

WEEK'S DOINGS

News Items Gathered from All Parts of the World.

OF INTEREST TO OUR READERS

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

The Pearson boat plant at Duluth, Minn., burned, causing a loss of \$150,000.

John H. Hall has been re-appointed United States district attorney for Oregon.

Russia has completed arrangements for floating a loan of \$250,000,000 in Berlin.

Russia's best friends realize that she is on the verge of a crisis and that there is no hope for mediation at present.

The chief of engineers, in his annual report, asks for over \$2,000,000 for the improvement of rivers and harbors of the Pacific Northwest.

The Fourteenth U. S. infantry, now in the Philippines, will sail from Manila March 15 and go to Vancouver Barracks, Washington.

There are likely to be three new members in the president's cabinet next. Shaw, Taft and Hitchcock are the ones expected to go.

General A. MacKenzie, chief of engineers of the United States army, in his annual report, recommends that \$10,000,000 be spent on sea coast work.

Chicago is to have a municipal museum.

Half of the new \$60,000,000 Japanese loan is to be offered in New York.

President Roosevelt will visit the St. Louis fair the latter part of this month.

Carter H. Harrison says he will not again become a candidate for mayor of Chicago. He was first elected in 1897.

Three nations, Great Britain, Mexico and Denmark, have signified their willingness to participate in a second peace congress.

It is said that President Roosevelt has been asked to become president of Harvard university in 1908 and that he has agreed.

France will not suggest mediation to Russia, as it would be distasteful to the czar and might impair the alliance between the two countries.

Secretary Taft will ask the next congress to reduce the custom duties on goods entering the United States from the Philippines. He believes it should be two-thirds less.

The annual report of the auditor of the postoffice department shows that for the last fiscal year the revenues of the service amounted to \$14,582,624, and the expenditures \$152,362,116.

Both armies south of Mukden continue to prepare for a battle.

Frank Crocker, a New York automobilist, has made 20 miles on a track in 11:32 1-5. His fastest mile was :56 3-5.

A severe earthquake on the island of Formosa caused immense damage to property, killing 78 people and injuring 23 others.

British Columbia engineers are finding good places with the Grand Trunk Pacific, the new Canadian railroad building to the coast.

The Japanese forces in front of Port Arthur have ignored General Stoessel and offered all Russian soldiers a chance to surrender and save being annihilated.

John Svoboda, a Nelson, B. C., man, left Dawson eight weeks ago for his home with \$10,000, and has not been heard from since. Foul play is suspected.

Special guards have been posted on both sides of the Suez canal its entire length to protect the Russian Baltic squadron from possible damage during its passage.

Foreign Minister Lansdowne, of Great Britain, has made a plea, almost a demand, for a peaceful settlement of the Far Eastern war.

General Stoessel, commanding Port Arthur, has asked for an armistice. It is thought probable that the outcome will be the surrender of the garrison, as the beleagued are in a piteous condition. The dead lay unburied for days, and food is so scarce that those in the fortress do not get but two pounds of black bread a day.

The Japanese government is preparing to issue a loan of \$60,000,000.

Winter has set in in earnest in the East.

A negro and white man made an unsuccessful attempt to hold up a Pennsylvania express train.

The unpreparedness of Russia in the war with Japan is blamed on the czar by the friends of Alexieff.

Returns from the Italian elections show that all members of the present cabinet have been re-elected.

A riot of Russian students was put down by the police.

There is a probability that, as soon as Viceroy Alexieff arrives at St. Petersburg, he will be transferred as viceroy to the Caucasus.

Mrs. Florence Maybrick is writing her life history. She hopes to prove by the book her innocence of the crime charged against her, and to win back the affection of her two children, a son of 22 and daughter of 18.

RUSH BIG GUNS.

Government Factory Running Day and Night.

Washington, Nov. 16.—Lack of officers for ordnance duty and the overtaxing of the naval gun factory at Washington continue to be the two most serious problems facing the bureau of ordnance, according to the report of Rear Admiral Mason, chief of ordnance, just approved by Secretary Morton. The reports recommend a plan of reorganization of the bureau and will be submitted later with a view to increasing the supply of ordnance experts. Of the rush work at the naval gun factory Admiral Mason says:

"The naval gun factory has been running night and day at full capacity, and, although good progress has been made, the congested condition of all work there gives assurance that its capacity is being overtaxed, and must, unless this capacity is materially increased, eventually result in failure to supply the ordnance outfits of ships in time to meet the demands of the contractors."

Smokeless powder has received attention. The report says the normal output of private powder factories and of the government factories at Indian Head and Newport News is not greater than is required to meet the demands of the service.

Armor deliveries in the year have increased and the manufacture of armor, the report says, has progressed in a satisfactory manner. There have recently been some delay by contractors caused by the non-delivery of armor, but the opinion is expressed that this was due not to belated armor deliveries, but to unusually heavy orders. To obviate the recurrence of this, a reassignment of armor contracts has been made by the bureau. During the year 14,849.80 tons of armor have been delivered.

Projectiles, however, recently caused the bureau difficulty, some of them failing to meet the severe ballistic tests required.

TENDER JUMPS THE TRACK.

Fourteen Hurt in Wreck of Wabash Passenger Train.

St. Louis, Nov. 16.—A north bound Wabash passenger train was partially wrecked today in the outskirts of North St. Louis on a sharp curve of the Belt line tracks of the Merchants' Terminal railway association near the west approach to the Merchants' bridge over the Mississippi, injuring 14 persons. The accident was caused by the wheels of the tender leaving the rails on the curve. The train consisted of a combination chair and baggage car, two coaches, one parlor car, a dining car, and a private car of General Superintendent Henley, of the Santa Fe, who was accompanied by his wife and Chief Engineer and Mrs. Dunn. None of those in the special car were hurt. The tender jumped the track at the curve, overturning the engine, which almost cleared the track.

There were about 120 passengers aboard the train. Nearly all the injured were able to proceed with their journey after having received medical attention.

CRASH ON LEDGE.

Schooner Piled Up on Bay State Coast a Total Wreck.

Wood's Hole, Mass., Nov. 16.—The two-masted schooner Arcularius, Captain Nason, of Rockland, Me., went ashore in a severe northeast gale shortly before dark tonight about three-quarters of a mile west of Tarpanin Cove, on the island of Naushon. At sunset the waves were breaking over the craft. No trace of the crew has been found and fears are entertained for their safety. The vessel is in a very exposed position and the chances of her being saved are slight.

Keeper Carson, of the Tarpanin cove light house, and a man named Robinson, one of the keepers of the Forbes estate, saw the schooner when she struck. It was just before dark and a terrific gale was blowing. The schooner was coming through Vineyard sound from the eastward, and was proceeding under her foresail, the gale being too fierce to permit more canvas being carried.

Mexico Will Export Sugar.

Mexico City, Nov. 16.—The Sugar Planters' union, at a meeting here, have considered the disposition of the surplus stock from last year's crop. It was decided to export 10 per cent as soon as they commence grinding early next January. Another 10 per cent also will be exported in February or March. Conservatively estimated the sugar crop of 1905 will reach 250,000,000 pounds, of which the planters will control 150,000,000 pounds.

Trains Stalled by Fall.

York, Pa., Nov. 16.—Telephone and telegraph wires are down, trolley cars are stalled, railway trains are greatly delayed, and there is a general suspension of traffic in this city and throughout York county as the result of what is said to be the heaviest snowstorm York ever experienced at this time of the year. It is estimated that snow fell to a depth of a foot on the level. The city is in darkness, owing to the crossing of wires and the falling of many poles, due to the wires being weighted down with snow.

Course of Pacific Squadron.

Rome, Nov. 16.—At the Russian embassy here the belief is expressed that the Russian second Pacific squadron will go from Soes direct to Jibuti, as Masowa and Asab, the ports of Erythraea, lack provisions, coal and dock yards, but if necessary, for urgent reasons, there is nothing to prevent them from landing there if they respect Italian neutrality laws.

OREGON NEWS OF INTEREST

ASK REPEAL OF EDDY LAW.

Movement on Foot Amongst Mining Men of Eastern Oregon.

Baker City.—There is a movement among the mining men of this section of the state to bring about the repeal of the Eddy corporation law. A petition is being circulated asking the legislature to repeal the law. If it is not possible to secure the repeal of the law then it is hoped the legislature will so amend the present law as to reduce the fees charged mining corporations. The mining men also object to the annual tax to the state, which ranges from \$125 to \$200. It is pointed out that often a mining company is obliged to incorporate for a large sum and wait the sale of stock before the work of development can be pushed. Mining men say that it not infrequently happens that a mine is incorporated and several years elapse before it becomes a producing mine, yet under the present law the corporation is obliged to pay an annual tax to the state which in some instances becomes a heavy burden, especially to the poor prospector.

The petitioners argue that an exception should be made in favor of mining corporations for the reason that it is necessary to incorporate undeveloped claims in order to raise money to exploit them. A strong lobby will doubtless be sent from all the mining districts to work for the repeal or amending of the present law.

EAGLE POINT SURVEY.

Surveyor McCall Leaves Ashland in Charge of Party.

Medford.—Surveyor J. A. McCall, of Ashland, and party have left for Butte Creek Falls to make the final survey of the proposed railroad from the Butte Falls Milling Company's plant to Eagle Point, a distance of 15 miles. Preliminary survey has already been made between these two points and a permanent survey will be made in order to get everything ready for grading, which will begin when the survey is completed.

Construction work will commence about April 1 next. There are two feasible routes from Eagle Point to the Southern Pacific railroad, but so far as known the choice has not yet been made. The route from Eagle Point to Medford is probably three or four miles longer than to Central Point, but the fact that Medford is the commercial center of the Rogue river valley and Jackson county will go far toward making it the terminal of this road.

Lane Court Gives Fair Money.

Eugene.—The matter of an exhibit of Lane county products has been definitely settled by the county court making an appropriation of \$500 to be expended in preparing a suitable display. This action was taken after an argument by a committee from the Eugene Commercial club, who appealed strongly for a proper display from the county in order to show the public its resources. It is now the intention to make an exhibit that will surpass any. This in addition to the mining exhibit from the Blue river mines, now being prepared, will certainly make Lane county's display attractive.

Suit Over Valuable Tailings.

La Grande.—County Judge Eakin heard a motion to dissolve an injunction obtained from the county court of Baker county to Union county on behalf of the Virtue Mines Development Company, against Earnest Dale Owen, of Chicago. Owen bought all the tailings on the property of the old Virtue mine. Some of these had been made by an old mill before the concentrates were saved. These tailings proved to be very valuable, far more so than was supposed, and the company is trying to stop the purchasers from taking them.

Wasco Commences on Display. Hood River.—Wasco county will expend \$400 in collecting products for a display at the Lewis and Clark exposition. Commissioner Hibbard has secured 200 boxes of Hood River apples which will be placed in cold storage until next summer. Fifty of these boxes came from the orchard of Sears & Porter. The Dalles orchards will also contribute 50 boxes of apples. Grains and grasses will be secured from the eastern end of the county.

Clackamas at the Fair.

Oregon City.—The Clackamas county court has appropriated \$1000 to be expended under the direction of the court in gathering and installing an exhibit of Clackamas county products at the Lewis and Clark fair. By co-operating with the members of the general and executive committee on the Clackamas county 1905 fair exhibit, the members of the court expect to arrange a display that will be second to none other.

Aids in Hop Display Exhibit.

Salem.—Walter L. Toose, who has charge of the hop display in the Marion county exhibit at the Lewis and Clark fair, has appointed W. H. Egan, Julius Wolf, H. J. Ottenheimer and T. A. Livesley to aid in the work of that department.

Seeding at Weston.

Weston.—Seeding has been under way for the past two weeks in this section, and already the wheat is beginning to appear above the ground. Although it is a little dry, the work is being hurried to completion.

LAND ORIGINALLY A SWAMP.

Testimony of ex-Surveyor General in Warren Valley Case.

Salem.—The deposition of ex-Surveyor General W. H. Byars was taken before Frank Lovell, assistant secretary of state, in the suit brought by the State of Oregon against the Warren Valley Stock Company, to cancel patents issued to that company which were alleged to have been issued upon the fraudulent representation that they were swamp lands.

Mr. Byars testified that he surveyed the township in which the greater part of the land is situated, as United States department surveyor in August, 1879; that at that time the land was so wet and swampy that he could not run the survey across it and he was compelled to meander it and return the land as marsh; that he tried to run the lines further into the swamp, but had to back out, owing to the swampy character of the land; that he ran the meander line practically along the edge of the marsh; that the land in controversy, at the time this survey was made, had the appearance of being a permanent marsh and was covered with a heavy growth of tall swamp grass and flags.

MASKED MEN SHOOT SHEEP.

Fued Between Rival Interests on a Range in Crook County.

Prineville.—Two hundred sheep were shot down by a band of masked men 28 miles east of this city October 15. U. S. Cowles, of Hay creek, was the sufferer at the hands of the unknown men. The range is in an isolated section of Crook county and the news of the depredation has just reached this place.

The herder says that late on the afternoon of October 15 a dozen masked men rode up to the band of 4000 sheep and, after ordering him away, began a fusillade on the animals. When Cowles rode to the rescue the next morning he found about 200 muttons stretched out on the ground and the rest of the band scattered far and wide. The stragglers were collected with great difficulty.

Great apprehension is felt both by the cattle and sheep interests at this renewed outbreak of hostilities. Thousands of dollars' worth of stock hay and fences have been destroyed in the struggle this spring and summer for control of grazing lands in Crook county.

Pleanty of Wood for Salem.

Salem.—That there will be plenty of wood for fuel in Salem next year, is indicated by the bids now being received for furnishing wood for the state institutions. Though the state boards will receive bids for a week yet, there are already more offers on hand than were received altogether last year. As all the state institutions here are controlled by practically the same state officers, the bids for fuel for all the institutions are received at one time. The state uses 8000 cords of wood a year at Salem.

Kept Sweet Three Years.

Corvallis.—Prune juice kept in bottles in the bacteriological department at the Oregon Agricultural college is exactly the same now as the day it was put up. Bottles of it recently opened were found to have the same flavor, freshness and sweetness as when it was squeezed from the prunes and put away, more than three years ago, by Professor Pernot. A low-temperature process of sterilization was used, and the experiment makes it certain that there is a wide field for a profitable industry in Oregon in preserving sweet cider.

Fir Log Prices Go Up.

Astoria.—There has been an improvement during the past few days in the demand for yellow fir logs in the Lower Columbia river district, and as a result the price has advanced from \$6 and \$6.50 per thousand to \$7 and \$7.50. Several of the loggers have already notified the millmen that no more sales will be made at the old figures. The cause of this advance is a better market in the East for the first grades of lumber, and a drop off in the demand for the lower grades.

Better Prices for Cattle.

Baker City.—There is a decided improvement in prices offered for cattle over those of a month ago. A number of sales have been made the past 10 days to M. McDonald of Walla Walla and to Portland and Seattle packers. With the departure of the cattle now bargained for, there appears to be plenty of feed to carry the remaining herds of this county through an ordinary winter.

Prize Ram Goes to Polk.

Monmouth.—By express J. H. Hawley, who owns a large farm at McCoy, has just received a fine ram of the Lincoln breed of sheep. This ram was purchased at St. Louis, where he took the sweepstake prize over all competitors.

Receipts of Land Office.

Salem.—The receipts of the state land office for October amounted to \$26,928.54. This sum is a little below the average monthly receipts.

Wheat Market.

Portland — Walla Walla, 82c; bluestem, 85c; valley, 86@87c. Tacoma — Bluestem, 89½c; club, 86½c. Colfax — Club, 73c; bluestem, 75c.

KUROKI IS DEAD.

Noted General Hit by a Splinter of Shell October 3.

Moscow, Nov. 15.—Nemirovich Danchenko, the well-known Russian war correspondent of the Associated Press, telegraphing from Mukden under today's date, says the reports of the death of General Kuroki are confirmed. According to his version, the splinter of a shell struck General Kuroki, tearing out a portion of his breast and abdomen. He died October 4 at Liao Yang, and his body was sent to Japan. A rumor is persistently circulated that a kinsman of the mikado, Siassini, literally "third prince," has been appointed to succeed General Kuroki, but the actual command of the army has been entrusted to General Nodzu, who is reviewing operations.

"For the last week," says General Danchenko, "we have practically not advanced at any point on the whole southwest front, even a few yards further than we stood on October 5. On the contrary, we at several places have been obliged to retire several versts, but the present lines of defenses must be considered permanent in view of the strong fortifications constructed. The Japanese positions at several points are only 800 paces distant from ours, and must be considered to be occupied definitely by the enemy. The latter's fortifications are acknowledged by all competent persons to be constructed skillfully. Their trenches in many places are so cleverly concealed as not to be noticeable a short distance away."

FIRE CAUSES PANIC IN HOTEL.

Smoke From Great Blaze Near by Causes Guests to Flee.

Chicago, Nov. 15.—The large five-story stone building at the northeast corner of Madison street and Wabash avenue, occupied for the most part by Browning, King & Co., clothiers, was destroyed by fire tonight. It is estimated that the loss on the building and contents will aggregate \$200,000.

The direct cause of the fire is not known, but several explosions were heard before the flames were seen. The blaze spread through the building with great rapidity, and by the time the fire department was able to work there was small chance of saving the building or any of its contents.

A panic was caused in the Continental hotel on the south side of Madison street, across from the burning building. Smoke penetrated the hallways and the intense heat cracked the windows. Men and women in the hotel sought safety in flight.

The immense establishment of Montgomery, Ward & Co. is separated from the burned building by a narrow alley, and for a time flames seriously threatened this structure. The tenants of the building, all of whom suffered total losses, were:

Browning, King & Co., Chicago Millinery Co., Chicago Feather Dye Co. and the Kennedy Furniture Co.

ERROR COSTS LIVES.

Wyoming Telegraph Operator Puts Trains Into Collision.

Salt Lake City, Nov. 15.—Nine persons were killed and 10 or 15 injured in a head-on collision early this morning between Union Pacific west bound passenger train No. 3 and an east bound extra freight train one and one-half miles west of Asseus, Wyo.

The injured have been taken to the hospital at Rock Springs, and the coroner is holding an inquest over the dead at the scene of the wreck.

The track between Granger and Green River, Wyo., is part of the Union Pacific, but is operated by the Oregon Short Line. The wreck was the result of a "buled" train order by the night operator at Granger. The freight train was given 30 minutes to make Asseus and meet the west bound passenger, but the order delivered the freight crew read "50 minutes," and a mile and a half west of Asseus the trains came together at great speed.

Both engines were demolished, the mail and baggage cars telescoped and the day coach badly damaged, going into the ditch. The Pullmans did not leave the track, and the Pullman passengers escaped injury. The track was blocked for several hours.

Warships Out of Commission.

Washington, Nov. 15.—Owing to the lack of officers and enlisted men in the navy to meet the actual needs of the service, it has been found necessary for the navy department to order at least three warships out of commission in order to man warships which have just been completed and are now awaiting commission. The three vessels to be put out of commission will be selected from the following five: The cruisers Atlanta, Castine and Marietta of the South Atlantic squadron and the gunboats Newport and Bancroft.

Supply Ships Reach Port Arthur.

Teingtan, Nov. 15.—The British steamer Thales, of the Douglas line, has been purchased by Germans, residents of Teingtan, and has been given a German register. She is now here loading for Port Arthur. Local shipping houses have received information that two steamers which recently left here with supplies for Vladivostok have arrived there in safety. It is also known here definitely that several supply ships have reached Port Arthur recently.

Famous Yacht Designer Dies.

Glasgow, Nov. 15.—George Lenox Watson, the yacht designer, who has for some time past been ill, died at his residence in this city today of heart disease. His condition was reported to be better yesterday, but in the night he suffered a relapse and passed away. He was born in 1851.



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St. Paul Fast Mail 6:15 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:15 a. m.

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Arrives Yaquina..... 5:40 P. M.

No. 1, returning—

Leaves Yaquina..... 7:15 A. M.

Leaves Corvallis..... 11:30 A. M.

Arrives Albany..... 12:15 P. M.

No. 3, for Detroit—

Leaves Albany..... 1:00 P. M.

Arrives Detroit..... 6:00 P. M.

No. 4, from Detroit—

Leaves Detroit..... 6:30 A. M.

Arrives Albany..... 11:15 P. M.

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