

## TAKES A FIRM HOLD

### Engineer Stevens Improves Conditions on the Isthmus.

## BUILDING IS GOING ON RAPIDLY

### Shonts Says Commission Has Erected Houses, Docks and Railroad Shops—Health Good.

Washington, Oct. 19.—Chairman Shonts, of the Isthmian canal commission, made the following statement of his observations on the Isthmus of Panama during his recent visit:

"The most encouraging feature of affairs on the isthmus, observed by every person during the last six or eight months who had been there previously, was the feeling among the men. Chief Engineer Stevens' methods and personality are making a strong impression and creating confidence in his measures.

"I found that substantial progress had been made in the repairing and construction of houses, over 200 of the old French houses having been repaired during the last two months. A large dock at Cristobal, which has 28 feet of water, will be ready for ships in a very few weeks. Rapid progress is being made on dock 14, also at Cristobal.

"When these docks are all accepted and in operation, we shall be able to handle all the commission material and a large part of the Panama commercial freight from these docks, leaving the old docks largely for the use of ships of other lines. We are also putting in shops and terminal yards at Cristobal and have planned yards for La Boca and the end of the line. The bridges of the Panama railroad have been strengthened so as to carry the heavier locomotives now arriving on the isthmus.

"General health conditions are illustrated by the fact that notwithstanding we have increased the laboring force to nearly 4,000 men during the last four months, the number of patients in Ancon hospital was lower than for many previous months."

## CUBA FEARS COMPETITION.

### Probable Reduction of Tariff on Philippine Alarms People.

Havana, Oct. 19.—The fear that the United States will lower the tariff on Philippine products was one of the factors that led to the united movement of the seven commercial, industrial and agricultural organizations of Cuba in favor of a new treaty with the United States.

The directors of the joint movement begun here Tuesday night visited President Palma this evening and outlined to him their purpose of securing a general treaty of commerce and navigation with the United States to supersede the present reciprocity treaty between the two countries. The committee said it desired to inform President Palma definitely of the project that had been undertaken, in order that it might be assured that the Cuban government favored it.

## MONOPOLY CHARGE FAILS.

### Beef Packers Will Be Tried, However, for Conspiracy.

Chicago, Oct. 19.—Federal Judge J. Otis Humphrey today gave a decision on the demurrer of the meat packers charged with illegal conspiracy. He overruled the portion of the demurrer in which the packers attacked the odd-numbered counts, charging monopoly, was sustained.

Following the decision, counsel for the packers asked leave to extend his demurrer to the third count of the indictment to the first count, to which he previously announced he would enter a plea of not guilty. The court allowed this and then overruled the demurrer to the first count.

Judge Humphrey gave the defendants until Monday next to enter special pleas in the case.

## Popular Farewell to Wright.

Manila, Oct. 19.—Arrangements are being made for a popular farewell demonstration upon the departure of Governor Luke E. Wright for America. It will take the form of a banquet, public reception and a water pageant. Governor Wright has vetoed the proposition to give him a valuable present, subscribed for by the public, as it might be construed as indicating his intention not to return to the islands. The foreign residents of this city are enthusiastic over the proposition to give Governor Wright a farewell.

## Menace to the Flag.

Worcester, Mass., Oct. 19.—At the meeting of the American Missionary association today Rev. Mr. Doremus Scudder, of Honolulu, pleaded for the establishment of Christianity as the religion of the islands, pointing out that the Japanese living there maintain some 50 schools to teach their children Buddhism, the Japanese language, and loyalty, not, he asserted, to the Stars and Stripes primarily, but to the emperor of Japan.

## Jerry Simpson Has Quiet Day.

Wichita, Kan., Oct. 19.—At 10 o'clock last night ex-Congressman Jerry Simpson was sleeping soundly. He passed a quiet day. His son, Lester Simpson, and family arrived yesterday morning from Roswell, N. M.

## RUSSIA IN NEW FERMENT.

### Strikes Break Out in the Big Manufacturing Cities.

St. Petersburg, Oct. 18.—The strike at Moscow has given an impetus to the new wave of strikes and disorders which is sweeping over the country and which promises a repetition of the period of stress that prevailed in January and February, though, it is hoped, on a less serious scale. Besides the tumult in St. Petersburg and Moscow, strikes and disorders inspired by the events in the latter place are reported from Saratoff, Kieff, Kazan, Kharkoff and other cities, while the strike movement has again broken out in Moscow.

Dispatches from Ekaterinoslav, Kaban and Tiflis report troubles in the Caucasus, which, however, have no connection with the Russian movement.

A large part of the working people seem to be inspired by a spirit of unrest. The movement is largely political, and is engineered by the Social Democrats and Social Revolutionaries, many of the leaders of whom deplore the outbreak at this time, as it will interfere with the perfected campaign of the parties during the elections of the duma. They say, however, that it was necessary to take advantage of the outbreak at Moscow, even though they were not fully prepared for the movement.

## PAY DUTY ON PRESENTS.

### President Orders Daughter Treated Like All Other Citizens.

Chicago, Oct. 18.—A dispatch to the Record-Herald from Washington says: Secretary Shaw and Collector Stratton, of the port of San Francisco, have had a load of trouble for several weeks about which the public has known nothing, and it was lifted yesterday when the secretary was told by President Roosevelt to collect the legal duty on all dutiable articles brought back to this country by Miss Alice Roosevelt. The total duty is expected to reach nearly \$60,000.

The daughter of the president has received during her trip to the Philippines, China, Japan and Korea many pretty and some quite valuable presents. Some of the customs officers suggested Miss Roosevelt ought to be allowed to bring the valuables in duty free, inasmuch as she was treated with all the honors of a princess and did much to cement friendship between the United States and foreign countries. The belongings of crowned heads, of royalty and of diplomats are always admitted free of duty into the United States. Secretary Shaw received suggestions until he was almost sick. The presents are worth probably \$100,000, and if the usual rate of duty was imposed it would cost Miss Roosevelt or her father upwards of 60 per cent or \$60,000. Neither Miss Roosevelt nor her father is rich, although the young woman is understood to have a modest fortune in her own right.

## WILL DEFEND CANAL.

### United States Government Decides to Fortify the Terminals.

Washington, Oct. 18.—Fortification of the terminals of the Panama canal is one of the subjects to be considered by Secretary Taft, when he makes his visit to the isthmus, and for this purpose he will be accompanied by members of the first committee of the Fortifications board. This committee consists of Major J. P. Storey, ex-chief of artillery, retired; Brigadier General Alex McKenzie, chief of engineers; W. M. Crozier, chief of ordnance; Samuel M. Mills, chief of artillery; Captain Charles Sperry, of the navy, and Major George Goethals, corps of engineers. All the members of this committee will not accompany the secretary and until definite orders are received it is probable that General Storey, Captain Sperry and Major Goethals will be the members who will go to Panama.

Fortification of the canal was forbidden by the first Hay-Pauncefote treaty, but this treaty was amended by the senate. The canal treaty which was finally adopted and is now in force, and which superseded the Clay-Bulwer treaty has no mention of fortifications, but does allow the United States to use such military force as may be necessary to police and protect the canal.

## Stand by Uncle Sam.

Havana, Oct. 18.—The seven commercial, industrial and agricultural associations of Cuba, at a joint meeting here today, unanimously passed a resolution that the great commercial need of Cuba is a new, and, if possible, a permanent, commercial treaty with the United States. The meeting elected a committee to initiate a movement toward obtaining such a treaty. Louis Galban, a leading importer and president of the Havana chamber of commerce, was chosen president of the joint movement.

## Ships Scare Moors.

London, Oct. 18.—The British Foreign office has sent instructions to its minister to Morocco to take the most energetic measures in regard to the capture of the two officers of the royal marine. Several British warships are already off the Moorish coast in connection with the wreck of the repair ship Assistance in Tetuan bay, so there is plenty of force available to impress the Moorish authorities with the necessity for prompt redress.

## Preparing Reserve Vessels.

Cherbourg, Oct. 18.—Active work is going on here in preparing reserve vessels for service in case of eventualities in Venezuela. The arsenal and the artillery depot are working at full pressure. The cruiser Desaix, which left yesterday, took a large store of ammunition for Fort du France, Island of Martinique.

## TO RECOVER LAND

### Government Begins Six Suits in Court at Tacoma.

## TITLE WAS OBTAINED BY FRAUD

### Bribery, Perjury, Subornation of Perjury, Forgery, Fraudulent Affidavits, Etc., Charged.

Tacoma, Wash., Oct. 17.—In the Federal court today six cases were filed by Attorney General Moody on behalf of the United States to recover to the government the title to lands of the public domain in Washington, Oregon and California, out of which the United States has been defrauded.

The complaint charges that Frederick A. Hyde, John A. Benson, C. W. Clarke, the Willamette Pulp & Paper company, a corporation existing under the laws of the state of Maine; William G. Goslin, Alfred Truxbury, W. H. Sawyer and others, by fraudulent schemes and practices, involving bribery, perjury, subornation of perjury, forgery, fraudulent affidavits of persons not desiring or intending to purchase lands, and affidavits of fictitious persons, have, while pretending to comply with the laws of the United States regarding the disposition of the public lands and the granting of lieu lands, divested the government of large tracts in the Vancouver land district in this state, and in California and Oregon.

It is further charged that the defendants employed one Henry P. Dimond, a lawyer of San Francisco, to assist them in their fraudulent procuring of public lands by representing them before the department at Washington, D. C.

It is also alleged that the defendants employed Woodford D. Harlan and William E. Valk, employees of the Interior department, whose duties are to investigate and report on cases of the fraudulent entry and acquisition of lands, to give them their information concerning departmental affairs connected with the public lands and otherwise misuse their trust to aid the defendants in defrauding the government.

## DYED BUTTER FOR NAVY.

### Coal Tar Was Used by Contractors at League Island.

Washington, Oct. 17.—That samples of butter submitted as a portion of a large quantity supplied to the League Island navy yard at Philadelphia prove to be colored with coal tar dye is the substance of a report which Chief Chemist Wiley, of the department of Agriculture, will submit tomorrow to Secretary Wilson. Specimens were recently taken for analysis from the League Island yards hospital kitchen and barracks, from the United States receiving ship Lancaster and other naval craft by representatives of the Pennsylvania dairy and food commissioners, who are said to have obtained similar samples from the men who sold the produce.

Mr. Wilson will refer the report to President Roosevelt, who will, in all probability, call the attention of the department of Justice to the matter.

## KOMURA REACHES TOKIO.

### Received Warmly by Mikado, Coldly by His People.

Tokio, Oct. 17.—Baron Komura, the Foreign minister, who acted as chief plenipotentiary for Japan, arrived here today from Vancouver, B. C. His reception at the railway station was not enthusiastic, those present being principally government dignitaries. The streets were strongly guarded by the troops, police and gendarmes. The baron drove to the palace in an imperial carriage.

The emperor showed exceptional honor to Baron Komura by dispatching to Yokohama, where he landed from the Empress of India, Colonel Inouye, his majesty's aid-de-camp, who went alongside the steamer in a dispatch boat and brought Komura ashore.

## Sweden Dissolves Union.

Stockholm, Sweden, Oct. 17.—The union between Norway and Sweden existing since 1814 has been dissolved, both houses of the riksdag having passed the government bill repealing the act of union and recognizing Norway "as a state separate from the union with Sweden." The lower house adopted the bill without debate, but two or three members of the senate expressed the opinion that the dissolution was an irreparable misfortune and would be regretted. Both houses subsequently passed the new flag law.

## Want Prohibition in Arizona.

Tucson, Arizona, Oct. 17.—A Star special from Prescott says that the Arizona Association of Congregational Ministers has adopted a resolution urging congress to incorporate in the Arizona statehood bill a prohibition against the licensing of gambling, lotteries and the sale of intoxicating liquors in the state of Arizona, claiming protection to the Arizona Indians and the citizenship of the state, as provided by the Oklahoma bill.

## Naturalization Frauds Retain.

Washington, Oct. 17.—The license of ten mates, pilots, masters and engineers at San Francisco were revoked today by United States steamboat inspectors. The action in each case was for the reason that their naturalization papers were obtained by fraud.

## TARIFF NOT TO BE TOUCHED.

### Senator Aldrich is Also Opposed to Railroad Rate Legislation.

Washington, Oct. 17.—Senator Aldrich, of Rhode Island, the general manager of the United States senate, is not telling what the program is to be for the coming session, but he has allowed an intimation to leak out that there will be no tariff legislation, and no revenue legislation beyond some provision for Panama canal bonds.

What Mr. Aldrich may say and think is not necessarily the plan to be followed, but it is pretty apt to be, and when the Rhode Island senator, who is chairman of the finance committee, says there is to be no tariff legislation, the probabilities are strongly in favor of such legislation being pigeonholed if it ever comes from the house.

But Senator Aldrich is believed to be equally as interested in suppressing railroad rate legislation which would be offensive to his good friends, the railroads, and there again he is going to have something to say later, though he will not talk at the present time.

Senator Aldrich is a member of the committee on interstate commerce, but he did not attend the hearings given by that committee last spring, after congress had adjourned. His mind is made up on that question. He knows how he will vote; he knows the kind of bill he favors; he understands what his friends want, and when the time comes for action, though he will say little, he will get in a powerful lot of effective work.

There is no discounting Senator Aldrich's ability; he is one of the mightiest factors in congress, and it so happens that he is chairman of the committee which handles tariff legislation and a member of the committee that must pass upon the railroad rate bill after it passes the house. That is another reason why Aldrich is in a position to speak with authority as to legislative prospects at the coming session.

## MAKE TIMBER DURABLE.

### Forest Service Studies Methods, Also Its Structural Strength.

Washington, Oct. 17.—William L. Hall, assistant forester in charge of the office of forest products in the forest service, has returned to Washington after an extended trip in the West. The study of the methods of seasoning and treating Western timbers to derive their greatest service when put to use, to which Mr. Hall has given special attention on this trip, forms an important part of the work of this office. And the subject is considered of such vital consequence by steam and electric railways and telephone and telegraph companies in the West that a number of these companies are co-operating with the forest service in its consideration. Their interest centers chiefly in timbers for tie and pole purposes. Tests are now under way for tamarack, hemlock and cedar timber in Michigan and Wisconsin, and for red fir, western hemlock and western tamarack in Idaho and Washington.

Another important line of work in the office of forest products is a series of tests of strength of structural timbers.

## YAQUIS FIRE FROM AMBUSH.

### Two Companies of Mexican Troops Lose Heavy.

Hermosillo, Mex., Oct. 17.—A company of the Fifth regiment, Mexican army, sent out a few days ago to suppress the rebellious Yaquis in the neighborhood of Ortiz, was almost wiped out Friday from ambush. Lieutenant Ayala, who commanded, and five of his men were instantly killed. Four others were fatally wounded, and died soon after, while a dozen escaped with serious wounds.

A company reconnoitering near Arenas was also ambushed by the savages and their leader shot down almost before they were aware of the presence of the Indians. The survivors, after the first onslaught, drove back the savages with much slaughter. The Indians, however, outnumbered them, and the whole party would have been massacred had not a company from another regiment, stationed at Arenas, come to the rescue.

## Diaz to Give Audience.

Mexico City, Oct. 17.—The committee having in charge the entertainment of the General Passenger Agents of America has completed elaborate arrangements for the care of the party from the time of their arrival at the border until they reach this city, where they will hold their convention. The customs inspection of the baggage at the border will be made as lenient as possible. The Mexican government will participate in the entertainment of the visitors. They will be granted an audience by President Diaz.

## Sugar to Cross in Mexico.

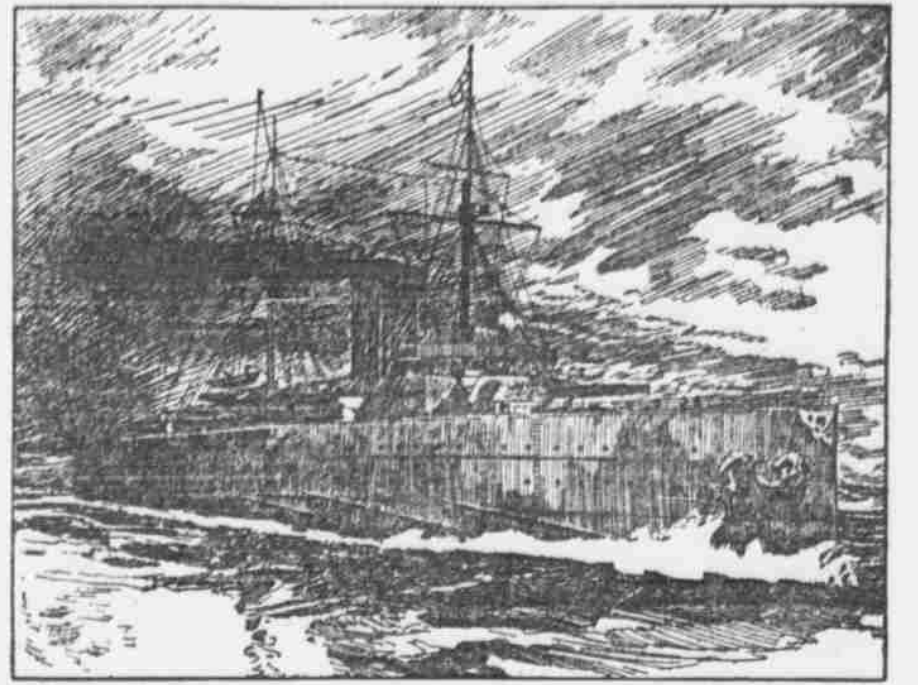
Mazatlan, Mex., Oct. 17.—Representatives of the American-Hawaiian Steamship company, who stopped in this port on their way from San Francisco to Santa Cruz, say their company expects to ship at least 300,000 tons of Hawaiian sugar annually across the Mexican isthmus under the contract recently entered into with the National railroad of Tehuantepec pending the completion of the Panama canal. Two new steamers are being built.

## Explosions Injure Firemen.

Chicago, Oct. 17.—Five firemen were slightly injured and property valued at \$180,000 was destroyed today by a fire that demolished the five-story brick building at 75 and 77 Lake street, occupied by Podrasnik, Klappenreich & Co., wholesale dealers in paints and wall paper.

## BRITAIN TO HAVE MIGHTIEST BATTLESHIP

### H. M. S. Dreadnought, 15,000 Tons, Is Planned to Be the Largest and Heaviest Man-of-War Afloat.



The British are about to begin the construction of the largest, heaviest, most powerful and most costly battleship ever built, and intend to have the pennant flying from her mast within sixteen months after the date on which the first keel plates are laid.

This invincible and invulnerable war vessel is to be named Dreadnought, and the British admiralty has designed her to be capable of equaling her name. She will mount more heavy guns than any two battleships now afloat; will be able to withstand an attack from a submarine, and if she happens to touch off a floating mine will be able to continue afloat until a port is reached. In addition to these enviable virtues, the Dreadnought will also have great speed, and, if she wants to "turn tail" her engines, developing a speed of 21 knots an hour, will enable her to outdistance any too pressing foe. Even if overtaken, the very thick armor plating will enable her to stand unusual punishment, and for dealing with torpedo boats she will have a small battery of one-pounders and six-pounders. She will also be armed with torpedo tubes, but will be unique in having no secondary battery.

No details of the armor to be placed on the Dreadnought have been given, but it is known that she will be the most completely armored ship afloat. Her armor alone will weigh about 5,000 tons. In gunpower the Dreadnought is designed to be the most formidable warship ever seen. No battleship in the world to-day carries more than four 12-inch guns, but the Dreadnought will mount no fewer than ten, or two and a half times as many as any ship afloat. This enormous battery of 12-inch rifles will have a combined muzzle energy of 480,000 foot-tons. Each of these big guns will throw a shell weighing 850 pounds, the combined battery being able to throw over four tons of projectiles at one discharge. The Dreadnought will be able to throw this immense weight of metal a distance of five or six miles, at which range the shells would pierce the armor of practically any battleship afloat.

## Progress in Battleships.

There has been a wonderful advance in the development of battleships within the last ten years. In 1895 Great Britain had twenty-three armored ships, each of more than 10,000 tons. To-day, if there are included the ships being built, she has sixty. In 1895 the heaviest British battleship was the Royal Sovereign, of 14,200 tons. There were eight ships of

this type, and they were regarded as the finest afloat.

France at that time had fourteen battleships, each of over 10,000 tons displacement, the largest being the Bourvet, of 12,205 tons. There are now twenty-six battleships, each of more than 10,000 tons, in the French navy, the heaviest being the Democrite class, now building, ships of 14,035 tons. Italy, in 1895, had ten battleships ranking above the 10,000-ton class, the heaviest being the Lepanto, a 15,900-ton ship, built in 1883, and so heavily armed and armored that she almost found it difficult to get out of her own way. She is now ranked as a second-class battleship; but she is not considered fit to stand even in that line. The Italia, sister ship to the Lepanto, was built in 1880, and was for many years the largest battleship afloat. She represents an early attempt to build a monster battleship, but, apart from size, she has never been considered at all formidable. Italy now has fourteen battleships, each over 10,000 tons, the heaviest being the Regina Margherita, 13,124 tons.

In 1895 the United States and Germany were equal as to battleships of over 10,000 tons. Each had four; the United States had the heaviest ship in the Iowa, of 11,340 tons. Germany's four were uniformly 10,300 tons. Now Germany has eighteen heavy battleships, and six building. The United States has twelve, with thirteen building and two projected. The heaviest German battleships to-day are her 12,997-ton class; the heaviest in the United States is the Connecticut class, 16,000 tons.

The wars of the United States with Spain and Japan with Russia have not been without their lessons to the naval powers, and the tendency is to build larger and heavier battleships, so that they may carry more tremendous batteries. The determination to build these enormous ships was arrived at only after considerable discussion. It was thought by some naval constructors that more units, each of considerable power, were to be desired above a few battleships of the greatest power.

It was thought that the Dreadnought would be the last word in warship construction for many years, but now it appears that Japan is to build three battleships of 19,000 tons each. Germany is reported to be considering a 20,000-ton warship, and France next year is to lay down one of 20,500 tons. Perhaps the contest will end in universal peace, for there is a limit to battleship construction, and if it is not reached in the Dreadnought, it at least must be near.



The hay fever serum or pollantine of Dr. Dunbar of Hamburg is shown to have proven very effective. Having first proven that hay fever is due to the pollen poison from grasses, cereals and other plants, the investigator sought a preventive by repeated vaccination of animals with the pollen of pollen. The antitoxin thus produced in the blood serum neutralizes the poisonous effect of pollen in the eyes and nose. The serum is not injected under the skin, like others, but simply applied to nose and eyes.

The precision of modern observations brings to light unexpected facts. At the Paris Observatory Jean Mascart has noticed that the surface of a thin layer of mercury is not plane, but undulated like water disturbed by the plunge of a stone, and has also detected another movement that proves to be a true tide, due to the sun and moon. The measurements have been made repeatedly during the month with the six microscopes of the instrument. The tidal motion is slight, but greater than the possible errors.

The "auxetophone" is an attachment for reinforcing the sounds given forth by phonographs and gramophones, invented by Mr. C. A. Parsons, the inventor of the steam turbine, and Mr. Horace Short. A small valve of peculiar construction controls the ad-

mission into the trumpet of compressed air supplied from a pump or bellows. The action of the apparatus is compared in the Scientific American to that of an air relay, whereby not only are greater power and volume imparted to the sounds, but the fullness and richness of tone are heightened. It is said that on a calm day the auxetophone can be heard distinctly at a distance of two or three miles, and that in speech every word may be clearly distinguished as much as 500 yards away.

Everybody has noticed how friction generates electricity, whether on the back of a petted cat, or on a rubbed glass or gutta-percha rod, or at the fingers' ends of a person who has vigorously shuffled his feet over a dry carpet. Sparks can often be drawn from swiftly moving belts on machinery, and in weaving and spinning processes the fibers sometimes accumulate troublesome electric charges. A method known as the Chapman process has been devised for neutralizing the static electricity generated in cotton and paper mills, printing press rooms and other places. It consists of a transformer stepping up an alternating current to 10,000 or 20,000 volts and an inductor composed of fine steel wires encased in hard rubber, and arranged with its points placed above the web or other object in which the static electricity is to be neutralized. Charges passing from the points produce the desired effect.

A small boy's idea of the board of health is six meals daily.