean a few minutes after 8 o'clock this morning, Walter Wellman, with a crew of five men, is tonight believed to be on an epoch-making voyage to Europe in the huge cigar-shaped airship America.

Numerous wireless messages were received during the day, and the latest indicated that Wellman is tonight sailing through the darkness off the New York coast.

The men making the flight are Walter Wellman, commander; Melvin Vaniman, chief engineer and next in command; F. Murray Simmons, navigator; J. K. Irwin, wireless operator; John Aubert and Albert Louis Loud, assistant engineers.

The start of the America was one of the most dramatic moments ever occurring here. Roundly criticised by people who did not believe that he would ever undertake what was thought to be a foolhardy venture, Wellman started the whole island by bringing the America out of the hangar and without ceremony going into the air.

For the last 30 days the public had expectantly awaited some move from the intrepid crew. Day after day it was announced that a trial flight would be made as soon as conditions were perfect.

It was about 4 a. m. today that the final decision to go up was made by Chief Engineer Vaniman. All night he watched at the weather bureau, and as dawn broke he decided. Rushing the crew, who slept in the hangar, Vaniman called Wellman on the telephone at the Hotel Chalfonte, and notified him that the time to start had arrived.

With everything ready for the words "Let go," the crew climbed into the car hanging from the balloon.

The final "good-byes" were said to wives, relatives and friends and the last word to the ground was given.

On the board walk and the beach was assembled a crowd estimated at about 6,000. The crowd stood in awe as the airship began to rise and sail in the fog. Then cheer after cheer followed when the craft began to disappear in the mist. Within five minutes the ship was out of sight.

Robert Miller, one of the wireless operators stationed here, kept calling the America, but it was not until 11:15 a. m. that there was a response. Then out of the air came this message, the first ever sent from an airship at sea:

"Headed northeast; all well on board; machinery working fine. Good-bye.—J. Irwin."

SENATOR DOLLIVER, IOWA, DIES OF HEART FAILURE

Fort Dodge, Ia., Oct. 17.—Senator Jonathan P. Dolliver died at his residence here at 7:30 o'clock last night, while an attending physician, Dr. E. M. VanPatton, was examining his heart with a stethoscope.

His death followed an acute attack of stomach trouble, which affected his heart. His physician announced that death was directly due to dilation of the heart.

Mr. Dolliver had so far recovered his strength as to be able to walk about by his lawn. He had been up all day, and at night entered his sitting room for the daily consultation with his physician.

The senator informed Dr. VanPatton that he was feeling much improved and that he believed he had about recovered his normal strength. Dr. VanPatton cautioned him about becoming anxious to resume his work and then began the examination of the heart while the senator was seated in a large Morris chair. The physician was counting the beats of the senator's heart out loud. He was frequently interrupted by Mr. Dolliver with the declaration that he was unable to hear his own heart.

The physician suddenly noticed that the heartbeats had ceased. He shook his stethoscope, thinking that it was defective in some way. Again applying his instrument he discovered that the heart had ceased entirely. Upon looking into the senator's face he discovered that he had died, without a struggle and without pain.

Trapping Skull Saves.

Walla Walla, Wash.—After having nearly become insane through pressure on his brain caused by an injury to his skull, while serving in the Philippines, Captain Charles Booker, of Dayton, is fully recovered through an operation which consisted of trapping his skull. For several years the mind of Captain Booker had become more clouded, and so much so that lately he had been almost irresponsible. The operation was entirely successful. Captain Booker was wounded by the explosion of a shell.

Arizona for Initiative.

Phoenix, Ariz.—The Arizona constitutional convention received three propositions, of which the third, providing for religious toleration but prohibiting polygamy, was introduced by the only Mormon member, L. L. Webb, of Graham county, ex-speaker of the house and candidate for the presidency of the convention. After adjournment a poll was taken of the legislative committee, which shows that a majority favored the initiative and referendum.

Riots Ruled in Nicaragua.

New Orleans—News reached here from Managua, Nicaragua, that disorder had broken out anew in the capital and that frequent rioting was occurring. According to these advices the situation had become very critical.

FRENCH AIRSHIP CROSSES CHANNEL

Big Clement-Bayard Dirigible Makes Splendid Flight

Carries Seven Men From Compeigne, France, to London, in Six Hours Without Mishap.

London—Another chapter was added to the history of aviation when the French dirigible balloon, Clement-Bayard, made the voyage from Compeigne to London in the remarkable time of six hours, a journey requiring seven hours by the fastest express trains and boats. Compeigne is 45 miles northeast of Paris and about 195 miles by air route to London.

It was the first occasion on which a dirigible balloon has crossed the English channel. The over-water trip occupied 45 minutes.

The Clement-Bayard, with a crew of six, left Compeigne at 7:15 o'clock Sunday morning and reached London at about 1:15 in the afternoon, making the trip without a stop. Atmospheric conditions were perfect and the big airship traveled with a slight breeze behind. The behavior of the dirigible was splendid and the 440 horsepower motor worked to perfection. The passengers experienced no discomfort and were only troubled by the mist in crossing the English channel.

There was nothing to interrupt the smooth, swinging motion of the balloon, which averaged 33 miles an hour. An altitude varying from 300 to 700 feet was maintained, and all along the route over the land the aeronauts were cheered by thousands of spectators.

The balloon made a safe and easy landing at Wormwood Scrubs.

The dirigible carried M. Clement, of the Clement-Bayard firm, in command; Baudery and Leprince, steersmen; Hebatier, engineer and designer; two mechanics, and Arthur Phillip Ducros, members of the British parliament, representing the British parliamentary aerial defense committee. Only these seven were aboard, although the airship can accommodate 39 passengers in addition to the crew.

The course was by way of Amiens, Abbeville and Boulogne, and the balloon was steered readily with the aid of a compass.

The aeronauts experienced some trouble with the varying air currents. On this account they circled St. Paul's and the Tower bridge twice, dipped several times and flew close to the tops of buildings. They passed over the houses of parliament and along to Hyde park, where there was a wild scramble of spectators.

The dirigible landed safely after describing large descending circles.

250 MILE FLIGHT MADE.

Aviators, With Passengers, Go From Paris to Brussels.

Paris—Henry Wynmalen, the Dutch aviator, and holder of the world's altitude record, and M. LeGagneux, the French aviator, each with a passenger, made remarkable trips in biplanes from Paris to Brussels. They started an hour and a half apart, in an attempt to win the \$50,000 offered by the Auto club and the \$5,000 offered by the municipality of Paris for a successful flight with a passenger to Brussels and return.

Wynmalen, after reaching the Belgian capital, left almost immediately on the return trip and arrived safely in the evening at St. Quentin. LeGagneux decided to stop for the night in Brussels and will start for Paris early in the morning.

The distance between the two points is about 170 miles as the crow flies, and the distance between Brussels and St. Quentin approximately 80 miles. The daring Hollanders therefore covered about 250 miles with a passenger. On the trip to Brussels both aviators made a landing at St. Quentin to replenish their gasoline.

Man Busy; Wreck Ensues.

Augusta, Ga.—Five were killed and 17 injured when two trains on the Charleston and Western Carolina crashed together at full speed two miles south of McCormick, South Carolina. All the dead and seven of the injured were members of the train crew. Shortly after the wreck, operator Browden at McCormick it is said, telegraphed the Augusta officials of the road, and said he was so busy selling tickets that he forgot to show the signal to stop the southbound train for Augusta for orders.

Start Anti-Profanity Campaign.

Pittsburg, Pa.—Fifty thousand persons headed by singing choirs instead of brass bands, paraded through the streets in a remarkable demonstration against profanity and growing use of impure language. The line of march was packed by curious thousands, but there was no enthusiasm displayed. The promoters of the parade had feared disorder in rougher districts, but no demonstrations were made against the marchers.

Thirty Mine Victims Found.

Starkville, Colo.—Thirty bodies have now been removed from the Starkville mine. Many now being brought out are in such an advanced stage of decomposition that they can never be identified. Twenty-five bodies are still in the mines and, according to the rescuers, have not yet been located.