

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.

The governor of Akmolinsk province, Russia, has been assassinated.

Eastern college professors say they find the majority of athletes do not study enough.

Reports from the isthmus show the death rate on the canal zone is gradually decreasing.

Another murder by a negro soldier at El Reno, Okla., has stirred up the citizens of that town.

The Iowa State Teachers' convention adopted resolutions favoring simplification of English spelling.

All nations represented at the Algerian convention regarding Moroccan reforms have ratified the treaty.

Commissioner of Labor Neill is trying to settle the strike of railway firemen, but finds many obstacles.

The administration fears there will be a revolution in Cuba before the January elections and men and ships are being held in readiness to rush to the scene.

The grand jury investigating the New York Life Insurance company has returned indictments against George W. Perkins, formerly vice president of the company, and Charles S. Fairchild, a member of the finance committee.

Bryan has tacitly admitted his candidacy for president.

Yaqui Indians have killed eight Mexicans in Sonora.

Spokane favors the Alaska-Yukon-Pacific exposition at Seattle.

Harriman's criticism of Roosevelt is said to have caused the merger inquiry.

Heavy snow storms throughout Austria-Hungary have resulted in several deaths.

The bishop of Madrid has offered an asylum to all sick or aged French priests.

Firemen on the Big Four railroad will receive an increase in pay after January 1.

A blizzard in Great Britain has blocked trains in many places and rural villages are temporarily cut off from communication.

A grand nephew of the Pullman car magnate has been found in the New York tenement district poor and hungry. He is heir to a fortune.

At the 57th annual meeting of the American Association for the Advancement of Science, held at Washington, it was learned that Rockefeller is too poor to afford oysters.

India will demand home rule of Great Britain.

China will appeal to the world for aid to the famine sufferers.

Japanese in America clamor for Admiral Togo to command the squadron sent to this country.

PORTLAND MARKETS.

Butter—Fancy creamery, 32½¢@35¢. Eggs—Oregon ranch, 35¢ per dozen. Poultry—Average old hens, 10¢@11¢ per pound; mixed chickens, 10¢@11¢; spring, 10¢@11¢; old roosters, 9¢@11¢; dressed chickens, 12¢@13¢; turkeys, live, 17¢@18¢; turkeys, dressed, choice, 20¢@22¢; geese, live, 12¢@13¢; ducks, 15¢@16¢.

Fruits — Apples, common to choice, 50¢@75¢ per box; choice to fancy, 1¢@2.50; pears, 1¢@1.50; cranberries, 11¢@12.50 per barrel; persimmons, 11¢@15¢ per box.

Vegetables — Turnips, 90¢@1 per sack; carrots, 90¢@1 per sack; beets, 1.25¢@1.50 per sack; horseradish, 9¢@10¢ per pound; sweet potatoes, 2½¢@2½¢ per pound; cabbage, 1¼¢@1½¢ per pound; cauliflower, 1.25¢ per dozen; celery, \$1.45 per crate; lettuce, head, 30¢ per dozen; onions, 10¢@12½¢ per dozen; pumpkins, 1¼¢ per pound; spinach, 40¢ per dozen; squash 10¢@1¼¢ per pound.

Onions — Oregon, 75¢@1 per hundred.

Potatoes — Oregon Burbanks, fancy, 1¢@1.10; common, 75¢@85¢. Wheat — Club, 65¢@66¢; bluestem, 67¢@68¢; valley, 66¢@67¢; red, 63¢.

Oats — No. 1 white, 25¢@26¢; gray, 24.50¢@25¢.

Barley — Feed, 21¢@21.50 per ton; brewing, 22.50¢; rolled, 22.50¢@24¢.

Rye — 1.40¢@1.45 per cwt.

Corn — Whole, 24¢; cracked, 27¢ per ton.

Hay — Valley timothy, No. 1, 11¢@12¢ per ton; Eastern Oregon timothy, 14¢@16¢; clover, 7¢@8¢; cheat, 7.50¢@8.50¢; grain hay, 7.50¢@8.50¢; alfalfa, 11.50¢; vetch hay, 7¢@7.50¢.

Veal — Dressed, 5½¢@8½¢ per pound. Beef — Dressed bulls, 10¢@20¢ per pound; cows, 4¢@5¢; country steers, 5¢@5½¢.

EUROPE CRIPPLED.

All Communication Stopped and Some Lives Lost by Storm

London, Dec. 29.—It has been many years since Central Europe generally has suffered so severely from an Arctic visitation as it has this week. From France, Belgium, Switzerland, Germany and Austria-Hungary the same tale is repeated of heavy snow storms, interruption of vehicular, telegraphic and railroad communication, loss of life and general discomfort.

While Great Britain as a rule escapes winter weather, she has suffered this year to an almost unprecedented degree. According to reports tonight from northern points, the storm is growing worse. The heavy snowstorms which began several days ago still continue. They are accompanied by violent gales and even thunder storms in some places, and have resulted in a serious railroad accident near Arbroath, Scotland, in which about 50 persons were killed or suffered serious injury.

Railroad traffic in the north of England and especially Scotland is becoming completely tied up. Large towns like Edinburgh, Dundee and Perth are almost isolated. The telegraphic services are disorganized and would be completely useless but for the extension in recent years of the underground wires. The snowstorms continue with equal severity in Northern Wales and in Ireland.

DREDGES TO DIG CANAL.

Commission Calls for Bids for Two With Pipe Lines.

Washington, Dec. 29.—Revised specifications have been prepared by the Isthmian Canal commission for two pipeline dredges to be used at La Boca and Cristobal. Under the original specifications bids were asked for on these dredges delivered in this country. The new specifications ask for proposals delivered ready for work in Panama, one on the Pacific side of the isthmus and the other on the Atlantic side. Proposals are also asked on the machinery knocked down in Panama.

These dredges are required for harbor work, as well as for dredging at the ends of the canal. The commission now has two dipper dredges at work in Panama and a third dredge of this description is now building. The cost of these dredges varies from \$100,000 and \$102,500, and it is believed that the cost of the pipeline dredges will be about the same. The commission also has two sea-going dredges building near Baltimore. Each of these is 300 feet long and is capable of going to sea under its own steam at a speed of eight or ten knots an hour. One of these will be used on the Pacific side of the zone and the other on the Atlantic.

HILL WILL RETIRE.

His Son to Assume Active Control of Great Northern.

St. Paul, Minn., Dec. 29.—President James J. Hill, of the Great Northern railroad, the empire builder of the Northwest, will retire from the active management of his mammoth enterprises July 1, 1907. The announcement is credited to Mr. Hill himself in a conference held with Twin City business men.

Mr. Hill's successor will be Louis W. Hill, vice president of the Great Northern, who in reality has been in active charge of the road for the past three years. L. W. Hill possesses to a considerable extent the remarkable genius of his father, as has been demonstrated on more than one occasion. He has also been carefully trained in the ways of his parent, and besides possessing natural ability, is thoroughly posted as to the Hill methods and policies.

Rumors have been current at the beginning of the past few years that Mr. Hill would retire, but the magnate has kept as hard at work as ever. Despite his 67 years he is as strong intellectually as at 20 years ago, but he feels that he is entitled to a rest from his hard labors. In a public speech delivered some time ago he said that he was preparing to lift some of the burdens from his back. He said he hoped that he would devote considerable time to reading, a pleasure which he has not been able to pursue as much as he would like.

Raisuli Prepares for War.

Tangier, Morocco, Dec. 29.—According to the best information obtainable, Raisuli has refused to resign his governorship, and has sent his harem to the mountains under the protection of a detachment of Kabyles, and is preparing to meet the forces of War Minister Gabbas at Zinat. The war minister entered the city in state today and went to the grand mosque, where he solemnly read a letter from the sultan dismissing Raisuli from his governorship for causing injury to the country.

Hurrying Settlers to Siberia.

St. Petersburg, Dec. 29.—Taking advantage of the increasing famine in Russia, the government is trying to stimulate immigration to Siberia on a scale hitherto never attained. Minister of Finance Kokovskoff has decided to place \$3,000,000 at the disposal of the colonization office. This office has 200,000 homestead lots ready for settlers. These lots are situated along the Amur river, where the government is eager to strengthen its hold.

Transports May Take Food to China.

Washington, Dec. 29.—Quartermaster General Humphrey has notified Secretary Taft that he has available two transports in which supplies for the Chinese famine sufferers may be sent. These are the Buford and the Warren, both at San Francisco. Secretary Taft, upon the reconvoying of congress, will ask for authority to use one of these vessels for the relief mission.

FEAR INSURRECTION

New Elections in Cuba May Not Settle Troubles.

WHAT MAY MEAN ANNEXATION

Further Intervention Would Bring On Inevitable—Annexation Wanted by Few People.

Washington, Dec. 29.—Occasional rumbling or rumors of little sidishow insurrections popping up in certain provinces of Cuba are tending to keep the United States from forgetting the problem it has to deal with down there. There are some angles in this problem that have received little attention as far as the public is concerned, but which have occupied and are now occupying much attention on the part of high government officials and administration advisers among the members of congress.

It is a fact not generally known that our government entertains grave fears regarding what may happen following the Cuban elections in January. A great many have believed that intervention by the United States will have accomplished its purpose as soon as a new government has been chosen by the Cuban people; that our forces would withdraw after inaugurating this new government with tranquility established. That is the rosy view of the situation, and everything would be lovely if our high officials were sure it would work out just that way.

But they are not sure. President Roosevelt, it is understood, has grave doubts about the effect of the coming election on the defeated party.

If we are forced to do any more intervening there will be an effort by a certain element to force annexation, which some of our ablest statesmen insist is something that comparatively few people in this country want. The administration recognizes the embarrassing situation that may confront it, and after President Roosevelt's warning to Cubans to "be good" in the future or take the consequences, the question is just what course shall be pursued if the Cubans don't stay good.

WILL CONFER ON JAPANESE.

Bonaparte to Consult Devlin on San Francisco Case.

Washington, Dec. 29.—United States District Attorney Robert F. Devlin, of San Francisco, who was called to Washington by Attorney General Bonaparte for a conference regarding the exclusion of Japanese pupils from the public schools of San Francisco, arrived last night and will be at the department of Justice today. Mr. Devlin refused to discuss his mission, declaring that the matter is in the hands of the attorney general.

"Two weeks ago I had a conference with the San Francisco board of education, at the request of Attorney General Moody," he said, "when a statement of facts was agreed upon and forwarded to the attorney general. A few days later I was called to Washington and I do not know officially that I am here to discuss the Japanese question."

STOCK TOO LONG ON JOURNEY

Railroads Will Be Prosecuted Under Thirty-six-Hour Law.

Washington, Dec. 29.—Secretary Wilson, of the department of Agriculture, today transmitted to the department of Justice the nine additional cases of alleged violation of what is popularly known as the "36-hour law," which provides that railroad companies shall not detain stock on cars for a longer period than 28 hours without food and water, except with the consent of the owner of the stock, and then no longer than 36 hours.

The cases were one each against the Great Northern, the Oregon Short Line, the Southern Pacific, the Union Pacific, the Lake Shore & Michigan Southern, and the Chicago, Burlington & Quincy and three against the Santa Fe.

Greatest Year Since 1888.

Chicago, Dec. 29.—More miles of railroad were constructed in the United States during the last year than have been built during any year since 1888, according to the Railway Age. Since January 1 last, 6,067 miles of track have been laid on 388 lines in 44 states and territories, making the country's total railway mileage 223,319. The largest amount of railway building during the year was done in Texas, where 701 miles of track were laid. Louisiana and South Dakota are almost tied for second place.

World's Charity Dries Up.

London, Dec. 29.—Nicholas Shieskoff, who was one of the trustees of the American famine fund of February, 1901, has sent to London, accompanied by an appeal for funds, an account of the famine in Russia. "Fifteen years ago," said Mr. Shieskoff, "when the famine was less serious, we had \$4,000,000. But now, when it is greater, we have only \$500,000." Mr. Shieskoff estimates that about 30,000,000 peasants will need assistance.

Eager to See Roosevelt.

Manila, Dec. 29.—The Filipino people are elated over press reports that President Roosevelt contemplated visiting the islands next summer. The native press received the announcement with enthusiasm.

WRECK ON INTER URBAN.

Tacoma-Seattle Passenger and Work Trains Meet on Curve.

Tacoma, Wash., Dec. 27.—Interurban train No. 3, bound from Seattle to Tacoma, and a work train consisting of a motor and five flatcars, collided head-on in a cut about a mile east of Milton Wednesday morning. Two persons were killed, one probably fatally hurt, and 14 more or less badly hurt. The first coach of the interurban passenger was telescoped, and two of the flatcars piled on top of it.

There were about 20 passengers in the telescoped smoker, some of whom strangely escaped with only slight injuries. The car was entirely demolished, and some of the passengers were hurled 20 feet in the flying wreckage.

Train No. 3 from Seattle was late and had orders to sidetrack at Edgewood to let No. 6, the passenger for Seattle, pass. The work train was given orders at Milton to follow No. 6 to Edgewood. C. R. Foss, a brakeman on the work train, was sent to Edgewood on No. 6 with orders to flag No. 3 and hold it on the sidetrack until the work train cleared. He either failed to place the flag or there was a misunderstanding of orders. Foss disappeared and cannot be found.

No. 3 pulled out on the main track as soon as No. 6 passed and, being late, started down the grade at a good speed. Half a mile this side of Edgewood on a curve that runs through a deep cut, it met the work train. The curve is so short that it was impossible for the crews of either train to see the other until too late to stop.

The trains came together with a crash that was heard half a mile. The two forward cars of the work train went over the platform of the first car of the passenger, striking it at an angle on account of the curve. To this fact alone is due the escape from death of every passenger in the car.

THEY ALL "CINCH" UNCLE SAM.

Railroads Gst Three Prices for Carrying Mails.

Chicago, Dec. 28.—Statistics compiled by the representatives of the United Typothetae of America and the American Weekly Publishers' association, organizations which are vigorously fighting the movement to increase the postage for second-class mail matter, show that the government is paying the railways three times as much on the average for the transportation of mail matter as the express companies pay the railroads for like service.

On the basis of the postmaster general's statistics, the publishers assert that the government during the fiscal year ended June 30, 1907, will pay the roads almost \$23,000,000 more than the express companies would pay them for hauling the same tonnage. The printers and publishers compile the statistics to show that the government, for the purpose of reducing the annual postoffice deficit, rather should reduce its outlay for the transportation than increase the rate for second-class matter.

"One of the chief needs of the government is an expert traffic manager," said W. D. Boyce, a Chicago publisher. "It then would get as good rates as the express companies."

IT DENIES JURISDICTION.

Standard Raises New Technical Point Against Government Suit.

St. Louis, Dec. 28.—The Standard Oil company of New Jersey and 60-odd other corporations and individuals allied with it, as defendants in the government's suit to break up the alleged oil monopoly, today filed a motion in the United States Circuit court attacking the jurisdiction of that court to bring in nonresident defendants by process, and petitioning the court to vacate the order of service issued by Judge Sanborn November 15.

All of the defendants join in the motion except the Waters-Pierce Oil company, which is a resident of the eastern division of the Eastern Judicial district of Missouri. Henry S. Priest filed the motion as counsel for all the parties. Accompanying it was the affidavit of Charles T. White, assistant secretary of the Standard, who certifies that all the petitioners are non-residents of this district.

Hanrahan Will Take Charge.

Peoria, Dec. 28.—At the offices of the Brotherhood of Locomotive Firemen this morning, it was stated that there was nothing to be given out relative to the strike on the Southern Pacific other than Grand Master John J. Hanrahan would probably leave before the latter part of the week to take personal charge of the strike. Mr. Hanrahan has left for Galesburg to be gone a few days, and it was stated that he had left directions to say that he did not think the situation at this time called for any public statements.

Strike Broken at San Antonio.

San Antonio, Tex., Dec. 28.—Local Southern Pacific officials say that the Brotherhood of Firemen's strike on this division of this system is broken, that all freight and passenger trains are moving along with full crews, and that they have more firemen than they have engines. A striking fireman was arrested today for entering an engineer's cab at the Southern Pacific station. The order issued Monday not to receive freight has been rescinded.

Pioneer of Alfalfa Growing.

Topoka, Kan., Dec. 28.—Harrison Parkman, the man who first brought alfalfa from South America and planted it in the United States, died at Emporia, Kan., aged 73 years.

TOO MUCH RED TAPE

Present Free Alcohol Law Useless to Help Farmers.

AMENDMENT WILL BE PROPOSED

Requirement as to Registration Makes It Impractical for Farmers to Have Still.

Washington, Dec. 27.—For several years past there has been a very active movement in favor of the passage of a free alcohol law, which resulted last session in the enactment of a law removing the internal revenue tax on alcohol to be used for commercial purposes. The demand for legislation of this character came principally from farming communities, and was based upon the theory that if the tax were removed farmers would be able to manufacture from their surplus grain, vegetables and fruit sufficient alcohol to supply themselves with power, heat and light.

Congress responded readily to the demand, and when the law known as the free alcohol law was approved, the general impression was that the United States had entered upon a policy similar to that which is in vogue in leading European nations, and that the farmers of the country would reap a great advantage. It has transpired, however, that these advantages are not so widespread as was at first supposed. A close examination of the law shows that each distillery must be supplied with a distillery warehouse, from which the alcohol may be withdrawn and deposited in a bonded warehouse, where by a rather tedious process it is denatured and then relieved from tax. This would, of course, exclude what are known in Germany as agricultural and produce stills, where special apparatus is very generally in use which enables the small producer to manufacture alcohol for his own use.

In order to carry out the original intention of the law as understood throughout the country, Senator Harbrough, of North Dakota introduced an amendment to the free alcohol statute. The amendment is as follows:

"That for the convenience of persons engaged in the distillation of alcohol in quantities that would not justify the additional expense of a distillery warehouse or a bonded warehouse for each establishment, and who employ approved apparatus with suitable alcohol tanks attached, designed to be locked and sealed by an authorized government officer, the commissioner of internal revenue, with the approval of the secretary of the Treasury, shall, under rules prescribed by him, arrange for the proper denaturing of any alcohol of the required proof so distilled, such distillation and denaturing to be under all the terms and conditions of this act applicable to such cases."

FORCED ON CONGRESS.

President Shows That Frauds Are Traceable to Bad Laws.

Washington, Dec. 27.—President Roosevelt has made it necessary for congress materially to modify the public land laws before the close of the present session of congress. His special message sent in last week indicates the reforms most needed, and in the main his recommendations are likely to be carried out. They do not differ materially from the recommendations made a year ago by the public land commission.

The president emphasized the fact that the obsolete or impractical land laws are largely responsible for the frauds that have been unearthed during the past year or two. The coal land frauds are due almost entirely to the impracticability of the existing law under which public coal land can be acquired. The extensive timber frauds are as largely due to the impractical timber and stone act.

Labor Scarce in Mexico Also.

Mexico City, Dec. 27.—The scarcity of labor is bothering the railroads as well as other enterprises just at present. It is reported that in the Laguna district, adjacent to Torreon, labor is so scarce that as high as \$4 a day is offered to cotton pickers and that even at that price it is difficult to secure all the labor necessary to pick the crops. The crops in that district are reported to be good, and unusually heavy, but the lack of labor prevents the work of securing the cotton in the usual time for that product.

Precious Coal Pile Burned.

Pierre, S. D., Dec. 27.—The coal house of the Northwestern railroad, with all coal on hand, was totally destroyed by fire started by the explosion of a lantern this evening. This will cripple operations for a few days until a new coal supply can be secured. Although the money loss is not great, the present coal shortage over this entire territory makes the loss rather a serious one and one that will be hard to replace.

Too Slow in Unloading Cars.

Topoka, Kan., Dec. 27.—Referring to the congested condition of the railroads at present, Mr. J. E. Hurley, general manager of the Santa Fe, says: "The car shortage is not to be charged to lack of equipment. Consignees might relieve the congestion if they would unload cars expeditiously. For instance, there are today 14,000 loaded cars in Galveston awaiting unloading."

EDUCATION IN PHILIPPINES.

Director Says Schools and Pupils Constantly Increase.

Washington, Dec. 26.—The sixth annual report of the director of education in the Philippines concerning the activities of the educational work in the islands for the year ending June 30, 1906, shows that there are now 3,166 primary schools in the islands, with an average of 375,554 pupils. Seven hundred American and 6,224 Filipino teachers are employed. All of the school divisions, the report says, conducted teachers' institutes, varying from four to six weeks in the different provinces. The instruction given was divided between the common branches of the intermediate course and special topics of instruction, such as school gardening, domestic science, primary industrial work and methods of teaching.

There are 2,454 primary school buildings in the islands owned by the municipalities and, in addition, a number of buildings belonging to the provinces but not constructed originally for school purposes are used. Private instruction, the report says, plays a large part in the intellectual condition of the islands. Many of these schools are supported by the Catholic church, with a history reaching back several decades. Some of these institutions teach English, although in practically all of them Spanish is the basis of instruction. The Filipino teachers, Dr. Harrows says, continue to gain in reliability, strength of character and moral purpose.

SENT TO DUNGEON.

Many Russian Officers Receive Penalty of Surrender.

St. Petersburg, Dec. 26.—The court martial which has been trying Rear Admiral Nebogtoff and 78 officers of his squadron for surrendering to the Japanese in the battle of the Sea of Japan handed in its decisions tonight. Vice Admiral Nebogtoff, Commander Lichino, of the coast squadron; General Aprin, Rear Admiral Gregorieff, of the coast defense ship Admiral Seniutien, and Lieutenant Smirnov, who succeeded to the command of the battleship Nivshai, were sentenced to death, but in view of extenuating circumstances and the long and otherwise blameless careers of these officers, the court will petition the emperor to commute the sentences to 10 years' imprisonment in a fortress. Four other officers are sentenced to short terms of imprisonment in a fortress, while the remainder are acquitted.

The trial of Rear Admiral Nebogtoff and the officers of his squadron began in St. Petersburg December 5. The accused were divided into three categories—first, Rear Admiral Nebogtoff and the commanders of the battleships; second, the officers who advocated the surrender, and third, the officers who did not endeavor to prevent the surrender.

MAY TIE UP HARRIMAN LINES.

Firemen on Sunset Route Threaten Extreme Measure.

Houston, Tex., Dec. 26.—The new feature of the strike of the Southern Pacific firemen was the assertion made by Second Grand Master Shea, of the brotherhood, that unless an adjustment of the differences with the men now out on this division is made, the order is to be given that the entire Harriman system of railroads shall lose the services of these engineers who are members, he asserting that 80 per cent of the switch engineers and a goodly number of the road engineers will end their services on the road.

Mr. Shea insists that 625 men on the Texas and Louisiana lines of the system obeyed the strike order Sunday, but General Manager Fay, of the road, declares that not more than 400 men quit work, and that practically all of the places have been filled. There is no interference with operation of trains, according to the statement of Mr. Fay, but a number of switch engines at division points are reported idle in the yards. No disorder of any kind has been reported.

Great Increase in Immigration.

New York, Dec. 26.—Figures just compiled at Ellis island indicate that at the present rate of increase 1,283,415 more aliens may be expected to enter this country through the immigration station on Ellis island next year. "The number of aliens who will land at New York this year," said Immigration Commissioner Wathorn, "will approximate 1,050,000 persons, as against a total of 859,010 who landed here in 1905. Using these figures as the basis for an estimate in 1907, we may expect 1,283,415 aliens to arrive in 1907."

Inheritance Tax Not Retroactive.

Washington, Dec. 26.—The Supreme court of the United States today decided the inheritance tax case of Camille Caben and other legatees under the will of the late Mathias Colby, of New Orleans, against the tax authorities of that city. The state law providing for a tax on bequests was attacked as unconstitutional. The opinion was delivered by Justice McKenna, who affirmed the decision of the Supreme court of Louisiana.

Adopt New Pistol for Army.

Washington, Dec. 26.—Secretary Taft has appointed a board of officers to meet January 15 at the Springfield armory, Springfield, Mass., for the purpose of ascertaining a design of automatic pistol or revolver best adapted to fulfill the requirements of the military service.