

WEEK'S DOINGS

General Review of Important Happenings Presented in a Brief and Condensed Form.

The greatest battle of the war is at hand near Mukden.

The Japanese are tightening the lines around Port Arthur.

The Russian warships at Vgo expect to remain for two weeks.

China will allow no more contraband to pass through her ports.

A Memphis, Tenn., building collapsed, burying a number of persons.

The jury in the Ames case has again disagreed, and Minneapolis ex-mayor, indicted for grafting, is likely to go free.

Rothschild has guaranteed the success of the entire loan of \$270,000,000 to be floated by Russia the first of the year.

Russian papers are warning the public not to be too sanguine of an entirely satisfactory settlement of the trawler affair.

The St. Louis fair has reduced the balance due upon the United States government loan of \$4,600,000 to \$191,851.

With both employers and employees confident of victory, engineers in Illinois coal mines have gone on a strike against a reduction in wages.

Another great strike is threatened in Italy.

John W. Gates has made \$4,000,000 in four months dealing in stocks.

Admiral Rojestvensky, commanding the Baltic squadron, has resigned.

Charles Sweeney, of Spokane, may build a \$1,000,000 hotel in Portland.

Japan wants an airship to use in exploding dynamite over Russian forts and ships.

The work of rescuing the men entombed in the Colorado coal mine is proceeding slowly.

The admiral commanding the Russian Baltic fleet clings to his story that he was attacked first.

The commission to fix the blame for the North sea incident will be composed of five members.

From October 9 to 18 the Russians place their loss in killed and wounded at 800 officers and 45,000 men.

Captains Joseph Kuhns and John F. Morrison, American attaches with the Second Japanese army, have been recalled and ordered to Washington.

A big forest fire is raging in the Blue Ridge mountains in New Jersey. Over 10,000 acres have been devastated.

Ex-Governor Nash, of Ohio, is dead.

Viceroy Alexieff has left for St. Petersburg.

The Japanese have taken several more torpedoes from Port Arthur.

Unimportant fighting continues south of Mukden with the odds about even.

Wholesale frauds have been discovered in the Santo Domingo customs service.

The 1905 meeting of the Trans-Mississippi congress will be held in Portland.

General Stoessel has wired the czar good bye and says Port Arthur will be his grave.

The cruiser Cloumbia is to be fitted for sea at once to carry Secretary Taft and party to Panama.

Germany is not looking for trouble and will take no part in the dispute between Russia and Great Britain.

The Russian battleship Sevastopol, at Port Arthur, has been damaged by Japanese shells and two steamers sunk.

All danger of war between Russia and Great Britain is over. The trouble growing out of the Baltic fleet firing upon the fishing vessels will be referred to an international commission under The Hague court.

The Japanese army in Manchuria have resumed the offensive. The Russians are reported to have lost a number of important positions.

The great New York subway has been opened for traffic.

Chinese at Mukden expect severe fighting and are closing up their business affairs.

The skipper of a Swedish steamer declares that his vessel was chased and fired upon by a Russian cruiser previous to the Hull affair.

The Tribuna, a leading Italian paper, calls Rojestvensky a lunatic, and adds that if complete and prompt satisfaction is not given, war will be inevitable.

An Indiana woman admits poisoning her step-daughter and gave the judge her confession to read.

Fire on the Brooklyn water front destroyed a pier 700 feet long which was stored with cotton and general merchandise. A steamer tied to the pier was also destroyed. One fireman and one policeman are reported missing. The loss is estimated at \$500,000.

Postmaster Vanzetti, of New York, is dead.

SUNK OWN VESSELS.

Theory of North Sea Incident Finds Favor in London.

London, Nov. 2.—Considerable discussion of the theory that the Russians fired on their own ships and sank one of their own torpedo boats at the time of the North sea outrage has been heard in the last two days in the clubs frequented by naval officers.

"I confidently believe that the inquiry will substantiate my hypothesis. Of course, I don't know that any torpedo boat was sunk by Russian battleships, but if one was sunk, as Admiral Rojestvensky alleges, it must have been a Russian boat. The thing to do is to call on the Russians to produce their torpedo boats. If none has been sunk it should be possible to produce the exact number which entered the North sea a little over a week ago.

"But whatever may be the reference to the sinking of one of these craft, there seems to be no doubt whatever that two of the Russian torpedo boats reached Cherbourg in a damaged condition, bearing marks which indicate to my mind that they were the objects of attack by Rojestvensky's battleships.

"The Blesty Aschtchi had her stem battered and another boat had shot holes in her sides. It is for the inquiry board to find how these injuries were received. I notice, however, that the Blesty Archchi is getting away as fast as possible, she having already been reported as having sailed eastward from Tangier. It may be that an effort is being made to have her so far away as to make it impossible for the inquiry board to get at her officers and find out what they know about the North sea horror.

"Admiral Rojestvensky says that the torpedo boats bombarded his battleships and wounded some among his crew. That is silly, as a torpedo boat does not bombard battleships. That is not their method of attack.

"There is another method of explanation of the injured battleships. The fishermen say the Russians were on both sides of their craft and that the shots came from both ways. If that were so, it may easily happen that one of the Russian battleships, fired into another. Again the wounded among the crews of the battleships may be the survivors of the sunken torpedo boat.

"I cannot help wishing that Great Britain's arrangement with Russia provided for the detention of all the vessels of the Baltic fleet, instead of simply the four battleships now at Vigo. I believe some very important evidence is running away from us."

VITAL PARTS BARE.

New United States Vessels Are Not Properly Armored.

San Francisco, Nov. 2.—The Chronicle today says: "Naval officers have succeeded for many months in keeping secret a peculiar structural feature of the new battleship Ohio, which, in the opinions of themselves, as well as others, is nothing else than a glaring defect of a nature so serious that, as one officer expressed it, amounts to an invitation to an enemy to do the vessel enormous damage in action.

"The defect consists of omitting to put armor around the after end of the superstructure within which are mounted ten 6-inch rapid-fire guns. This omission, it is held, makes the big war vessel dangerously vulnerable in a vital part to hostile shots coming from either quarter.

"Furthermore, shells entering this place might do great damage to the engine room, the hatch of which is well at in side the casemate and a shell bursting inside the casemate armor would probably send fragments into the engine room.

"The fault does not lie either with the builders or the naval constructors detailed to supervise the work. The Ohio was built strictly according to the plans and specifications which were made in the navy department in Washington under the direction and scrutiny of the board of construction."

The Chronicle further says: "The Ohio is not the only one of the new battleships with this fault. Her two sister ships, the Maine and the Missouri, as well as the Wisconsin, Alabama and the Illinois, have this omission."

Big Elevator Collapses.

Buffalo, Nov. 2.—The Ontario elevator collapsed today and sank into the waters of the Evans slip. The elevator contained about 370,000 bushels of barley, a large portion of which lies at the bottom of the slip. The loss on the grain and the building is estimated at \$350,000. Charles Bartholomy, 62 years of age, the elevator superintendent, was seriously injured. The Ontario was built 15 years ago and had been in active operation all of this season. The collapse had its origin in the weakening of the foundation.

Russian Minister Knows It.

St. Petersburg, Nov. 2.—It is practically admitted by the authorities that the Russian minister of marine is in possession of definite information that the Baltic fleet fired upon its own torpedo boats in the North sea, mistaking them for Japanese vessels. These torpedo boats, finding themselves attacked and laboring also under the delusion that the enemy was near, replied. In this manner a number were slightly damaged.

Discontented in Colombia.

Panama, Nov. 2.—Advises from Canal report that there is great discontent there and throughout Colombia.

SIXTY BURIED

Terrific Explosion in Colorado Coal Mine.

FIRE ADDS TO THE HORROR

Men Penned in Will in all Likelihood Be Cremated—Dust is the Cause of the Disaster.

Trinidad, Colo., Oct. 31.—The most terrific explosion in the history of coal mining in Colorado occurred at Mine No. 3, of the Rocky Mountain Fuel & Iron company, at Terio, 40 miles due west of Trinidad, at 1:30 this afternoon, and the number of dead is variously placed between 30 and 60 men, although the latter, it is believed, is the most correct estimate. The number reported as having gone into the mine this morning was 17 miners and four company men. This afternoon many more miners are known to have gone into the mine, and the exact number of dead may never be known, as the mine is burning and in all likelihood the bodies will be cremated.

A large number of mine officials left here as soon as word of the accident was received. Company doctors were picked up all along the line, as well as all other available physicians. United States Government Stock Inspector F. J. Foreman was at Terio when the explosion occurred.

The shaft in which the accident occurred works 80 men, and it is believed that at least 60 men were in the mine at the time. News of the explosion brought assistance from the adjacent camps and tonight hundreds of men are trying to get into the mine. Deadly fumes overcome the rescuers frequently, but their places are immediately taken by others ready to risk their lives. It is not thought possible that anyone in the mine can escape death, if they are not all dead already.

It is impossible to secure names of the dead and injured tonight. Nearly all the miners employed are Slavs. The mine is a new one, opened only a year ago, and extended 2,000 feet into the hill. The explosion is supposed to have been caused by dust. Only one body has been recovered, that of T. Duran, a driver, who was just entering the tunnel when the explosion occurred.

He was torn and burned almost beyond recognition. All mines within a radius of two miles have been shut down, and the miners will assist in rescuing the bodies of the victims.

'05 FAIR RATE IS MADE.

Railroads Will Charge \$45 for Round Trip.

St. Louis, Mo., Oct. 31.—The Transcontinental Passenger Traffic association disposed of its docketed business yesterday at the Jefferson, and adjourned last evening. For the Lewis and Clark exposition at Portland, a rate of \$45 for the round trip from Missouri river points and St. Paul was adopted by the association for four or five days during each month. From points east of the Missouri river and St. Paul, a rate of one fare for the round trip will be made up to those points.

These rates will be adopted as the basis for rates on account of several conventions to be held next year on the Pacific coast. It was decided that in all cases where St. Louis exposition tickets for exhibitors have expired before the close of the fair that the return limits shall be extended.

Tax Will Be Collected.

San Francisco, Oct. 31.—The United States attorney general has decided that Chancellor Stratton must continue to exact from the steamship companies the head tax of \$2 upon aliens in transit. The law provides that no head tax shall be collected for this class of passengers, but the department has insisted that the tax be paid in the form of a deposit, to be repaid to the companies upon proof offered by them that the alien tourists have passed out of the country 3,000 miles from here.

Steam Vessel Reinspection.

Washington, Oct. 31.—In accordance with the directions of the president, Secretary Metcalf, of the department of commerce and labor, has completed arrangements for a thorough investigation of the several districts of the steamboat inspection service except the one included in the district of New York. Rear Admiral Louis Kempff will make the inquiry in the first district, and Rear Admiral John H. Bartlett in the interior Mississippi district.

Northwest Lands Restored.

Washington, Oct. 31.—Secretary Hitchcock today ordered 58,000 acres eliminated from the Walla Walla forest reserve withdrawal in Northeastern Oregon and Southeastern Washington. These lands have been found unsuitable for forestry purposes. They will be subject to settlement immediately and become subject to entry after 90 days' advertisement.

FREE ENTRY FOR EXHIBITS.

Secretary Shaw Issues Regulations for 1905 Fair.

Washington, Nov. 1.—Secretary Shaw today issued very comprehensive regulations carrying out the provisions of section 1, of the Lewis and Clark Exposition act, passed by congress last winter, authorizing free entry into this country of foreign exhibits intended for the Portland Exposition. Full instructions are given as to the manner of shipment and consignment of such exhibits, and the method of getting them through the customs-house and into the exposition grounds. The buildings and grounds of the Lewis and Clark Exposition are constituted "constructive warehouses and yards," and all foreign articles placed therein under the supervision of custom officers, specially imported for exhibition, will be treated the same as merchandise in bond. The sale of foreign exhibits will be permitted during the continuance of the exposition, but the delivery of the goods sold is to be withheld until the close of the fair, when the goods sold must pay regular duty. The enforcement of this restriction devolves upon the exposition authorities. As the close of the exposition, the goods for exportation will be exported under the general regulations for immediate export in bond.

Any attempt to take advantage of these special regulations in order to evade the tariff laws will subject the offender to the usual penalties, including a confiscation of goods, fine and imprisonment. The special regulations also provide for the importation of livestock for exhibition, due precaution being taken to guard against the admission of diseased stock. The persons who propose to exhibit Canadian cattle must procure a special permit from the secretary of agriculture.

BUTCHERS FEAR JAPANESE

President of Union Expects American Field to Be Invaded.

Chicago, Nov. 1.—The invasion of the American industrial field by Japanese laborers is feared by President Michael Donnelly, of the Butcher Workmen's Union. To head off the Japanese, Donnelly will introduce a resolution at the convention of the American Federation of Labor in San Francisco, next month, calling for the enactment of legislation excluding them from the United States.

The matter was brought to Donnelly's attention by a call made on him by K. Okajima, a Japanese, who was seeking information regarding conditions in the packing plants. Mr. Okajima showed letters of introduction to the packers, recommending him as the proper person to furnish them with Japanese labor. He said that he had been told by employers in Chicago could give work to 500 to 600 men of his nationality.

Pursuing his inquiries, Mr. Okajima asked if Japanese would be admitted to the Butcher Workmen's Union. Donnelly showed the constitution of the labor organization, which contains nothing operating against the foreigners. "I am sure, however," Donnelly said, "that the members of the union would not consent to receiving Japanese, and the members are greater than the constitution."

Donnelly then hastened to prepare his Japanese exclusion resolution.

EXPECTS FLEET TO GO BACK.

Japanese Officer Does Not Believe It Was Intended to Go Far.

Tokio, Nov. 1.—A prominent officer on the Japanese naval staff said today that he believed the Russian Baltic fleet would not come far on its way East. He did not believe that the Russian government desires to send it at all, and it was likely that the trawler affair in the North Sea would be used as an excuse for the recall of the fleet. Instancing reasons upon which he based his belief, he said the fleet commander, Admiral Rojestvensky, was sick when he left port, and it seemed very improbable that the Russian Government, if its intentions were serious, would send a sick admiral to navigate many thousands of miles to combat a superior force at the end of a long cruise.

"If there were any torpedo boats among the trawling fleet which was fired upon by the fleet, it was the duty of the Russian officer in command," he said, "to pursue them and investigate the base of their dispatch. Russia by her delay was seeking to render the diplomatic situation with England more critical to afford a plausible excuse to recall its fleet."

Japanese Working Yental Mines.

Headquarters of Left Army (General Oku's) in the Field, Nov. 1.—The positions of the armies are unchanged. The Russians are continually searching the Japanese lines with their artillery, firing night and day, with seldom any reply from the Japanese. The Japanese army is now working the Yental mines, digging enough coal for all military purposes. It is believed by mining experts that they can double the output. The gauge of the railway has been changed to Yental and quantities of supplies and ammunition are arriving.

President Removes Him.

Washington, Nov. 1.—President Roosevelt has directed the removal from office of Jacob W. Bunn, finance clerk of the Philadelphia postoffice, for pernicious activity in collecting campaign funds from employees of that office. The charges against Bunn have been under consideration for some time by the Civil Service Commission, which recommended that Bunn be dismissed. The President's order was in accordance with this recommendation.

Jew Doctors Distinguish Themselves

Mukden, Nov. 1.—The Jewish doctors and surgeons are especially distinguishing themselves, devoting their time night and day to the wounded, and the Jewish soldiers in the field are displaying as great bravery as their comrades of other religions.

OREGON NEWS OF INTEREST

ROADBUILDING IN CLACKAMAS.

To Make Permanent Path Is Policy of County Court.

Oregon City.—"During the last year Clackamas county has expended \$40,000 in roadbuilding," says Judge Ryan. "The policy of the county court is to build permanently when any piece of road is constructed and where the funds are available," continued Mr. Ryan. "This year Clackamas county has been especially fortunate in its roadbuilding, having funds on hand with which to meet every warrant that has been issued on this account. In our roadbuilding the court has been disposed very generally to follow the plan of reducing the grade of all roads that are treated, finding that this course contributes much to the permanency of the improvements that are made."

The announcement that Clackamas county roads will next year be experimented with in the use of oil has aroused much interest. Judge Ryan has received numerous inquiries from California producers, who have offered to deliver the oil here at no greater a cost than it costs in California. The court will place this oil on all of the different kinds of clay soil in the county and determine its value in road construction.

New Phone Through Polk.

Independence—Riley Craven, W. W. Percival and W. A. Messner have organized a stock company to be known as the Independence Telephone company, the purpose being to build a telephone line from Independence to Monmouth and elsewhere in the county as desired. The line will connect with the Luckiamute line at Monmouth, and is to work in connection with the Corvallis, Dallas, Falls City, McMinnville, Amy, Perrydale and McCoy Mutual lines, already established. The company will circulate papers and secure stock for promoting the enterprise. The privilege is given by the council of Independence to place the line in this city. Steps will be taken to obtain the same in Monmouth. The service for Independence and Monmouth will be through the Independence central office.

Road to Galice.

Merlin—Work has begun on the new road to Galice, and it is expected it will be completed in six weeks. Considerable freight is here awaiting the completion of the road, among it a sawmill for the Rand mine. The Merlin Townsite company has material on hand for the construction of a telephone line to Galice as soon as the road is completed. It would be in operation now, but it was desired to have it follow the new road. It is intended to carry the line four miles beyond Galice, giving service to the Alameda, Rand, Big Tank and other mines. The expenditure of a small amount of money will also complete the new road to the mines named.

Coming Events.

North Pacific Unitarian conference, Salem, October 25-27. Annual meeting Oregon Miners' association, Portland, November 14. State Bar association, Portland, November 15-16. National Grange, Portland, November 16-26. Convention of County Clerks and Recorders, Portland, November 25-26. Poultry Show, Corvallis, December 10-12. Oregon Good Roads convention, Salem, December 13-15.

Wheatmen Give Liberally.

Pendleton—Leon Cohen, who is directing the work of raising \$5,000 in this county for the Open River association to build the portage road at Celilo, is meeting with success and says the necessary amount of money can easily be raised in another week. The large wheat raisers in the county, who have been approached, are subscribing quite liberally and already nearly half of the amount has been raised. Mr. Cohen has agents at work in the county, and they have been instructed to make a thorough canvass.

Willamette Still Low.

Albany—Water in the Willamette river is yet two feet too low to permit steamboat traffic on the Upper Willamette. After two or three days of hard rain, with frequent rains following, the boats will be able to reach Albany regularly. The upper traffic will be conducted by the Oregon City Transportation company again this year, and the boats which will make the Portland-Corvallis run will very probably be the Pomona and the Oregon.

No Insurance on Flax.

Salem—Upon examining his insurance policies, Eugene Bense found that his insurance on the flax burned expired a month ago. The policy was for \$3,000. Mr. Bense has this year's crop of flax spread in the fields or stored at Seio, so that he has some raw material with which to start a linen mill. The fire, however, will cause delay in starting the mill.

Delegates to Commercial Congress.

Salem—Governor Chamberlain has appointed J. E. Aitchison, of Portland, and F. B. Holbrook, of Irrigon, as delegates to the trans-Mississippi Commercial congress, to be held at St. Louis.

INCREASE IN IMPLEMENT TRADE.

Wheatgrowers Have Money With Which to Buy Tools.

Pendleton—A traveling man for a leading implement company says the implement trade in the wheat districts of Oregon and Washington is better this season than ever before in the history of the two states. More money is evident among the growers and more cash is paid for implements than usual. Trade in the communities in the interior of Oregon, where nothing but stock is raised is slow, as the growers have not sold any beef during the past two years at a profit, consequently ready money is at a premium. All are confident the coming season will prove profitable. Much stock has been unloaded at the low prices, as it has not paid to hold and feed, and as a result next year will find fewer head of stock in the country and prices will necessarily have to advance.

Ores from Blue River Mines.

Eugene—At a special meeting of the Eugene Commercial club the committee appointed to look after an exhibit of minerals from Blue River mining district reported promises of ores for the Lewis and Clark exhibit amounting to 38,000 pounds, and that this amount will be swelled by mine owners who have not yet been seen to at least 45,000 pounds. The miners are reported as taking the matter in hand with energy and they are desirous of doing all in their power to further the matter. The ores will be hauled to Eugene yet this fall, in order to be ready for installation at the beginning of the Lewis and Clark exposition.

Sowing Fall Wheat.

Albany—Linn county farmers are sowing a great deal of fall wheat now, and from present prospects the acreage of wheat sown in this county will be three or four times as large as that sown last year. There are several reasons for this. Last fall was not auspicious for sowing grain, and the acreage was small, while this fall has been a good one for seeding purposes. The spring grain this year was a complete failure, and the spring yield for several years has been light, so farmers in this part of the state are beginning to abandon the practice of sowing at that time.

Logging Road to Be Built.

La Grande—The surveys are about completed for a narrow-gauge logging railroad from Hilgard, eight miles west of La Grande, up the Grand Ronde river about 30 miles, to a heavy body of timber owned by the Grand Ronde Lumber company, of Ferry, on the slopes of the Blue mountains. The company has been driving its logs down the river for the past 12 years, but it is now becoming almost impossible to get a sufficient amount of logs by this method for the season's run, and the company has determined to build a road to the timber. These mills employ about 200 men during the busy season.

Mine Promoters' Improvements.

La Grande—The promoters of the Camp Carson mines, southwest of this city, which were recently purchased by a company of California capitalists with James R. Elmdorf as manager, have made arrangements with the Grand Ronde Lumber company, at Ferry, five miles west, to build a good wagon road up the Grand Ronde river from Starkey to Prospect ranch. This road will shorten the distance to the mines several miles and will cut out several steep and bad grades, which will be a great advantage to the timbermen in getting the pine over better roads, as also to the mining company.

Marion Will Have Exhibit.

Salem—At a mass meeting of citizens and taxpayers of Marion county, held at the courthouse, it was decided by unanimous vote that Marion county shall be properly represented at the Lewis and Clark fair. The meeting was attended by representative citizens from all parts of the county and from the remarks made by those who spoke upon the subject, it was apparent that the people are enthusiastically in favor of making a good showing for Marion county and its industrial resources.

Ready Sale of Coins.

Grants Pass—If the Lewis and Clark souvenir gold dollars sell everywhere over the state as they are selling at Grants Pass, the number allotted by congress will soon be exhausted. The first installment sent to the First National bank of Grants Pass has been sold out, and second lot is now going as fast as the first lot went. Mining men are the principal buyers, and not a few are being purchased to send East.

Northwest Wheat Markets.

Portland—Walla Walla, 85c; bluestem, 86c; valley, 85c. Tacoma—Bluestem, 80 1/2c; club, 85 1/2c. Colfax—Club, 73c; bluestem, 75c.