

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.

Many Russian rails are being arrested. King Oscar is in a very critical condition.

Rockefeller has given \$3,000,000 to the Chicago university.

The death list in the Terra Cotta wreck is increased to 53. Governor-elect Warner, of Michigan, is too ill to be inaugurated.

Railroads will start a campaign against reciprocal demerage.

The negro soldier question is likely to cause much discussion in Congress.

Hearst has renewed the contest for the New York mayoralty against McClellan.

The Interstate Commerce commission is preparing a sensational report on railroad wrecks.

Fire among New York tenements caused a great panic and it is believed at least three lives were lost.

Statistics show that there were the same number of legal hangings in this country during 1906 as in 1905.

An Illinois coal company has carried a suit to the United States Federal court in an attempt to obtain cars.

Firemen on the Harriman line have given an ultimatum and all will go out unless their demands are complied with.

Great Britain wants Congo annexed by Belgium.

Business throughout the United States for 1906 broke all former records.

Wholesale fraud has been discovered in the management of an Alabama railroad.

Dowleites denounce Voliva, the general officer of Zion City, as being the devil.

One person was killed and many injured by a runaway electric car at Cincinnati.

A San Francisco Japanese paper advocates the assassination of President Roosevelt and the mikado.

Every blue law remaining on the statute books of Massachusetts is being enforced by the Boston police commission.

Five tramps were killed in a freight wreck on the S. P. near Truckee, Cal.

The pope expresses a desire for martyrdom in the cause of the church and urges French clergy to resist the state.

The Columbia jetty is almost certain to get \$1,000,000 from the present congress and the Celilo canal \$200,000 cash and authority for as much more.

The Russian government has suppressed General Kuropatkin's book on the recent war with Japan.

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

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

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 representing at the Algiers convention regarding Moroccan reforms have ratified the treaty.

PORTLAND MARKETS.

Domestic Fruits—Apples, common to choice, 60¢ to 75¢ per box; choice for fancy, \$1.20 to 1.50; pears, \$1.00 to 1.50; cranberries, \$1.50 to 1.75 per barrel; persimmons, \$1.50 per box.

Vegetables—Turnips, 90¢ to \$1.00 per sack; carrots, 90¢ to \$1.00 per sack; beets, \$1.25 to \$1.50 per sack; horseradish, 90¢ to 1.00 per pound; sweet potatoes, 25¢ to 30¢ per pound; cabbage, 1 1/2¢ to 2¢ per dozen; cauliflower, \$1.25 per dozen; celery, \$3.75 to \$4.25 per crate; lettuce, head, 30¢ per dozen; onions, 10¢ to 12 1/2¢ per 30¢; bell peppers, 8¢; pumpkins, 2¢ per pound; squash, 2¢ per pound.

Onions—75¢ to \$1 per hundred.

Potatoes—Oregon Burbanks, fancy, \$1.00 to 1.25; common, 75¢ to 85¢.

Wheat—Club, 65¢ to 66¢; bluestem, 62¢; valley, 66¢; red, 63¢.

Oats—No. 1 white, \$2.25 to 2.40; gray, \$2.00 to 2.15.

Barley—Feed, \$21.50 to 22 per ton; brewing, \$22.50, rolled, \$23 to 24.

Rye—No. 1, 40¢ to 45¢ per cwt.

Corn—Whole, \$2.25; cracked, \$2.75 per ton.

Hay—Timothy, No. 1, \$13 to 14 per ton; Eastern Oregon Timothy, \$14 to 16; clover, \$8 to 8.50; cheat, \$7.50 to 8.50; grain hay, \$7.50 to 8.50; alfalfa, \$11 to 15; vetch hay, \$8 to 8.50.

Butter—Fancy creamery, 32 1/2 to 35¢.

Butter Fat—First grade cream, 33 1/2¢ per pound; second grade cream, 32¢ less per pound.

Eggs—Oregon ranch, 30¢ to 32¢ per dozen.

Poultry—Average old hens, 13¢ to 14¢ per pound; mixed chickens, 12¢ to 13¢; spring, 14¢ to 15¢; old roosters, 9¢ to 10¢; dressed chickens, 14¢ to 15¢; turkeys, live, 17¢ to 18¢; turkeys, dressed, choice, 20¢ to 22¢; geese, live, 12¢ to 13¢; ducks, 15¢ to 16¢.

Veal—Dressed, 5 1/2¢ to 5 1/4¢ per pound.

4¢ to 5¢ dressed, 1 1/2 to 2¢ per pound; cows, 4¢ to 5¢; country steers, 4¢ to 5¢.

Mutton—Dressed, fancy, 8¢ to 9¢ per pound; ordinary, 6¢ to 7¢.

Pork—Dressed, 6¢ to 8¢ per pound.

Hops—11 to 14¢ per pound, according to quality.

Wool—Eastern Oregon average best, 13¢ to 18¢ per pound, according to shrinkage; valley, 20¢ to 22¢, according to shrinkage; mohair, choice, 26¢ to 28¢.

ARMS SHIPPED TO CUBA.

Secretly Smuggled and Troops Are Now Searching for Them.

Havana, Jan. 2.—A statement is made here that several thousand rifles and machine guns represented to have been landed in Pinar del Rio province and hidden in the woods near Mariel, have been secretly taken away. The recent movement of troops and police, which was considered mysterious in the light of Governor Magoun's statement that there was no fear of an uprising in Cuba, is explained by this announcement, as it is known that the movement is in the nature of a search for these arms. The possibility of a clash between Cubans and American troops is considered remote, as their relations are good. The natives, however, are plotting against one another.

Just who is responsible for the shipment of the arms into Cuba is not known. One theory is that the arms were purchased by the former liberal junta in New York and shipped to Cuba in the use of the last movement. It is feared that the arms are now in the possession of the negroes in the province. There are indications that it is going to be difficult to repress disorder by the growing bands of negroes, who are burning corn fields and tobacco barns, robbing estates and stealing cattle.

FAVORS RAISING SALARIES.

Senate Committee May Restore the Amendment Rejected by House.

Washington, Jan. 2.—The subcommittee of the senate committee on appropriations, which for the last week, has been considering the legislative, executive and judicial appropriation bill, has considered the question of increasing the salaries of senators and representatives, and now it seems probable that the subcommittee will recommend an advance of 50 per cent on congressional salaries. The subcommittee is practically unanimous in the opinion that such an increase should be made, but there is a general feeling that the house should have inserted the provision.

It also looks as if the committee would recommend that the provisions for increasing the salaries of the vice president, speaker and cabinet officers, be eliminated unless a corresponding increase is secured for senators and members of the house.

Many members of the committee think the senate should be given an opportunity to pass on the subject, and will advocate the incorporation of an amendment in the bill by the committee covering the entire subject.

RAILROAD IS NOT LIABLE.

Employers' Liability Act Declared Contrary to Constitution.

Louisville, Jan. 2.—Judge Walter Evans, in the Federal court today, declared the employers' liability act unconstitutional. The administration is given in the case of the administratrix of N. C. Brooks vs. the Southern Pacific railway, and is believed to be the first act passed in connection with this act.

The alleged cause of action occurred in Kansas. The husband of the plaintiff was killed in a railroad accident and suit was brought under this act for \$25,000 damages and an amount sufficient to cover the cost of expenses incident to death. The court holds that the act in effect would regulate commerce within the state as well as interstate commerce and is therefore unconstitutional. The demurrer of the Southern Pacific railroad to action for damages is sustained.

Livestock Convention Called.

Denver, Jan. 2.—A call has been issued to all live stock associations, livestock producers and members to attend the tenth annual convention of the American National Livestock association, to be held at the Broadway theater, Denver, January 22 and 23, 1907. Many important questions are to be considered, among them inferior railroad service, from which shippers have suffered so disastrously and for which the association has already taken vigorous steps to relieve. The subjects of forest reserves and grazing lands are also to be considered.

Ask Jan. 2.—It is reported that a petition for an American protectorate is ready to be sent to Washington from Remedios, the wealthiest district in Cuba, signed by 200 native Cubans.

Another petition from Cienfuegos is soon to follow, signed by several hundred property owners. In other parts of the island, it is stated, similar petitions are in course of preparation. A weekly newspaper advocating a protectorate, as a means of settling the Cuban situation, will probably be issued.

Wanted to See Train Wrecked.

Salt Lake City, Jan. 2.—Roy Swartsager, the young telegraph operator who was arrested yesterday following the wrecking of an Oregon Short Line train at Peterson, Utah, which caused the death of Engineer McFeeley, and serious injury to two other trainmen, has confessed that he alone caused the wreck. The youth, who is a son of the station agent at Peterson, admits that he was prompted to the deed by a desire to see the long freight train plunge into the river below. Five farmers arrested yesterday have been released.

Great Storm Strikes Russia.

St. Petersburg, Jan. 2.—The storm that passed over Great Britain at Christmas time has reached Western Russia, where falls of snow are reported and railroad communication is paralyzed. Many of the lines are entirely interrupted. Dispatches from Orsha and Borisov say that all business is suspended. Seven persons have perished in the snow at Mohilev. The snowstorm continues.

New Laws Begin With New Year.

Washington, Jan. 2.—Yesterday marked the beginning of the life of several legislative acts of congress. Among them are the anti alcohol law; the pure food law, the first pass section of the interstate commerce law, the modification of the navigation laws, the simplification of enrollments and licenses, and a law with reference to the licensing of druggists in the District of Columbia.

OFFER HIGHER PAY

Secretary Hitchcock Proposes a Plan to Keep Employees.

GOVERNMENT SALARIES TOO LOW

Scores of Postal Clerks Will and Efficiency of Service Will Be Jeopardized.

Washington, Dec. 31.—Failure at this time to increase materially the compensation of postal employees, thus keeping pace with the advancing wages in other lines of employment, will seriously jeopardize the efficiency of the service. This statement was taken from the annual report of First Assistant Postmaster General Hitchcock, made public today. The post of general legislation to make the postal service under the circumstances more attractive in order to retain present employees and as an incentive for good men to enter the service is treated extensively by Mr. Hitchcock, who proposes a plan for the consideration of congress.

Resignations from the service have increased at an alarming rate and the standard of men going into the service has greatly deteriorated in the last fiscal year. Mr. Hitchcock's report shows that in the first and second class offices there were approximately 20,000 clerks in the grades ranging from \$600 to \$1,000 and of these clerks 2,340 or about 12.3 per cent resigned during the year. Of 23,000 letter carriers attached to these offices, 601 or about 2.6 per cent voluntarily left the service.

Mr. Hitchcock recommends establishing for both clerks and carries six grades of compensation, the annual salary to be \$600 for the initial grade, \$800 for the second grade and for the four succeeding grades \$900, \$1,000, 1,100 and \$1,200 respectively, and providing for the advancement of clerks and carriers in first class offices from \$600 initial grade to \$800 after one year's service, to \$900 after two years' service, and for the advancement of clerks and carriers in second class offices to \$800 after one year's service and to \$900 after two years' service.

FOG CAUSES WRECK.

Thirty-five Killed and Many Injured in Suburb of Washington.

Washington, Dec. 31.—An appalling disaster resulting in the death of about 35 persons and injuries, as far as can be learned, to about 500 persons, occurred at 6:30 o'clock last night on the Baltimore & Ohio railroad at Terra Cotta, a suburb of Washington. The freight train, which was loaded with 800 cases of canned goods, was run into by a train made up entirely of eight empty coaches bound from the West for Washington.

The engine could not see the block on account of the heavy fog and plunked ahead on his mission of death. A dense fog and drizzling rain prevailed during the day and the night and to the inability of the engineer of the rear train to see the signal showing that another was in the block is attributed the accident. The grade at the place where the accident occurred is downward and the tracks were slippery.

The wrecked train was composed of an engine, smoking car and two day coaches. The two rear coaches were reduced to kindling wood, and the rear of the smoker was telescoped. So great was the impact that the local train was scattered along the track for a considerable distance. Fortunately the wreckage did not take fire.

Traffic was delayed by the accident, and it was after midnight that the bodies of the dead could be brought to the city. There was an entire absence of any attempts at theft. As soon as possible the bodies were covered and laid aside to await the coming of the train sent from the city.

From the appearance of the bodies it is believed that nearly all of the victims were killed outright or died within a few minutes after the accident.

Report Filed on Townsite Fraud.

Washington, Dec. 31.—The report of William Dudley Fonke, sent to the Indian Territory by President Roosevelt to report on the townsite fraud, has been received by Secretary Hitchcock and by him turned over to the law officers of the Interior department. Its publication will not be made for some weeks, if at all. It covers but one feature of affairs in the Indian Territory, and until other reports received by similar matters are received by the secretary nothing will be given out in relation to the subject.

Russia Delays Fixing Date.

Russia, Dec. 31.—Fixing some time Great Britain has been trying to induce Russia to fix a date for the next Hague peace conference, but thus far without success. It has been urged that May would be the most convenient month, but although this suggestion was made early in the fall, no reply has been received. The British delegates probably will include a cabinet minister in addition to James Bryce, the newly appointed American ambassador. However, the delegates will not be announced until something is heard from Russia.

Want Japan to Show Spite.

Victoria, B. C., Dec. 31.—Advice were received today by Steadman Turner, from Yokohama, that considerable opposition is being developed in Japan of the anti-American feeling as a result of the proposed visiting of a Japanese fleet to the Jamestown exhibition and United States ports. An influential member of the house of peers is quoted as saying the proposed outfit of 400,000 to send the fleet must not be approved.

Give Pope Money to Fight France.

Rome, Dec. 31.—The pope has received many important donations to help him in the \$400,000 from Emperor Francis Joseph of Austria and \$400,000 from Cardinal Vashary, archbishop of Grau, Hungary.

EUROPE CRIPPLED.

All Communication Stopped and Some Lives Lost by Storm.

London, Dec. 31.—It has been many years since Great Britain has been visited by a storm of such severity as this week. From France, Belgium, Switzerland, Germany and Austria, all along the same line is reported of heavy snow storms, interruption of telegraphic, telephonic and railroad communication, loss of life and general discomfort.

While Great Britain as a rule escapes winter weather, it 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 killed in a serious railroad accident near Arbroath, Scotland, in which about 50 persons were killed or suffered serious injury.

Railroad traffic on the north of England and especially Scotland is becoming completely stopped. Large towns like Edinburgh, Dundee and Perth are almost isolated. The telegraphic services are discontinued and the world is completely unconnected but for the extension in recent years of the extension with equal severity in Northern Wales and in Ireland.

DREDGES TO DIG CANAL.

Commission Calls for Bids for Two With Pile 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 dredges 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, 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.

Business has been current at the beginning of the new year. The Mr. Hill would retire, but the magnate has been as hard as work as ever. Despite his 67 years he is as strong intellectually as he is 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 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 much as he would like.

Severe With Race Riots.

Atlanta, Ga., Dec. 29.—The citizens committee, appointed after the September riots made its report today. The report shows that 13 persons were killed and 70 wounded. Of the dead, two were females and ten males. Two were negroes and 11 white. Of the wounded, two were negroes and 65 white. As a result of the riots, the report says, good citizens have been driven away. Concluding the report says: "As a number took part in this assault it is clear that several hundred murderers or would-be murderers are at large."

Railruil Prepares for War.

Tangier, Morocco, Dec. 29.—According to the best information obtainable, Railruil has refused to resign. His government, and has sent his protection 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 reading a letter from his government promising 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 Kozlovskoff has decided to place \$5,000,000 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.—Quarter-master 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 the Francisco. Secretary Taft, upon the reconvening of congress, will ask for authority to use one of these vessels for the relief mission.

FEAR INSURRECTION

New Elections in Cobb May Not Settle Troubles.

WHAT MAY MEAN ANNEXATION

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

Washington, Dec. 29.—Occasional rumblings or popping of little sidewalk insurrections 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 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 level 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 intervention there will be an effort by a certain element to force annexation, instead of our ablest statesmen insist on something that comparatively few people in this country want. The administration recognizes the embarrassing situation that may confront it, 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 expulsion of Japanese pupils from the public schools of San Francisco, arrived last night and will be at the department tomorrow. Mr. Devlin refused to discuss his mission, stating that the matter is in the hands of the attorney general.

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 Northern Pacific, the Union Pacific, the Lake Shore & Michigan Southern, and the Chicago, Burlington & Quincy and three against the Santa Fe.

Pay Canal Workers on Holidays.

Washington, Dec. 29.—Chairman Shonts, of the Isthmian Commission, has announced today that the commission had decided to pay the employees on the isthmus whose compensation is fixed on an hourly basis, for January 1, February 22, May 30, July 4, Labor Day, Thanksgiving Day and December 25. The compensation for these employees will be on the basis of an eight hour day. This will grant pay for the holidays to all the skilled mechanics employed on the canal zone, who number about 3,000.

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 Shiskoff, 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. Shiskoff, "when the famine was less serious, we had \$4,000,000. But now, when it is greater, we have only \$500,000." Mr. Shiskoff estimates that about 30,000,000 persons 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 afternoon. 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 motor, 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 train, 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 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 crew 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 Get Three Prices for Carrying Mail.

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 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 handling 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 than reduce its outlay for the transportation of mail, 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 would then get as good rates as the express companies."