

AROUND THE WORLD

American Battleship Fleet Will Make the Circuit.

LEAVE SAN FRANCISCO JULY 6

Disappointment on Coast—Fall Target Practice in Philippine Waters—Japan Not on Route.

San Diego, Cal., March 14.—News that the "American battle fleet" is to undertake a tour of the world within two months after its arrival at San Francisco on May 5...

Admiral Evans, who will relinquish command of the fleet during its forthcoming voyage, is expected to be accompanied by his wife...

Washington, March 14.—Admiral Evans' battleship fleet, after leaving San Francisco, will visit Hawaii, Samoa, Melbourne and Sydney, Australia...

Leaving the Australian waters, the vessels are to go to Manila and while in the Philippines the annual fall target practice will be held. Thence they will return to the United States by way of the Suez Canal...

Mr. Metcalf today made public a copy of a letter addressed to Secretary Root, March 2, by Ambassador Bryce supplementing the invitation...

San Francisco, March 14.—The protected cruisers Charleston, St. Louis and Milwaukee, which arrived from Magdalena Bay yesterday...

Seattle Hears From Fleet. Seattle, March 14.—Wireless signals and bits of messages from the American battleship fleet at Magdalena Bay have been caught in Seattle.

Wasp Fleet in Canal Zone. Panama, March 16.—Lieutenant H. I. Cone, commander of the American torpedo boat flotilla, and other officers and men were delighted with their reception here.

China Salutes Japan's Flag. Tokio, March 16.—A satisfactory settlement of the Tatsui affair was announced this morning. China has conceded all the Japanese demands.

Congratulations From Berlin. London, March 16.—A special despatch to the Daily Mail from Berlin says that the Emperor sent warm personal congratulations to President Roosevelt on the arrival of the fleet at Magdalena Bay.

WORST STORM OF WINTER.

Railroad Traffic Stopped Throughout Pacific Northwest.

Portland, Mar. 15.—While no serious property damage has been reported, the heavy storm of wind and rain that has been raging without let up since Friday is by all odds the worst of the past year.

Passenger traffic on the O. R. & N. has been completely tied up since Saturday afternoon at the result of an enormous landslide at Wyeth. No east or westbound trains have been sent through in 36 hours, and the track will not be cleared before today.

Many of the passengers who had left on one or the other of these trains were routed via the Northern Pacific, but it is doubtful if they will succeed in getting through, because a number of heavy slides have occurred on that road between here and Tacoma.

Hood River people sat in darkness last night. Churches, hotels, and such considerable amount of light was illuminated by kerosene lamps, lanterns and ancient tallow dips.

The volume of water rushing down Hood River is greater than at any time since its power was harnessed. Only an intermittent telegraph and telephone service was possible and conditions promise to be worse today.

Pendleton is also in a bad, if not in a very serious way, for the Umatilla river raged like a torrent all day yesterday and is rising at the rate of four inches an hour...

Williamette valley points are apt to suffer considerably, though no great damage has been done so far and the train service on the Southern Pacific has been maintained without interruption.

The amount of rainfall for the 24 hours just passed has exceeded for the month of March three times since the establishment of a weather station at Portland. In date of the winter season, there was 1.833 2.25 inches in 1902 1.85 inches in 1903 2.25 inches in 1904...

The wind attained a velocity of 52 miles an hour at North Head and at Tatoosh Island. The general direction was south and southwest. The storm is moving rapidly eastward and this morning is over the British Columbia. Storm warnings are still out over coast ports and strong southerly winds are looked for today.

Elma, Wash., March 16.—Heavy, continuous rain has prevailed in the Chehalis valley for several days past. The Chehalis river, running over its banks, is still rising and the highest water in many years is now expected at Portland. There was a steady downpour of heavy rain all through the night, and it continues today unabated.

Not a log will be left in any of the creeks and rivers, every driving stream will be swept clean, and as great is the flood raging through Chehalis county at this time. Logs that have hung for years on gravel bars and high banks will go down to the booms on Grays Harbor.

Fire Makes 300 Ides. Trinidad, Colo., March 16.—Fire, supposed to have been caused by crowded electric wires, destroyed the coke washer, tipples, engine house and chemical laboratory of the Colorado Fuel & Iron Company's mine at Sopris, five miles west of here today, entailing a loss estimated at \$200,000.

Food Poisoners Rejoice. Washington, March 17.—According to a report today, the enemies of Dr. Harvey W. Wiley, the originator of the "poison squad" and the persistent foe of adulterations in foods and drugs, have forced him into an intolerable position, so that it may not be surprising if he quits the department of agriculture.

Broaden Scope of Schools. Washington, March 17.—At a meeting of the advisory council and members of the national congress of mothers held at the White House today, a letter was read from Commissioner of Education Brown, endorsing the movement for which the congress has stood from the beginning, looking to the use of public buildings for meeting purposes to accomplish an extension of the influence of the schools.

DOINGS OF THE SIXTIETH CONGRESS

Tuesday, March 17

Washington, March 17.—The senate late this afternoon, without a dissenting voice, confirmed the nomination of John McConner, of Pennsylvania, as assistant attorney for Oregon, terminating one of the longest and most bitter patronage fights in the history of Oregon.

Mr. McConner's commission will be made out immediately and will probably be forwarded by mail tomorrow. Upon its receipt he will take the oath of office and, upon telegraphing the attorney general that he has done so, will be directed by wire to take full charge of the district attorney's office.

Washington, March 17.—The senate committee on finance today voted unanimously to amend the Aldrich financial bill by eliminating railroad bonds as security for national bank circulation, it also decided to amend the bill so as to retain the provision of the present law prohibiting the retirement by national banks of more than \$9,000,000 of circulation in any one month.

Further debate was cut off when 2 o'clock arrived, as that hour had been fixed for a set speech on the current bill, but Fulton will present the commission's report and continue his fight.

Washington, March 17.—The western senators who stood out against the railroad bond feature of the Aldrich currency bill won a significant victory today when the finance committee adopted an amendment eliminating railroad bonds from among the securities that may be used as a basis for the issue of national bank currency.

Monday, March 16. Washington, March 16.—There was no executive session of the Senate this evening, therefore the nomination of John McConner as district attorney was not confirmed.

Washington, March 16.—The report lies over for one day before the confirmation, unless immediate action is taken. The senate will undoubtedly confirm the nomination Wednesday.

Washington, March 16.—By the vote of three to two, the subcommittee of the senate committee on judicial affairs today declared unconstitutional all of the bills intended to remove federal barriers against the police exercising control of their police power for the regulation of the liquor traffic.

Washington, March 16.—The fortifications bill, which carries a total appropriation of \$8,210,611, instead of the \$38,443,945 asked for by the war department, was reported today to the house committee on appropriations by Smith of the subcommittee on appropriations.

Washington, March 16.—The bill providing for the army budgeting extra officers for the army, which would add 651 officers to the army distributed as follows among the grades: Thirty-six colonels, 54 lieutenant colonels, 96 majors, 162 captains, 44 lieutenants and 126 second lieutenants.

Washington, March 11.—President Roosevelt today, in a special message to the senate, calls attention to the fact that the senate committee has found that the charges of participation in the Brownsville riot, which caused him to dismiss companies B, C and D of the Twenty-fifth infantry, were substantiated, and asks the senate to pass the special law extending the statute of limitations which those who established their innocence may be reinstated.

Washington, March 14.—Representative Burton, of Ohio submitted to the house his minority report as a member of the banking and currency committee, dissenting from the majority report, which recommended the passage of the Fowler currency bill. Mr. Burton's report concerns itself with his reasons for opposing it, and makes no reference to either the Aldrich or the Williams bill, the latter measure having been recommended by the Democratic members in a minority report.

Washington, March 11.—Determined and persistent assault on the postoffice appropriation bill in the house today resulted in amplification of that measure in many important parts, despite the protests of Chairman Overstreet and the committee.

Washington, March 12.—An appropriation bill for the postoffice department, which had called on the president at the latter's request to disburse legislation, expressed the opinion that this session would be kept within \$900,000, exclusive of appropriations for battleships. The total appropriations in the last congress were \$920,000,000, and it was hoped to reduce the appropriation this year to about \$20,000,000.

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JOKER IS FOUND.

Townsend Exposes Trickery in S. P. Land Grant Suit.

Washington, March 13.—At today's meeting of house public lands committee, alleged "innocent purchasers" of Oregon & California railroad land and their counsel were heard at length in behalf of the amendment to the bill for the resolution which would validate practically every sale heretofore made by the railroads, but cross-questioned by the witnesses by B. D. Townsend, who investigated the land grant clearly developed the fact that the proposed "innocent purchasers" amendment contains a joker which in reality would have fully protected the railroad company against any suit which the department of justice might institute.

In practically every argument made it was notable that counsel laid more stress upon the interests of the railroad company than upon the interests of their purported clients, yet each one, when cross-questioned discovered any interest in the railroad company's affairs. In connection with the plea of attorneys, it was observed that General Land Agent Eberline, of the Southern Pacific, who blocked sales of railroad land in and after 1902, was present, together with L. E. Payson, eastern counsel for the Harriman railroads, and Mr. Rich, a New York banker, who holds \$20,000,000 of the Oregon & California company's bonds.

Mr. Townsend called attention to the fact that in 1870 the East Side Co. conveyed its entire grant to the Oregon & California Co., so that the company, under the proposed amendment, could be regarded as a "purchaser for value and without fraud." The same is true of the West Side grant under the same act of 1870. Moreover, there are two trust deeds of 1881, which convey the entire land grant to the preferred stockholders of the railroad company.

On July 1, 1887, a \$20,000,000 mortgage was given to the Union Trust Co. Upon cross-examination by Mr. Townsend it was admitted by the attorneys that if any of the amendments proposed by them should be adopted, it would validate all these conveyances and thus defeat the entire suit of the government against the railroad company. Not one amendment was proposed in the name of "innocent purchasers" which would not fully protect the railroad company.

Washington, March 12.—By a tie vote, a motion was lost today in the house committee on military affairs to report favorably the Dawes bill creating a roll to be known as the volunteer retired list and placing thereon a retired pay, the surviving volunteer officers of the army, navy and marine corps of the civil war. Estimates indicated that by the first year's operation of such a law would cost the government \$11,000,000.

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Washington, March 13.—The appearance of the first lady of the land served to attract a large attendance at today's session of the first international congress on the welfare of the child which is being held under the auspices of the National Mothers' Congress. Mrs. Roosevelt, who is a life member of the Mothers' Society, was accompanied by Mrs. Cowley, wife of Admiral Cowley, and sister of President Roosevelt, and her secretary, Miss Hagner.

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Washington, March 13.—The ships of Admiral Evans' fleet will take their turns at the targets in divisions, of which there are four, comprising four vessels each. It will rest with Admiral Evans as to whether the regular divisions are sent to the range in regular order or as circumstances dictate.

Washington, March 13.—It is learned here that the cruiser Maryland, captained Chaney Thomas, will be awarded the trophy for the best showing made by battleship class vessels during the recent practice at Magdalena Bay. All ships of this class make a better showing than at target practice on the Eastern coast. In practice with six-inch guns the St. Louis made the highest average, with the Maryland and Charleston making a second record with their opponents.

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NEW HILL ROAD DONE

Driving of Golden Spike Marks Completion of North Bank.

Excursion Run from Vancouver. Ceremony Took Place at Sheridan's Point, West of Stevenson—Site of Old Blockhouse.

Vancouver, Wash., March 12.—In the presence of 500 cheering people, who traveled 50 miles to witness the ceremony, the golden spike was driven in the North Bank road yesterday afternoon. The exercises were held at Sheridan's Point, three miles west of Stevenson, Wash., and although they occupied but a few minutes, were impressive.

The gray old mountains that looked down on the coming of the tiny canoes of Lewis and Clark, over 100 years ago, stand all around the spot where the last spike was driven yesterday. Almost on the very place where the last rail was laid, an old blockhouse, erected by pioneers, withstood the repeated attacks of Indians and after it had served its purpose, was washed away by a flood in the Columbia river.

The special train that was run to Lyle yesterday over the new Spokane, Portland & Seattle railway was made up at Vancouver, and the people who attended the ceremony of driving the spike were guests of the business interests of Vancouver and the new railroad.

The driving of the golden spike took place on the trip up the river, the train being halted at Sheridan's point for the purpose. E. E. Beard, editor of the Vancouver Columbian, was master of ceremonies and held the golden spike that was to be the final bond linking the Island Empire with the cities of the seaboard. He introduced Mayor Green, of Vancouver, who made a short talk.

George H. Himes, secretary of the Oregon Historical Society, was introduced and dwelt on the historic significance of driving the golden spike of the new road where the pioneers took refuge from the attacks of the Indians. Charles H. Carey, of Portland, counsel for the Hill lines in this territory, was called upon and responded with a speech.

The golden spike was then driven. Judge Carey struck the hammer and handed the gilded hammer over to Mayor Green, who, in turn, gave way to George H. Himes. Superintendent Forest, of the new road; H. Fairchild, representing Governor Mead, of Washington, who was unable to be present; C. T. Giesentanner, editor of the Pasco Express, representing the present terminus of the North Bank road; H. M. Adams, general freight and passenger agent for the new line; James McLaughlin, of the United States army; Richard Porter, of the contractor firm of Porter Bros. & Welch, who constructed the new line; James P. Stapleton, and Vancouver, tapped the spike in turn, and N. D. Miller, chief engineer, was called upon to drive the spike home. As he did so he was loudly cheered, and the new road was formally completed.

The track was completed on Washington's birthday, but the golden spike was driven at the place where the last rail was laid. The line will be opened for traffic next Monday morning from Vancouver to Pasco, a distance of 221 miles. Work is now going forward on the line between Pasco and Spokane, making the total length of the road when completed, 380 miles. It is expected to have the entire line in operation between Portland and Spokane by the end of the present season. Train over the road will be running into Portland, it is expected, by next June, upon completion of bridges across the Columbia and Willamette rivers.

St. Louis, Mo., March 12.—The old prairie schooner in which Ezra Meeker crossed the plains in 1852 is in St. Louis enroute back to D. C., where Meeker saw President Roosevelt in behalf of the movement to mark the Oregon trail. Paused by a span of Durham oxen the old schooner, containing W. B. Markon and his bride, reached St. Louis last evening and were followed all over the down town streets by large crowds. Meeker himself arrived yesterday by rail from Cincinnati.

Los Angeles, Cal., March 13.—Articles of incorporation of the Los Angeles & San Francisco Short Line Railroad company, with a capital stock of \$2,000,000 were filed here yesterday. The purpose of the company is to build a line to San Francisco, cutting off at least 100 miles from the distance covered by any of the roads now constructed between here and the Northern city. The line has already been surveyed. It is said that Eastern capitalists are behind the proposition. Connection with the Western Pacific is denied.

Pekin, China, March 12.—The negotiations between China and Japan regarding the Tatsui Maru, the Japanese steamer that was seized by China February 7 on the ground that she was conveying arms and ammunition to Chinese revolutionists, are proceeding on the basis of China's offer to compromise on condition that Japan puts a stop to the importation of arms and ammunition from Japan to enter Chinese territory. China seems to be holding her own.

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BIRDS IN CAPTIVITY.

An Industry that Furnishes Remunerative Employment to Many.

Few people are aware of the extent of the traffic in cage birds in this country. Over 300,000, chiefly canaries, are imported every year. That seems a great many until one reflects that they are scattered over a wide area, and distributed among a great many people.

Of the total importation last year 274,914 were canaries, and 47,383 were made up of other varieties, 67,000 being parrots. Most of the canaries are raised in the Haritz mountains in Germany, where the trade amounts to \$300,000 a year. Their average wholesale price ranges from \$30 to \$15 per dozen, though a very fine singer will sometimes bring \$150. A great number of variations of the canary has been produced by breeding, and some of them, though inferior as songsters, bring high prices for their shape and color.

The parrots come from almost all the tropical countries—Australia, Cuba, Mexico, Central and South America, and Africa, and the African gray parrot is undoubtedly the best talker, and sometimes seems to show human intelligence in its speech. They are imported in large lots.

The variety of other birds introduced from Europe is very great. There are bullfinches and goldfinches, skylarks and chaffinches, thrushes, blackbirds and the real robin redbreasts. Some few nightingales come also, but these are very insignificant. From the East there are also a large number of favorite cage birds, Java sparrows, Japanese robins, Japanese wrens, strawberry finches, and the shama thrush and bulbul from India. Few African birds sing, but many are imported for their beauty of plumage. This is true also of Australia and South America, in both of which countries some very brilliant species are found. There was formerly a large trade in our domestic birds. Mocking birds, bluebirds, cardinals, tanagers, indigo birds, and nonparrots were trapped not only for home use, but were exported in large numbers and were bred in foreign zoological gardens.

Now, however, that bird protective legislation has been adopted in most of the States, there is very little trade in them, and they are becoming correspondingly more plentiful in their native haunts.

The principal bird importers keep men in the field to capture them, nets being generally used. They are shipped in large boxes holding from 100 to 150, and a caretaker goes with them.

Canaries come in small wicker cages, which are crated together. They are far the more popular of the feathered tribe. One department store in Philadelphia sold 4,000 at Christmas.

It is remarkable that no one in this country should have taken up the raising of cage birds as a business, and still more remarkable that there should be so few aviculturists here. Hundreds of country places have extensive hothouses and cultivate exotic plants and flowers at great expense. Would it not be equally possible and much more interesting to possess a choice collection of rare and beautiful birds, with their brilliant, varied plumage, their graceful, fascinating movements and their wonderful faculty?—(Continued) Enquirer.

Thrift. A certain farmer who is noted for his closeness in money matters has a 12-year-old son, who is as industrious as his father is parsimonious. As recently the father and son made a compact whereby the latter would receive 10 cents for every cord of wood he sawed and piled in the woodshed. Immediately the boy became very busy at the woodpile and his earnings have been piling up at a rapid rate. His mother keeping her son's hard-earned savings for him.

What are you going to do with all your money? The thrifty youth was recently asked. "I'm going to buy a new saw with it," was the reply.

The Ducky's Vocabulary. An old colored woman, aggrieved in a rusty black dress and a gorged purple hat, appeared at the Court House of a Carolina town. "Am yo' de judge ob reprobrates, sah?" she asked, cautiously opening a crack of the office door. "Yes, I am the judge of probate, anity. What can I do for you?" was the smiling reply. "Yassah! Tanky, sah! I's been 'cause mah ole man died westered an' 'fo' fo' ill indles, an' an wastered 'spointed ter be dere executioner, of yo' please, sah."

Who Was the Man? While walking upon an unfrequented path I met an aged man who was carrying two lighted lanterns. Recognizing him, I cried: "Ah, Diogenes, isn't it about time you gave up your search for an honest man?" "Friended," answered he, "I am often tempted to desist. But you mistake the object of my quest. I found an honest man several centuries ago. I am hunting now for an absolutely truthful woman."

And he passed on, weeping, for he had far to go.—Life.

It often happens that when a farmer's team runs away, an automobile is not as much to blame as the jug in the wagon.

Some people are only ingenious in the matter of excuses.