

## Bohemia Nugget

Bohemia Nugget Pub. Co.

COTTAGE GROVE, OREGON.

## NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Cuban Liberals are divided on account of friendship with America.

A dirigible balloon sent up from the Milan exposition crossed the Alps safely.

A new plague has caused 12 deaths in a small Texas town, and doctors are unable to control it.

It is reported that King Alfonso of Spain has been assassinated, but the report cannot be verified.

Wireless messages state that the presidential party is off the Florida coast and enjoying fine weather.

The wrecking of the Milwaukee Avenue bank of Chicago was re-enacted on the stage in Chicago and nearly caused a riot.

Scientists have made arrangements with the Italian government to complete the excavation of the ancient Roman city of Herculaneum.

The Forestry bureau of the United States has failed in its efforts to compel the railroads to use oil for fuel on engines passing through forest reserves.

It now develops that the Standard Oil company, aided by the railroads, did their best to defeat Hoch for governor. Hoch received a majority of over 2,000.

The boiler of a Southern Pacific passenger engine exploded at Sargent, a small station in Southern California, killing two persons and wrecking the depot and four cars.

Hearst may get the mayoralty of New York.

Idaho land fraud trials will begin soon at Moscow.

An American consulate has been opened at Mukden.

Cuban liberals are making trouble for Governor Magoon.

All the provincial governors of the republic of Panama will meet Roosevelt.

Russian terrorists dynamited a train, massacred the military guard, and secured \$500,000.

A small powder mine 30 miles from Chicago exploded, breaking windows three miles distant.

Four men were killed and the foundation laid for a lasting feud in Kentucky over the recent election.

All British employees on the Panama canal will have a holiday to celebrate the birthday of King Edward.

A whale ship has discovered an Eskimo band on Prince Edward island who had never seen a white man.

A crazy Chilean who tried to gain admission to the White House some time ago has been arrested at Panama.

Secretary Bonaparte says the strength shown by Hearst shows that the question must be dealt with "in a spirit of once liberal and conservative."

Mr. Taft is on a tour of inspection of army posts.

President Roosevelt went to Oyster Bay and cast his vote, returning then to Washington.

President Roosevelt has arranged to receive the Ute chiefs at the White House and hear their troubles.

The Royal Hawaiian band, which has been making a tour of the United States, is stranded in Ogden, Utah.

The president has dismissed in disgrace a whole battalion of negro troops for refusing to disclose the identity of some wrong doers among them, and will also court martial a white officer for making derogatory remarks against the negro troops.

Navy yard employees were given leave of absence long enough to vote.

Chicago switchmen will go on strike unless the railroads accede to their demands.

It is probable that the authorities of Harvard will prohibit football after the present season.

The Harriman lines are building wreck-proof steel mail cars to replace their present wooden cars.

Thomas Kinsey, purser on the Atlantic liner St. Paul, has crossed the ocean 901 times, more than any other living man. He has sailed a total of 2,703,000 miles.

Sailors who were debarr'd from dancing in an amusement hall at Newport, R. I., have begun suit against the proprietor. Roosevelt has contributed \$100 to help their case.

The heirs of the estate of Pabst, the Milwaukee brewer, will have to pay the inheritance tax on \$4,000,000 stock in the Pabst Brewing company, transferred to them shortly before his death.

Stensland and Hering, the wreckers of the Milwaukee Avenue bank, of Chicago, were today sentenced to indeterminate terms of imprisonment, which may run from one to ten years. This will not increase Stensland's present sentence.

## EXPECT ROOSEVELT'S AID.

Leaders Confident That President's Coming Message to Congress Will Contain Radical Demands for Labor.

Minneapolis, Minn., Nov. 12.—That the convention of the American Federation of Labor, which opens in this city this morning, will go on record in favor of an aggressive political policy seems assured. From all parts of the country delegates are bringing in reports of success at the polls at the recent election.

So far these reports show that at least five trade unionists will sit in the next Congress, while a great number have been elected to the different state legislatures.

Most pronounced have been the success of the United Mine Workers and the Commercial Telegraphers' Union. The miners in the anthracite district of Pennsylvania have elected W. B. Wilson and T. D. Nichols to Congress and 10 of their members to the state legislature.

The telegraphers elected three of their members to Congress in different parts of the country, including the Fourth District of Illinois. In Hennepin county, in this state, 31 out of 39 men endorsed by labor for the state legislature and county officers have been elected. These successes have whetted the appetites of the labor men and it is the general opinion of the delegates who have arrived here that the convention will devote at least two days to discussing a political program.

President Gompers feels greatly encouraged over the situation. He says he has received scores of letters from men outside of the labor movement in which they declare that they never before fully understood what the trade unionists of the country stood for in a political way, and expressing sympathy with their aims and objects.

"It has been the greatest educational campaign that organized labor has ever conducted," he said tonight.

"The subject is fully covered in the report which I will submit to the convention tomorrow, but I have no hesitation in saying that the political program of the Executive Council will be endorsed by the convention. It is but the beginning of organized labor's efforts in the political arena."

One of the effects of the labor political program will be seen in the coming message of President Roosevelt to Congress. According to some labor officials who have recently talked with the President on the subject, the coming message will contain some of the most radical demands for labor that have ever been made by a President of the United States.

## NEGRO TROOPS SHED TEARS.

Veterans of Twenty-Fifth Deeply Affected by Disgrace.

El Reno, Okla., Nov. 12.—The members of Companies B, C and D, of the Twenty-fifth Infantry (colored), recently ordered dismissed by President Roosevelt as a result of the riotous disturbances at Brownsville, Texas, on August 13, were formally discharged today.

Many of the men, some of whom have been in the service more than 20 years, shed tears when they gave up their guns. Tomorrow the dismissed troops will have battalion drill without arms, and they will be discharged immediately upon receipt of official orders from Washington.

The second battalion of the Twenty-sixth Infantry, under command of Major Charles J. T. Clarke, which arrived last night from San Antonio, has gone into camp just outside the garrison limits of Fort Reno. The negro troops have shown no disposition to be ugly.

## Race Suicide Increasing.

Paris, Nov. 12.—Public attention has again been drawn to the national peril involved in the constantly diminishing birthrate by the publication of vital statistics for 1905. The births in France for this year numbered 807,292, showing a decrease of 10,937 from the total of 1904. The reason for this decrease is not to be found in a reduction of the number of marriages, in which the statistics show a slight increase over 1904, but it apparently arises from the aversion of the French people to raising large families.

The National association which is studying this matter has reached the conclusion that it is necessary to inculcate the idea that any couple that raises more than three children merits and is entitled to public gratitude and protection.

## Rogers to "Bust Trusts."

Fairhaven, Mass., Nov. 12.—Henry H. Rogers, of the Standard Oil Co., is about to start out as a "trust buster." The company to which he will first turn his attention is one of the strongest combinations in the United States, the United Shoe Machinery Company. For five years past the Shoe Machinery Company has been at litigation with the Atlas Tack Company, claiming infringements of patent. Rogers is interested in the tack company and it is said that this is what decided him to attack the big companies.

## New Railroad for China.

Hongkong, Nov. 12.—Chowfu, who was recently appointed Viceroy of the Province of Kwang-Tung, has arrived here, on his way to Canton. Speaking at an informal meeting of Chinese merchants with reference to the Yuehan Railway, he insisted upon harmony between the merchants and officials with the object of bringing the scheme to a successful issue. His policy in railway matters, he said, would be dictated by Western principles.

Soldiers Must Keep Out of Politics. St. Petersburg, Nov. 12.—An imperial order has been issued forbidding soldiers of all ranks to become members of political associations of any party whatsoever, attend political meetings or take part in agitation against the government. Violations of the order will be severely punished.

## OREGON STATE ITEMS OF INTEREST

### PLANS NEW INSTITUTION.

State Secures Data on Building of Home for Feeble-Minded.

Salem.—For the first time in the history of Oregon, this state has gone about the establishment of a public institution in a businesslike way. In planning for the establishment of a home for the feeble-minded, the Board of Public Building Commissioners arranged to send Superintendent G. W. Jones, of the State Blind School, on a tour of Eastern States for the purpose of gathering data which will enable this state to avoid the errors for which other states have paid by dear experience. When other state institutions were established, the locations were selected and the buildings constructed with little anticipation of future needs. In the case of the home for the feeble-minded it will be different. The Board is looking particularly to the requirements of such an institution 25 or 30 years or more hence.

Superintendent Jones filed his report yesterday—a voluminous document accompanied by statistics from institutions visited by him. Most valuable of all is the information he gained by personal conversation with the managers of similar institutions in the Eastern States.

Superintendent Jones concludes his report as follows: "Oregon cannot delay this important work much longer without laying us liable to the charge of neglecting one of the most important duties which our civilization has imposed upon us as a people. Oregon must not be the last Northern State to make provision for this class, and it is to be hoped that the wise plans of the last Legislature will be carried into effect by the coming session."

### STEAMERS FOR KLAMATH LAKE.

One Being Built at Klamath Falls and One at Portland.

Klamath Falls.—Navigation as a permanent means of transportation of the Klamath Basin is to be more effectively established by the founding of a new steamer route between Klamath Falls and Fort Klamath. There is now being built at the local boatyards a new steamer that will be operated regularly between this place and Fort Klamath, making the trip in about four hours in each direction. This line will be especially devoted to the cultivation of closer trade relations between the people of the country lying north of Upper Klamath Lake and to caring for the tourist travel of the summer season for Crater Lake and other points of interest in that direction.

Work is progressing very satisfactorily deepening the Klamath River at a point just below Lake Ewauna, where a reef about 30 feet in width has been a barrier to navigation at the low stage of the stream. This reef is being removed by the efforts of the Klamath Lake Navigation Company, which is having a second steamer built to ply the river and Lower Klamath Lake.

### Spray May Have Caused Death.

Hood River.—James H. McGinnis, a native of Ontario, Can., who has been staying with his brother, D. L. McGinnis, an employee of the Menominee Lumber Mill, died very suddenly Tuesday from what is now thought to have been poison. At the time of his sudden illness he was attended by a physician, who could not diagnose his case, but left a prescription which, it is said, failed to help him, and he died in a short time.

Since his death it has been discovered that McGinnis, who had only been here a short time, had been in the habit of eating a good many apples and that they were covered with spray, which he did not wipe off. The spray is poisonous and symptoms with which he was attacked, such as vomiting and severe pains in the abdomen, now lend his friends to think that he died from its effects.

### Finances of Clackamas.

Oregon City.—The net indebtedness of Clackamas County, according to the semi-annual report of Clerk Greenman, just completed, and covering the six months ending September 30 last, is \$63,335.24. There are outstanding warrants to the amount of \$53,994.53, upon which the estimated interest is \$1,800. In addition there are outstanding road warrants aggregating \$18,342.71. On the total indebtedness of \$74,137.32, there is applicable cash on hand and uncollected taxes amounting to \$10,781.08, reducing the actual indebtedness to \$63,356.24. Clerk Greenman's report also shows the current expenses of the county for the period covered in the report to have been \$24,030.13, and in the same length of time the county spent \$41,522.64 in the improvement of roads.

### Robbed Gray's Harbor Company.

Pendleton.—T. W. Powell, representing the Gray's Harbor Lumber Company, which was succeeded here by the Potlatch Lumber Company, announced that W. J. Sewell, the defaulting manager of the latter company, who was also the manager for the former company during its existence here, had embezzled something like \$20,000 of the Gray's Harbor Company's funds. The total amount of his peculations will thus amount to more than \$30,000.

### Polk Orchardists Elated.

Dallas.—The people of Polk County are highly elated by the success of the first apple fair, and a larger and better show is already being planned for next year. The exhibit of choice fruit has demonstrated the fact that the Willamette Valley can produce apples as fine as can be raised in the world, when painstaking and intelligent effort is put forth by the farmers in cultivating their orchards and preparing their fruit for the market.

### OPENING RIVER TO CORVALLIS.

Navigation May Soon Be Carried on Nearly All the Year.

Corvallis.—Improvement of the upper Willamette was discussed here today by David B. Ogden, engineer in charge of the Willamette expenditures, and members of the Citizens' League. The snagboat Mathlema has been working on the upper river for two weeks and is to continue in the vicinity of Corvallis throughout the coming week.

The famous cut-off, where the Willamette has broken through a new channel and reduced a 3½-mile stretch to less than a mile by leaving a circuitous route for a direct one, has been practically cleared of snags, which had been a menace to navigation. Similar work is to be done in other directions.

The main topic, however, of the conference between Mr. Ogden and the citizens was the chance of an all-year navigation by boats to Corvallis. Plans with this end in view are being worked up by the engineers. Their recommendations for appropriations cover needs in this particular. For two years the work has been so carried on. Mr. Ogden thinks that in another two years the plan will be consummated and if navigation be not achieved throughout the summer, it will at least be so bettered that there will be but a very short period of inactivity. Local citizens are much encouraged by the attitude of the engineering people, and are preparing to co-operate fully.

### In Favor of a Jute Mill.

Pendleton.—The Inland Empire Wheatgrowers' Association held a meeting at which it was decided that every effort should be made to secure at the hands of the next Legislature the necessary legislation for the establishment of a jute mill at the penitentiary. A committee was appointed to gather data concerning the proposal, and farmers from all over this section will be present at the Legislature to aid in the passage of the desired bill.

### Annual Fair in Lane County.

Eugene.—At a meeting of the citizens of Eugene it was decided to form a corporation for the purpose of holding an annual county fair in Lane County. Chairman Wilkins appointed the following committee on organization: William Green, J. M. Williams, D. E. Yorae, H. Gordon and F. L. Chambers.

### Improvement Company Formed.

La Grande.—An incorporation to be known as the La Grande Improvement Company has been completed with a capital stock of \$15,000. The incorporators are George L. Cleaven, Frank K. Reinhold and William R. Sargent. The object is to buy land and build houses.

### PORTLAND MARKETS.

The New York Journal of Commerce said of cascara bark:

A wholesale dealer in cascara sagrada of Portland, Or., declared that not more than five cars had been peeled this season and receipts from the gathering sections were generally in lots of 200 to 500 pounds. There is a fairly steady demand on spot, and some ton lots are wanted for export. Quotations are sustained at 10½@12c as to age, quantity and seller.

Wheat—Export basis: Club, 64c; bluestem, 68c; Valley, 66c; red, 61c. Oats—No. 1 white, \$24.50@25.50; gray, \$23.50@24.00. Barley—Feed, \$21.50 per ton; brewing, \$22; rolled, \$23. Rye—\$13.50@14.00 per cwt. Corn—Whole, \$25.50; cracked, \$26.50 per ton.

Millstuffs—Bran, city, \$14.50; country, \$15.50 per ton; middlings, \$24.00; shorts, city, \$16.00; country, \$17.00 per ton; chop, U. S. Mills, \$15; insect dairy food, \$18.00; alfalfa meal, \$18.00 per ton.

Hay—Valley timothy, No. 1, \$10@11 per ton; Eastern Oregon timothy, \$14@16.00; clover, \$6.50@7.00; cheat, \$7@7.50; grain hay, \$7.00; alfalfa, \$11.50; vetch hay, \$7@7.50.

Domestic Fruits—Apples, common to choice, 25¢@75¢ per box; choice to fancy, 75¢@1.50; grapes, \$1.50@1.65 per crate; peaches, 75¢@1; pears, 75¢@1.25; cranberries, \$9@9.50 per barrel; quinces, \$1@1.25 per box; persimmons, 5¢ per pound.

Fresh Vegetables—Cabbage, 1¼@1½¢ per pound; cauliflower, 1.25 per dozen; celery, 75¢@85¢ per dozen; egg plant, 1.50 per crate; lettuce, head, 20¢ per dozen; onions, 10¢@12½¢ per doz.; bell peppers, 5¢; pumpkins, 1¼¢ per pound; spinach, 4¢@5¢ per pound; tomatoes, 30¢@50¢ per box; parsley, 10¢@15¢; squash, 1¼¢ per pound; hot-house lettuce, 50¢@75¢ per box.

Root Vegetables—Turnips, 90¢@1 per sack; carrots, 90¢@1 per sack; beets, \$1.25@1.50 per sack; garlic, 7¼¢@10¢ per pound; horseradish, 9¢@10¢ per pound; sweet potatoes, 2¢@2½¢ per pound.

Onions—Oregon, 75¢@1 per hundred. Potatoes—Buying prices: Oregon Burbanks, fancy, 90¢; common, 65¢@80¢. Butter—City creameries: Extra creamery, 30¢ per pound. State creameries: Fancy creamery, 25¢@27½¢; store butter, 16¢@17¢.

Eggs—Oregon ranch, 33¢@35¢ per dozen; best Eastern, 26¢@27¢; ordinary Eastern, 24¢@25¢.

Cheese—Oregon full cream twins, 14¢@14½¢; Young America, 15¢@15½¢. Poultry—Average old hens, 12¢@13¢; mixed chickens, 12¢@13¢; Spring, 12¢@13¢; 13¢@14¢; turkeys, live, 17¢@17½¢; turkeys, dressed, choice, 21¢@22½¢; geese, live, per pound, 8¢@9¢; ducks, 14¢@15¢; pigeons, \$1@1.50; squabs, \$2@3.00.

Cattle—Best steers, \$3.50@3.75; medium, \$3@3.25; cows, \$2.25@2.50; second-grade cows, \$2@2.35; bulls, \$1.50@2.00; calves, \$4@4.50.

Sheep—Best, \$4.50@4.75; lambs, \$5@5.25. Hogs—Best, \$6.50@6.75; lightweight, \$6@6.25.

## OFF FOR THE ISTHMUS.

President Roosevelt and Party Embark on Yacht Mayflower.

Washington, Nov. 9.—"Goodbye, I am going down to see how the ditch is getting along," shouted President Roosevelt, who stood on the after starboard deck of the yacht Mayflower at the Washington navy yard, as the vessel was leaving the dock for his Panama trip.

Accompanying the President were Mrs. Roosevelt and her maid; Surgeon General Rixey, of the Navy, and M. C. Latta, one of the assistant secretaries at the White House. The Mayflower will take the party to Wolf Trap Light, at the mouth of the Rappahannock river in Chesapeake Bay, where a transfer will be made to the battleship Louisiana, which is to convey the President to and from the Isthmus.

The Louisiana will be conveyed to and from the Isthmus by the armored cruisers Tennessee and Washington. Aboard the Louisiana, Lieutenant Frank Evans, who will utilize the wireless telegraph apparatus, with which the ship is equipped, for communicating with the White House at Washington whenever the President desires.

The President will spend four days on the Isthmus. He will arrive at Colon Thursday, November 15, where he is to be greeted aboard ship by President Amador, of Panama, and Mrs. Amador, Chairman Shonts and other officials of the Canal Commission. A considerable part of that day will be spent at La Boca and Ancon, the train making a slow run across the Isthmus in order to give an opportunity to see the sights and make an examination of the work. At La Boca there is to be an inspection of the present terminals of the old French canal and the Panama railroad, following which there will be a trip to nearby islands, where the President is to be shown the proposed actual Pacific end of the canal in deep water and its approaches. In the afternoon there is to be a sightseeing trip around Ancon.

## MORE FOREST RESERVE.

Proclamation Signed By President for New Area of 7,406,556 Acres.

Washington, Nov. 9.—President Roosevelt, before leaving for Panama, signed a proclamation creating four new forest reserves in Idaho, and enlarging two others, adding to the reserve area of the state 7,406,556 acres. He created every reserve recommended by the Forest Service, including the Shoshone reserve in Northern Idaho, which was so vigorously fought by Senator Heyburn. Creation of these reserves exemplifies the administration's disregard of Heyburn's protest and leaves Heyburn nothing more to fight for.

Great Coueur d'Alene Reserve. The Shoshone reserve is created in conjunction with the Coueur d'Alene reserve, adjoining it on the north, and two others to be known as the Coueur d'Alene reserve. Their aggregate area is 2,250,000 acres. They lie in Shoshone and Kootenai counties, extending northward to the middle of Lake Bon d'Orcelle.

In creating these various reserves it is stated that all their natural resources will be available for use and development, but they will be administered by the Forest Service, placed under the protective system and timber cutting will be restricted to mature timber. The Coueur d'Alene reserve is the largest of the lot.

Lemhi and Kootenai. The Lemhi reserve, next in size, embraces 1,346,460 acres in Lemhi and Custer counties. This reserve consists of three narrow strips of land running northwest and southeast adjoining the Montana boundary. Innumerable streams that empty into the Lemhi river head in this territory.

In extreme Northwestern Idaho, on the British Columbia and Montana lines, 165,240 acres have been reserved, forming but a small segment of the larger Kootenai reserve in Montana. Like the Lemhi this reserve lies on the west slope of the Rocky Mountains.

Great Tract on Salmon River. The Salmon River reserve in Lemhi and Custer counties embraces 2,201,120 acres. It comprises a solid block of mountainous country lying between the Salmon River and the middle fork of the Salmon river.

In Cassia and Oneida counties 291,976 acres have been set apart as the Raft River reserve, embracing many tributaries of Raft River and Deep creek.

Numerous additions are made to the Sawtooth reserve, their aggregate area being 1,371,760 acres. These additions are made at various points along the present boundary.

## Freight Cars By the Thousand.

Chicago, Nov. 9.—Prompted by the congestion of traffic and the car shortage for this year, the Harriman lines are making purchases of freight equipment for 1907 on a grand scale. It was announced yesterday that they now have orders in for \$21,000,000 worth of refrigerator, box, flat and gondola cars, all of which it is expected will be delivered before the season of heavy traffic next year. The total number of freight cars ordered but not yet delivered is 16,600. Of these, 6,600 are refrigerator cars. These will be of the most modern type.

## One Fight Would Finish All.

Washington, Nov. 9.—That the 12-inch gun now in use at most of the Coast fortifications of the United States would not last through an engagement of two hours, the period that would elapse from the time the leading vessel of a fleet would come within range until the last vessel would pass beyond the range of the guns, is the statement of Brigadier-General William Crozier, Chief of Ordnance, whose annual report was made public at the War Department today.

## No More Gambling in Panama.

Panama, Nov. 9.—The National Assembly today unanimously approved a bill prohibiting gambling in the republic. It will not be signed by President Amador and gambling on the Isthmus will become a thing of the past. Gambling is already absolutely prohibited in the canal zone.

## GO AFTER HARRIMAN

Railroad Commission Scents Another Big Trust.

## AIM WAS TO NEUTRALIZE CANAL.

Combine Was Like Old Northern Securities Company—Fish Gives Commission the Tip.

## THE HARRIMAN SYSTEM.

The Harriman system has three main lines between the Missouri River and the Pacific Coast, which under separate ownership are natural competitors for traffic originating east of their eastern termini or destined to points east of those termini.

The main line of the Union Pacific extends from Omaha to Ogden, where it connects with the Central Pacific, extending from Ogden to San Francisco.

The Oregon Short Line extends from Granger to Pontiatte and the O. R. & N. from Pontiatte to Portland. These two lines combined are natural competitors of the Union Pacific and Central Pacific.

The Kansas Pacific extends from Kansas City to Denver and is a natural competitor of the Union Pacific main line.

The Southern Pacific extends from New Orleans to Los Angeles, and thence to San Francisco and north to Portland, forming a natural competing line with the other lines described.

The acquisition of control of the Illinois Central by Harriman gives him a line from Omaha to Chicago and thence to New Orleans, thus connecting the eastern termini of his several lines and enabling him to route traffic from and to eastern points by any of them. It practically makes him supreme in the whole territory west of the Missouri river and south of the Columbia river in the West and of Omaha in the East.

Washington, Nov. 10.—A general investigation of what is known as the Harriman system of railroads, under the authority conferred by law, is one of the subjects which have been discussed for some time by the Interstate Commerce Commission, and that body, it is said, really stands committed to an inquiry.

"We have been informed," a member of the Commission said recently, "that this system in some of its features is not unlike the Northern Securities Company, which was dissolved through the interposition of the Attorney-General of the United States."

Any steps which may be taken by the Commission along the lines referred to will be, it is said, in accordance with the general powers of the Commission conferred by law, and not because of any immediate specific complaint of a violation of the statutes.

During the Fish-Harriman contest for the control of the Illinois Central Railway, it was hinted that data would be placed in the hands of the Government whereby it could get the official jack-screws under the Harriman system and discover many interesting things. The Commission will begin the task early in the new year.

This investigation will be of as much importance, in all probability, as was that which the Commission made into the combination of the Northern Pacific and the Great Northern, which, as the Northern Securities Company, was dissolved by order of the Supreme Court under the anti-trust law. In one way, the action of Harriman resembles that of J. Pierpont Morgan and James J. Hill in allying the Northern Pacific with the Great Northern. He controls the Union Pacific, the Southern Pacific and the Oregon Short Line, which should be competing roads, in the judgment of the Commission, and now he has the Illinois Central and the Baltimore & Ohio, which makes him a big factor in determining transcontinental rates. Following its investigation of the combination of the Great Northern and the Northern Pacific, the Commission transmitted testimony to the Department of Justice, which used it to bring about the dissolution of the Northern Securities Company.

## Seven Die and Eleven Rescued.

Charlottetown, P. E. I., Nov. 10.—In the wreck of the full-rigged Finnish ship Zovinto on Carew's Reef during the hurricane Tuesday night seven of the crew lost their lives and 11 were rescued.

## Colorado Peak in Eruption.

Trinidad, Colo., Nov. 10.—Mount Culebra, 40 miles west of Trinidad, is reported in a state of eruption. Postmaster Adolph Storz, of Stonewall, who lives within 12 miles of the peak, has sent word here that smoke and vapor can be seen issuing from the mountain.

## Accused of Opium Smuggling.

Seattle, Nov. 10.—J. A. Buncie, for four years Deputy Sheriff under Sheriff Cuddehe, was arrested yesterday morning upon a complaint charging him with smuggling. At the time of his arrest Buncie was supposed to have been working in the interest of the United States Government to unearth a band of smugglers which he said he had reason to believe were operating in the vicinity of Lynden, on the British Columbia line. Thus far it is known that Buncie has handled 200 pounds of opium, and it

## Factions Still Carry Guns.

New Orleans, Nov. 10.—Dispatches from Rio Grande late last night say that Ranger Morgan's orders to disarm are not being obeyed. Most of the men on the street are armed, their weapons being concealed.