

BEFORE GRAND JURY

Senator Mitchell and Representative Hermann Appear.

WERE CALLED BY GOVERNMENT

Congressmen Were Not Informed Before They Entered Jury Room of Testimony Against Them.

Portland, Dec. 29.—The Federal grand jury listened to the testimony of Senator Mitchell all of yesterday morning and for a part of the afternoon. The rest of the time was taken up by Representative Hermann, who was in the jury room when the session was adjourned for the day. He will resume his examination this morning and will in all probability finish by noon. In spite of the fact that both Senator Mitchell and Mr. Hermann had announced that they would not appear before the jury unless the names of the government witnesses and the charges to be made against them were shown prior to their entrance to the jury room, both congressmen were ready to answer the call of the government attorneys when it came.

Senator Mitchell went into the room at 10 o'clock in the morning and remained until noon. The senator is much chagrined at the notoriety he is receiving as the result of the land fraud investigations and does not take kindly to any of those who are conducting the case. Before entering the room in the morning he was silent and distant. He emerged at noon tired and showing the strain which the ordeal had apparently been to him. Upon the conclusion of his testimony in the afternoon he left the building for his hotel.

The afternoon with the jurors might have been a session of congress, however, for all the effect it had upon Mr. Hermann. He appeared shortly after 2 o'clock in the afternoon and went into seclusion in the inner office of the district attorney, after he had greeted a few acquaintances in the outer office and the hall. When called to the jury room shortly before 5 o'clock he shook hands with those whom he knew in the corridor and patted Mr. Heney heartily on the back as he entered the door. When the session had closed for the afternoon, Mr. Hermann remained in the jury room for some time conversing with Mr. Heney and the jurors, among whom he found several whom he had known in various parts of the state. These he gave cordial handshakes.

PRESIDENT TO GIVE HIS VIEW

No Railroad Administration Measure To Be Sent to Congress.

Washington, Dec. 30.—President Roosevelt embraced the opportunity today to take up with the members of the cabinet many questions of detail in departmental administration, the semi-weekly meeting of the cabinet being longer than usual. At the conclusion of the meeting the members of the cabinet said in response to inquiries that little business of serious importance was considered.

After other members of the cabinet had left the executive offices, Attorney General Moody discussed with the president some phases of the railroad freight questions. Both the president and the attorney general recently have devoted much time to that problem. The latter is giving particular attention to the legal side of the question, so that he may be prepared to advise with the president on the subject and with such members of congress as may wish to consult him. It is understood not to be the intention of the president and attorney general to prepare and press the consideration in congress of an "administration measure," dealing with the railroad freight problem. Such a bill, it is thought, (to quote a member of the cabinet), would be destined to defeat.

Burning Their Cotton.

Fort Gaines, Ga., Dec. 30.—The farmers and merchants of this county met today at Fort Gaines and decided to burn their share of 2,000,000 bales of surplus cotton. A starter was made today when a bonfire was made on the streets. It is not yet determined where it will stop. The farmers have decided to set the pace, and are moving determinedly. A large crowd paraded with much spectacular ceremony. The object is to show that the farmers are ready to sacrifice a few bales for the benefit of the masses.

Panic in Jute Mills.

New York, Dec. 30.—Engineer Charles J. Hebe was instantly killed, his assistant, Daniel Ferer, probably fatally injured, and the lives of hundreds of young women endangered today, when the cylinder head of the great power engine in the Chelsea jute mills in Brooklyn blew out. The noise of the explosion threw into a panic the 1,200 young women at work in the building. Many of them were badly bruised and hurt in their efforts to escape.

Big Dock for the Navy.

Washington, Dec. 30.—The bureau today awarded the contract for the completion of the drydock at the Mare island navy yard to the Schofield company, of Philadelphia. The amount of the contract is \$1,385,000, and the drydock is to be completed in 33 months. This drydock will be the largest in the United States navy.

BILL BY ELKINS.

Its Object Is Regulation of Railroad Freight Rates.

Washington, Dec. 31.—Senator S. B. Elkins, of West Virginia, chairman of the senate committee on interstate commerce, is busily engaged in framing a bill for the purpose of carrying out the views of the president in relation to the abolition of freight rebates. The senator, in discussing the subject today, said among other things:

"There should be some power in this country to declare what rates should be on the railroads. The United States supreme court has decided that the fixing of a railroad rate is a legislative and not a judicial power. So we cannot depend upon the interstate commerce commission to fix these rates, and, in fact, no commission or other court can be depended on for that important function. What we can do is to empower a court to declare when a rate is excessive and in that way send the rate back to the railroad to be lowered.

"I do not think we need fear that the roads will attempt to evade the execution of such instruction in good faith, by attempting to come back again with another rate, slightly lowered, so as to result in no benefit. We can depend upon public opinion as a power to force them to accept this method of regulating the rates in good faith. If the lower rate they fix is not low enough, it can again be declared to be too high and would go back to them.

"For several reasons I think the interstate commerce commission is not the proper tribunal for the fixing of rates by this method. It should be done in a circuit court of the United States, and that court should be presided over by a justice of high character, who ought to receive a salary of \$10,000, \$12,000 or \$15,000 a year. Such a judge would, of course, be appointed for life, and would be in a position to fix these rates. He could devote his entire thought to the questions that would come to his attention.

"Just think what might happen if these powers were placed in the hands of a commission, the members subject to reappointment by the president, with limited terms. Such a proposal would not meet the approval of the conservative men."

CHOATE COMING HOME.

To Resign as Ambassador to England After the Inauguration.

London, Dec. 31.—While numerous statements have been published here that Ambassador Choate is about to retire from diplomatic circles, it can be stated that Mr. Choate has not sent in his resignation or any communication on the subject to President Roosevelt or the State department, nor has he received any inquiry either from the president or Secretary Hay concerning his future plans. It can be safely asserted, however, that it is Mr. Choate's intention to tender his resignation soon after the inauguration of President Roosevelt.

"Six years is a long time slice out of the life of a man of my age," said Mr. Choate, recently, to friends here, "and while I have enjoyed the life and people I have met in England, I have determined to go home and devote the remainder of my time to looking after my own affairs."

Dredges Stop Work.

Portland, Dec. 31.—All but two of the river dredges operated by the United States engineers in the Columbia river and its tributaries are laid up for lack of funds with which to carry on operations. The W. S. Ladd, on the lower river, will probably continue in operation for a month yet and then will quit for the same reason. The dredge Willowa, on the Snake, is also still in operation, but the Columbia dipper dredges, No. 1 and No. 2, and the snag boat are all out of commission, as the engineers have not sufficient funds with which to operate.

Mail Service in Bad Shape.

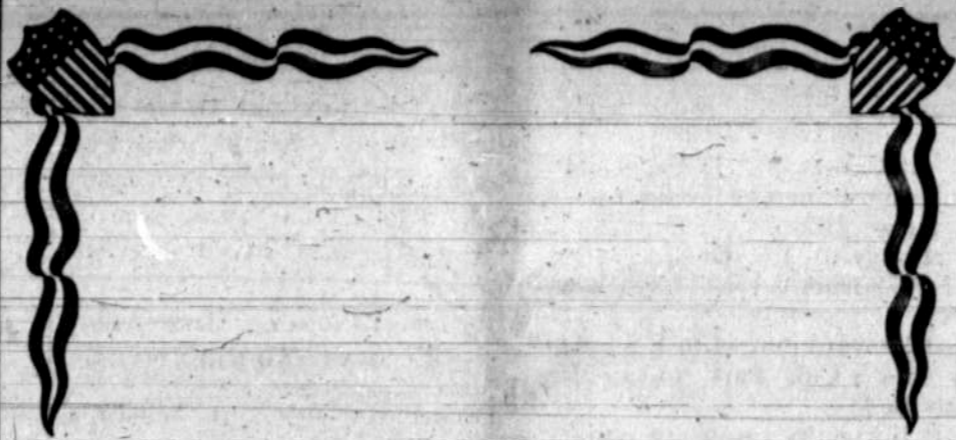
Chicago, Dec. 31.—As a result of storm conditions, trains on nearly every railroad entering Chicago were one to four hours behind schedule today. Great difficulty was experienced by railroad officials on securing telegraphic reports of the movements of trains. Wires were down in many places. Points in the northwestern states could be reached only by circuitous routes. The mail service of the entire middle west is in bad condition. Transfer connections with a number of outbound trains were missed.

Neutrality of Dutch Ports.

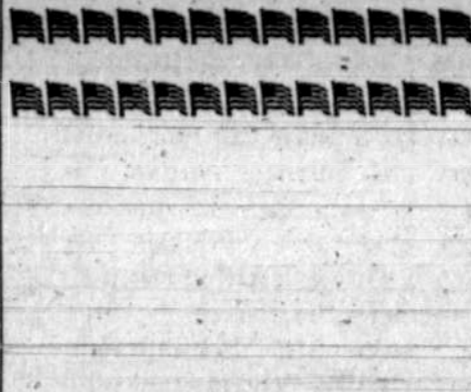
The Hague, Dec. 31.—In connection with rumors of a possible infringement of the neutrality of ports in the Dutch East Indies, it is officially pointed out that the neutrality of Sabang and other ports will be maintained. Two Dutch battleships, two cruisers and five smaller warships are now in those waters, while two additional vessels are ready at Nieuwe-Diepp, Holland, to reinforce them if necessary.

Snow Is Ten Feet Deep.

Chicago, Wis., Dec. 31.—A drop in the temperature of 40 degrees followed the blizzard which ceased at midnight. Snow is drifted to the height of eight and ten feet in the streets, and a large gang of men are engaged in shoveling snow from the street railway tracks, so traffic can be resumed.



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No. 2, for Yaquina:—		
Leaves Albany	12:45 P M	
Leaves Corvallis	1:48 P M	
Arrives Yaquina	6:20 P M	
No. 1, returning:—		
Leaves Yaquina	6:45 A M	
Leaves Corvallis	11:30 A M	
Arrives Albany	12:15 P M	
No. 3 for Albany-Detroit		
Leaves Corvallis	6:00 A M	
Arrives Albany	6:40 A M	
Leaves Albany for Detroit	7:20 A M	
Arrives Detroit	12:02 P M	
No. 4, from Detroit:—		
Leaves Detroit	12:35 A M	
Arrives Albany	5:15 P M	
Leaves Albany for Corvallis	7:15 P M	
Arrives Corvallis	7:55 P M	

Trains 1 arrive in Albany in time to connect with the S. P. south bound train, as well as giving two or three hours in Albany before departure of S. P. north bound train.

Train No. 2 connects with the S. P. trains at Corvallis and Albany, giving direct service to Seaside and adjacent beaches.

Train No. 3 for Detroit, via Albany, leaves Corvallis at 6:00 a. m. and connects with the S. P. Albany-Portland local train leaving Albany at 7 a. m. Train No. 4 leaves Albany for Detroit at 7:30 a. m., arriving there at noon giving ample time to reach the Breitenbush hot spring the same day.

Train No. 4 connects at Albany with the Portland Albany local, which arrives there at 7:10 and runs to Corvallis leaving Albany at 7:15 and arriving in Corvallis at 7:55 p. m.

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Huntington.		
Atlantic Express	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	9:00 a. m.
Huntington.		
St. Paul Fast Mail	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:15 a. m.

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It Saved His Life After the Doctor Said He Had Consumption.
W. R. Davis, Visalia, California, writes: "There is no doubt but what **Foley's Honey and Tar** saved my life. I had an awful cough on my lungs and the doctor told me I had consumption. I commenced taking **Foley's Honey and Tar** and found relief from the first and three bottles cured me completely."

A Policeman's Testimony.
J. N. Patterson, night policeman, of Nashua, Iowa, writes: "Last winter I had a bad cold on my lungs and tried at least a half-dozen advertised cough medicines and had treatment from two physicians without getting any benefit. A friend recommended **Foley's Honey and Tar** and I took it and it cured me. It is the greatest cough and lung medicine in the world."

Three sizes—25c, 50c and \$1.00. The 50-cent size contains two and one-half times as much as the small size and the \$1.00 bottle almost six times as much. **Refuse substitutes.**

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