

UMATILLA PROJECT

Fulton Endeavors to Obtain Approval of Hitchcock.

HOLDS OREGON TO THE LIMIT

Did Not Know Half Klamath Tract Was in California Hill Senator Told Him.

Washington, Nov. 23.—Senator Fulton had a conference with Secretary Hitchcock today on Oregon irrigation matters. He was advised, as previously stated in these dispatches, that the secretary will not think of building the Malheur project under existing conditions, but was surprised to find the secretary unwilling to make any allotment for the Umatilla project. After some argument, the senator obtained a conditional promise from the secretary which, if fulfilled, will mean early adoption and construction of the Umatilla project.

At the outset the secretary stated that he had already allotted \$2,000,000 to the Klamath project, which he had charged up to Oregon. This amount is within \$465,000 of Oregon's restricted fund; in other words, is within that amount of 51 per cent of Oregon's contribution to the reclamation fund. The secretary, under the law, is obliged to expend this 51 per cent in Oregon, but he clearly showed to the senator that he is unwilling to give Oregon more than its 51 per cent. The senator told the secretary that the Klamath is not entirely an Oregon project. He pointed out that about half the land under that project lies in California, and further stated that Klamath trade, and further stated that Klamath trade, after the project is built, will go largely to California. He therefore insists that it is unjust to build the Klamath project entirely with Oregon funds, and demands that the \$2,000,000 allotment should be divided and at least half of it charged to California. If this is done, the secretary will have \$1,500,000 for immediate expenditure in Oregon, and only \$1,000,000 is asked for the Umatilla project.

The secretary said he did not know that the Klamath project included California as well as Oregon land. He had supposed it was entirely an Oregon project. He added that he could not allot \$1,000,000 for the Umatilla project unless it could be shown that the whole Klamath tract is not in Oregon. This, of course, is easy of demonstration, and Mr. Fulton will tomorrow obtain from the Reclamation service maps and letters showing the interstate character of the Klamath project. Backed up by these papers, he will reopen the case with Mr. Hitchcock, and is hopeful that the Umatilla project may then be authorized. No mention was made today of any engineering or other flaws in the Umatilla project, and it is assumed that nothing prevents its construction save "lack of funds," the original excuse, which has subsequently been denied.

JAPAN'S GREAT NEW NAVY.

Will Build Many Huge Battleships of High Speed.

Victoria, B. C., Nov. 23.—The Japanese admiralty has entered upon an elaborate scheme of naval expansion which is expected to be approved at the coming session of the diet. According to news by the Shantung today, admiralty officials say Japan's best ships are beginning to be out of date, and larger ships with much heavier armament and higher speed will be built.

The Jiji Shimpu says the battleship of the future navy of Japan will displace 22,000 tons and have an armament of 14 12-inch guns and a speed of 20 knots, while the future cruisers will displace 15,000 tons and have a speed of 25 knots, but no official announcement has been made in this regard.

The five submarines recently added, built in America in sections, gave such success that the squadron will be increased.

Plan to Save the Buffalo.

New York, Nov. 23.—To prevent the extinction of the buffalo, prominent naturalists and men interested in zoological matters have planned to organize an association to be known as the American Bison society. The society will hold its first meeting in this city next month. William T. Hornady, director of the New York Zoological park, who is one of the promoters of the new society, recently talked with President Roosevelt regarding a plan to establish another government herd in the West, and offered the government 15 head.

Tammany Man Accused of Fraud.

New York, Nov. 23.—James A. Maguire, chairman of the election board in the Ninth election district of the Nineteenth assembly district, was arrested yesterday on a charge of violating the election laws. He is accused of leaving the polling places in his district at 3:30 o'clock in the afternoon of election day and of going to the 20th election district polling place and voting there under the name of Harry W. Jennings.

Beyond Control of Troops.

Kurak, Russia, Nov. 23.—The agrarian disorders in the district of Subsha have assumed such violence that the troops are unable to cope with them. The whole northern half of the district is in the hands of peasant rioters, who are pillaging the estates and burning the harvested crops.

BE GENEROUS TO PHILIPPINES.

New York Board of Trade Wants Restrictions Removed.

New York, Nov. 24.—Resolutions favoring abolishing American duties on Philippine products and repeal of the new law to regulate shipping between this country and the Philippines were adopted today by the New York Board of Trade. The resolutions read in part:

"If the islands are our wards, they are not part of the United States and we should not make the mistake that what is good for the United States is good for the Philippines. Intense desire is evinced in the Philippines for the removal of our duties on their products and, insofar as such abolition would benefit them, we should generously grant them that advantage."

In urging upon congress the repeal of the shipping act, which will become operative on July 1, 1906, the resolutions declare that the act will reduce the facilities for commerce between the United States and the Philippines and materially enhance the cost of produce from the United States or of American manufactures imported into the Philippines. The resolutions continue:

"There are no American ships in the trade between the Philippines and the Atlantic ports, and there would not be enough American tonnage to carry 425,000 bales of flour annually imported at these ports. A great deal of it would have to come via the Pacific ports and over transcontinental railroads, and this unnatural route affords the only competition to check the exorbitant rates to Atlantic ports made."

SMOOT WILL NOT RESIGN.

No Action on Senator's Case Likely Before January.

Washington, Nov. 24.—Senator Reed Smoot, who arrived here this evening, says most emphatically that there is no foundation for the story that he intends to resign from the senate, and he is at a loss to understand the source of the report. He is surprised to learn that the senate committee will reopen his case and give further hearings, but has no objection to that course. He furthermore declares his willingness to abide by any decision which the senate may make when it comes to a vote on his case.

It will probably be late in January before the committee on privileges and elections makes a report on the case. Hearings cannot be resumed before the first week in January. After their conclusion the committee will take some time to digest the great mass of testimony and it will be remarkable if it can report in January. Once the case goes to the senate it will receive prompt consideration, as it is a matter of the highest privilege and will be disposed of before legislative matters can receive consideration. It is expected the debate will occupy several weeks.

ELKINS PROPOUNDS IDEAS.

Offers Suggestions for Federal Regulation of Railroads.

Washington, Nov. 24.—The senate committee on interstate commerce today continued the discussion of measures relative to amending the railway regulations. Many ideas were exchanged, but there were no developments of importance. Senator Elkins, chairman of the committee, occupied much of the session in making suggestions and discussing propositions which he thought ought to be incorporated in any bill that may be reported. These suggestions were numerous and would mean a lengthy measure aside from regulation provisions.

Mr. Elkins did not bring forward the pooling proposition, but intends to present it later in some modified form, so that there may be freer traffic between railroads. One particular point made by him looked to compelling trunk lines to afford better facilities to lateral lines and small roads which are compelled to use big roads to reach a market. The better management of the private car lines so as to meet the demands of shippers and amendment of the laws bearing on terminal companies and terminal charges also were suggested.

Says Castro is Only Bluffing.

Paris, Nov. 24.—Inquiry at the Foreign office today brought out the statement that the report that France accedes to President Castro's request to indicate what portions of the Venezuelan note to Mr. Taigny, the French chargé d'affaires, are offensive, is incorrect. The officials say the president has heretofore been completely informed regarding the offensive features of the note and therefore the report that France will give further explanations is characterized as "a bluff intended to delay and confuse the situation."

Shanghai Oyster Men.

Pelidaphia, Nov. 24.—Having received numerous complaints that men have been shanghai for service on board oyster boats in Chesapeake bay, and that some of them have been ill-treated, resulting in two men losing their lives, Captain of Detectives James Donaghey, of this city, has applied to the authorities at Washington and to the attorney general of Pennsylvania for aid in investigating the report submitted to him by relatives of the victims.

Japan's New Big Gun Factory.

Victoria, B. C., Nov. 24.—An immense gun factory, with 20 large buildings, covering 83 acres, is being established on the Sumida river, near Tokio, by the Japanese military authorities, where 4,000 men will be employed in making heavy ordnance.



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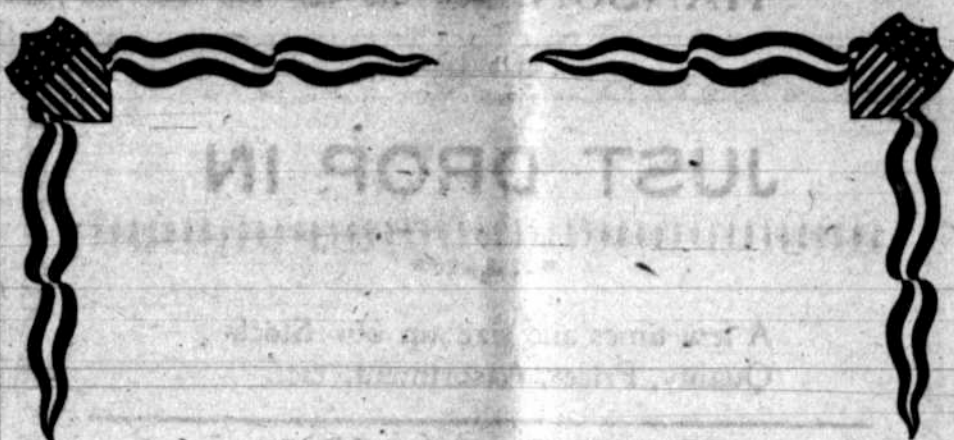
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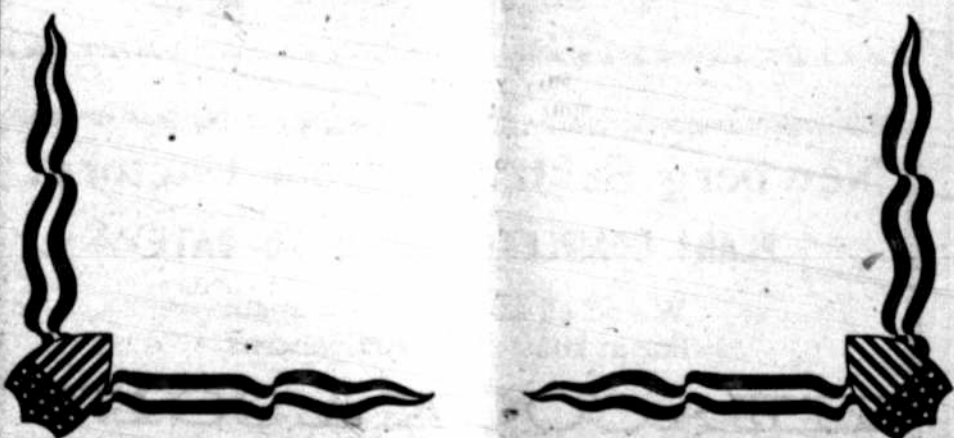
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Leaves Albany for Detroit..... 7:30 A M
Arrives Detroit..... 12:30 P M

No. 4 from Detroit—
Leaves Detroit..... 1:30 P M
Arrives Albany..... 6:30 P M

No. 5 for Albany—
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No. 6 for Corvallis—
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Train No. 9 arrives in Albany in time to connect with the S. F. south bound train.
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Train No. 3 leaves Albany for Detroit at 7:30 a. m. arriving there in ample time to reach the Breitenbach Hot Springs the same day.

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Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany at 7:10 a. m., in time to catch Eugene Local to Portland and train to Detroit.
Train No. 6 leaves Albany for Corvallis at 2:40 p. m., after the arrival of S. F. northbound Overland.

Train No. 7 leaves Corvallis at 6:00 p. m., arrives in Albany at 6:40 p. m., in time to connect with Local for Eugene and way points.
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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 two-thirds of a bottle cured me. I consider it the greatest cough and lung medicine in the world."