

# NEWBERG GRAPHIC

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NEWBERG.....OREGON

## NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Australia has adopted a protective tariff against Great Britain.

The army will ask an appropriation from congress for war balloons.

Emperor Francis Joseph is growing worse, his lungs being inflamed.

An Italian chemist will turn several animals to stone to show scientific men what he can do.

John Phillip Sousa recently celebrated the fifteenth anniversary of the organization of his band.

Free import duty on hops has almost killed out that industry in England according to growers there.

A young Los Angeles woman has received five infernal machines through the mail. A negro is under arrest but denies his guilt.

Sir William Laurier, premier of Canada, says he has not yet formed an opinion as to the best course to pursue in the exclusion question.

During the first six months of 1907 dishonest employees embezzled \$5,482,687, according to figures given out by the bond companies of New York.

Harriman has ordered expenses cut on all of his lines.

Rockefeller has given \$600,000 more to Chicago university.

The condition of Emperor Francis Joseph is becoming more serious.

Reports received at Washington indicate that the Moorish rebellion is nearing a collapse.

The Russian council of ministers has appropriated \$9,500,000 for colonization purposes in Siberia.

Coal mines in Montana have been closed in order to give the railroads a chance to clear the blockaded tracks.

The railroads of the country have decided to stand a strike rather than make more concessions to labor unions.

Commander John D. Briggs, of the United States navy, is going insane. He was in command of the cruiser Baltimore when that vessel went ashore in the Philippines in 1904.

The O. R. & N. company has started proceedings to prevent the Washington railroad commission from enforcing the joint wheat rate between its lines and the Northern Pacific.

Emperor Francis Joseph is seriously ill, but much improved.

The Arctic steamer Frithjof has sunk with the crew of 16 off the coast of Iceland.

Cassie Chadwick, one of the most notorious swindlers in American history, is dead at the Ohio penitentiary.

The trial of John R. Walsh, former president of the Chicago National bank, has been postponed until November 12.

Less than 500 men were at work in the places of the 10,000 cotton handlers and loaders who are on strike at New Orleans.

Awful famine on the coast of Labrador has caused the natives to take to cannibalism and eight people are known to have been eaten.

The Austrian steamer Guilia from Trieste to New York, took fire during the passage and was only saved after heroic work. The vessel carried 763 passengers.

Over \$500,000 worth of merchandise has been stolen from the Burlington railroad between Chicago and Denver during the past year and 300 Italian laborers discharged for pillaging the freight cars.

Robert Bacon may become ambassador at Berlin.

The cholera outbreak is growing to alarming proportions at Tokio, Japan.

Butte has been reminded of the old days by a saloon being held up by masked men.

The anti-Roosevelt faction in the East is now booming a ticket of Cannon and Hughes.

General Nord Alexis, president of the republic of Hayti, is so dangerously ill that his recovery is doubtful.

Judge Lawlor at San Francisco has summoned 300 men from which the new Ford jury will be selected.

Railroads throughout the East claim they won't be able to improve their lines if passenger rates are reduced.

The battleship Kentucky went aground near Norfolk, Va., but was floated again without damage to the vessel.

A London syndicate owns the Manhattan Oil company, of Ohio, and is closely affiliated with the Standard Oil.

Oregon lumbermen have sued for injunction to prevent the putting into effect of higher freight rates on lumber to the East.

Massacre of Jews at Odessa, Russia, has been renewed.

C. W. Post, head of the National Citizens' alliance, says unions are worse than trusts.

## ITINERARY OF EVAN'S FLEET.

Schedule of Stops Mapped Out for Trip to the Pacific.

Washington, Oct. 15.—According to the itinerary, the special service squadron will proceed direct to Trinidad. A stop of four days will be made at that port, when the squadron will sail for Rio Janeiro, where it is due November 2. A stop of seven days will be made at the Brazilian capital, after which the squadron will proceed to Montevideo, where it is due on the 13th proximo. Seven days will also be spent at that port. The next stopping place will be at Punta Arenas, near the entrance to the Magellan straits. There the vessels will remain three days before proceeding through the straits to Callao, Peru, where they are scheduled to arrive December 7. One week will be spent at that port, in order to permit visits to Lima, the Peruvian capital. The last leg of the cruise will be from Callao to Magdalena bay, where the vessels will engage in target practice and maneuvers.

This cruise marks the beginning of the extensive movement of warships from the Atlantic to the Pacific coast, which movement will include a fleet of 16 battleships commanded by Rear Admiral Evans, and a large flotilla of torpedo boats. All the vessels will follow practically the course adopted for the special service squadron.

## WAR DANGER BLOWS OVER.

Count Okuma Believes Immigration Question Will Be Settled.

Tokio, Oct. 15.—Count Okuma, who in the first stages of immigration troubles in America strongly disapproved of the government's pacific attitude, now practically admits that the radical utterances of both sides were largely prompted by politics. In an interview today Count Okuma said that Americans misunderstood the Japanese, who are astounded at the utterances of American newspapers. Reports of the possibility of war, he said have always emanated from the United States and very naturally are copied by the newspapers of Japan. While he believes that the Americans are over sensitive on the subject of Japanese immigration, he holds the opinion that the whole discussion is largely due to the fact that the United States is to have a presidential campaign next year. It is not likely that the immigration question will be seriously discussed or ever become an issue in the coming session of the diet. The Japanese government believes that the entire question will be solved by the present discouragement of immigration and the strict observance of the laws.

## AWAIT TAFT'S ARRIVAL.

First Philippine Congress All Ready to Convene.

Manila, Oct. 15.—Great interest is shown in the first Philippine congress, which will meet this week, and the arrival of Secretary Taft, who comes at an opportune time in the inauguration of the Philippine home rule. Already the contending political factions are showing great activity and at the caucus recently held the first brush occurred over a motion to have the assembly proceedings opened with prayer. This was defeated by one vote on the broad ground that church and state should be kept distinct.

The caucus was attended by 38 delegates. The position of the assembly on questions relating to the political future of the Philippines is expected to be determined largely by the opinions expressed by Secretary Taft in his address opening the session. This is the view held by Filipinos as well as Americans. The latter are generally in favor of a specific pronouncement in Philippine policy. The course of legislative action will depend mainly on the result of the fight of the Gomer Radicals for continuance of the National party.

The Nationalists, when united, exercise controlling influence but their internal divisions give the Progressive Independents the balance of power.

## Swamp Land Problem.

Washington, Oct. 15.—With the evident intention of supporting the national drainage bill at the coming session of congress, the department of Agriculture has issued a pamphlet entitled "Swamp and Overflowed Lands in the United States," in which some general facts are given in regard to the areas of the United States which would be reclaimable should the bill become a law. While the publication is intended to strengthen the bill, still it contains several statements that may have the opposite effect.

## Curb the House of Lords.

London, Oct. 1.—The Liberal campaign for restriction of the power of the house of lords to alter or reject bills proposed in the house of commons, which was inaugurated by Premier Sir Henry Campbell-Bannerman, is now in full swing. Members of the cabinet are addressing meetings almost daily, the subject of their speeches being the government's complaint of the treatment of measures of first importance by the upper house.

## Close Mexican Copper Mines.

Saltillo, Mexico, Oct. 15.—The slump in copper has closed a large number of mines, not only in the southern portion of the republic but in this section as well. A number of large mines have reduced their output exactly one-half, while the smaller ones have closed down entirely.

# OREGON STATE ITEMS OF INTEREST

## BIG COOS SAWMILL STARTED

Cody Plant Will Cut 150,000 Feet of Lumber Daily.

Bandon—The new Cody mill sawed the first log of last month which marks an epoch in the history of the sawmill business on the Coquille river. This plant is the largest in operation in Coos county. The daily capacity, at present, is 100,000 feet, and two re-saws and a pony band saw will be added, which will give a capacity of 150,000 feet per day. The plant is equipped with labor saving machinery and appliances, among which are live rolls everywhere the lumber has to be handled. The mill and grounds cover 35 acres and have log booms accommodating 15,000,000 feet of timber. Already there are 6,000,000 feet of timber ready for the mill and the various logging camps belonging to the company along the river are placing more timber in the river daily.

## Successful Prune Run.

Eugene—The local fruit evaporator has just closed a very successful season's run on prunes, curing over 600,000 pounds of green fruit, which makes over 200,000 pounds after they are dried. The entire crop in this vicinity was saved this year, whereas last year perhaps one-fourth of the crop was allowed to go to waste on account of lack of drying facilities. Since then the company that operates the evaporator here has built one at Irving of similar capacity and other smaller ones have been built near Eugene. The crop this year was almost as large as last.

## Sold for Appropriation.

University of Oregon, Eugene—A plan is being promoted by some of the alumni among the students to form the student body into a committee of correspondence to use their influence over the state to pass the university appropriation next June. The supporters of the university, the alumni and the board of regents particularly are making arrangements now for the campaign next spring. Most of them express confidence that the referendum will fail, but none of them intend to leave a stone unturned that will insure their confidence.

## Two Hundred in Line.

Klamath Falls—Reports come from Lakeview to the effect that 200 people are now in line at the Lakeview land office awaiting the date of filing, October 28, on the lands recently opened to entry. County Treasurer Lewis and D. G. Brown, of Fort Klamath, in their search for claims went to an out-of-the-way place, south of Silver creek, where they supposed no one would be, but found the woods full of people, and came home without trying to locate. The general belief is that everyone will secure at least a contest case.

## Reign of Wheat Kings Ended.

Pendleton—A sensation has been created here by the announcement that Agent McFarridge has received positive instructions to institute new conditions on the Umatilla Indian reservation regarding the leasing of Indian land. A future leaseholder must reside on the land leased, which will do away with the wheat kings of Pendleton and other places who have been farming thousands of acres of reservation land. The new rule will make smaller farms and more people on them. It will go into effect at once.

## Shark's Tooth in Benton.

Albany—J. G. Crawford, of this city, while investigating the gravel beds on the Benton county side of the river, found a shark's tooth and considers it as additional evidence that this was at one time an inland sea and the abode of marine life. Mr. Crawford is an expert geologist and student of all forms of life and is gradually making a collection of evidences of prehistoric and ancient life of these lands. His collection is valued at a high figure and is highly interesting.

## Beet Harvest is On.

La Grande—The La Grande Amalgamated Sugar company has started for the fall run and will be in operation during the winter months. The field superintendent has had a crew of over 100 Japs at work near here pulling beets during the past few weeks. Nearly 100 Indians from the Umatilla reservation near Pendleton are also at work in the fields. The crop is large and at least six weeks' work is expected.

## Exit Wells-Fargo Express.

Astoria—W. E. Carpenter, traveling auditor of the Wells-Fargo Express company, has been engaged during the past week in closing up the company's affairs at the express offices along the line of the Astoria & Columbia river Railroad and turning the business over to the Northern Pacific Express company, which will conduct the express business on this line in the future.

## Big Peaches on Willow Creek.

Vale—J. T. Logan, one of the best known farmers of Willow creek, brought into Vale last week a sample of ten peaches that are prize-winners. The smallest measured a little more than 1 1/2 inches in circumference and the largest was 1 1/2 inches around. A selection of four weighed 2 1/2 pounds. This record beats the winners at the Sacramento Irrigation congress.

## FINDS SEEDLESS PEARS.

Hood River Fruit Grower Makes Discovery of Frask.

Hood River—A discovery has been made by A. I. Mason, vice president of the Northwest Fruitgrowers' association, that may rank with the greatest horticultural feats of Luther Burbank, the wizard of Santa Rosa, Cal. It consists of a pear, well developed in every way, large, of fine quality and flavor but absolutely seedless and coreless. The fruit was examined by some of the best known fruitgrowers and horticulturists at Hood River and many others and is pronounced the most wonderful example of entirely seedless deciduous fruit ever seen or heard of. Unlike the seedless apple, the Mason seedless pear, as it has been named, is a perfect one, being from 3 1/4 to 4 1/4 inches in height and 4 to 5 inches in circumference.

In telling the story of his discovery Mr. Mason stated that the tree on which they grew was bought for a Clapp's Favorite, and is but three years old. Last year it had but few pears on it and little attention was paid to them except to note that they bore later than that variety is supposed to.

This year, however, it had several boxes of large, fine fruit and in being prepared for canning one of the pears was cut open and to the astonishment of Mason's wife, had no seeds in it. Thinking this was just a freak on the part of one pear, Mrs. Mason cut open another which also had no seeds or core and called Mr. Mason's attention to the fact. Hurriedly he cut open half a box of the fruit and found it all seedless and coreless, and not being posted on pears, as apples, he came to town to discover if any one knew of a similar incident.

None could be found among either growers, shippers or students of horticulture and the pear was pronounced not a Clapp's Favorite, but one of unknown variety that gives every evidence of having in some way performed what mankind has been trying to do for years, grow seedless deciduous fruit that will be the equal in flavor and quality of that with cores and seeds.

## Medford's New Record.

Medford—The first carload of Beurre Bosc pears ever shipped to New York from Oregon has sold there at auction, grossing \$2,335, or an average on all sizes of \$4.10 per box. J. W. Perkins is the grower. This is the record price for fruit of this variety. Nearly every car shipped from Medford this year has broken existing records. All year records at all varieties now held by Medford growers having been wrested away from California within the past two years, up to which time California had taken and held all pear records. Five hundred acres of Beurre Bosc pears will come into bearing here next year.

## Eighty Per Cent Sold.

Athens—Eighty per cent of the wheat crop, which is estimated to be 500,000 bushels in the vicinity of Athens, has been sold. Bluestem has been selling at 75 cents and club from 60 to 71 cents. The farmers are now arranging to do their fall seeding, most of the land having already been prepared, and they are only waiting for a little more moisture. Considerable wheat is being hauled to the warehouses daily.

## PORTLAND MARKETS.

Wheat—Club, 86@87c; bluestem, 88@89c; valley, 85@86c; red, 84@85c. Oats—No. 1 white, 42c; gray, 42c. Barley—Feed, \$25.50 per ton; brewing, \$26.50@27; rolled, 26c.

Corn—Whole, 33c; cracked, 32c. Hay—Valley timothy, No. 1, \$17@18 per ton; Eastern Oregon timothy, \$19@20; clover, \$11; cheat, \$11; grain hay, \$11@12; alfalfa, \$12@13.

Fruits—Apples, \$1@1.75 per box; cantaloupes, 75c@1.50 per crate; peaches, 60c@1 per crate; prunes, 50c per crate; watermelons, 1@1 1/2 per pound; pears, 1@1.75 per box; grapes, 40c@1.50 per crate; casaba, \$2.25 per dozen; quinces, \$1@1.25 per box; huckleberries, 7@8c per pound; cranberries, 8@9c per barrel.

Vegetables—Turnips, \$1.25 per sack; carrots, \$1.25 per sack; beets, \$1.25 per sack; cabbage, 14c per pound; cauliflower, 25c@31c per dozen; celery, 35c@41c per dozen; corn, \$1@1.50 per sack; cucumbers, 10@15c per dozen; onions, 15@20c dozen; parsley, 20c per dozen; peppers, 8@10c per pound; pumpkins, 1@1 1/2 per pound; squash, 50c@1 per box; tomatoes, 36@50c per box; onions, dry, \$1.50@1.65 per sack.

Potatoes—Delivered Portland, 75c@85c per hundred; sweet potatoes, 2 1/2c per pound.

Butter—Fancy creamery, 27 1/2@35c per pound.

Veal—75 to 125 pounds, 8 1/2@9c; 125 to 150 pounds, 7 1/2c; 150 to 200 pounds, 6@7c.

Pork—Block, 75 to 150 pounds, 8@8 1/2c; packers, 7 1/2@8c.

Poultry—Average old hens, 11@12c per pound; mixed chickens, 11@12c; spring chickens, 11@12c; old roosters, 8@9c; dressed chickens, 13@14c; turkeys, live, old, 16c; young, 18c; geese, live, per pound, 8@9c; ducks, 12 1/2c; pigeons, \$1@1.50; squabs, \$2@3.

Eggs—Fresh ranch, candle, 32 1/2@35c per dozen.

Hops—1907, 9@10c per pound; old, 4@5c per pound.

Wool—Eastern Oregon, average best, 16@22c per pound, according to shrinkage; valley, 20@22, according to fineness; mohair, choice, 29@30c per pound.

## SMALL IS OUSTED.

Striking Telegraphers Refuse to Consider Surrender.

Chicago, Oct. 14.—The national executive board of the Commercial Telegraphers' union last night suspended President Small, the order to take effect immediately. The notification adds that the executive board will hereafter direct the strike, and that it will be "run by men with red blood."

New York, Oct. 14.—Followed by a storm of denunciation and hisses, Samuel J. Small, national president of the Commercial Telegraphers' union, was practically driven out of Clinton hall at a mass meeting of striking operators yesterday afternoon. Mr. Small attempted to explain his action in sending out notices to all locals Saturday night asking them to vote on the question of surrender, but before he could finish shouts of "resign," "get out," and other exclamations even less complimentary drowned his voice.

New York, Oct. 14.—Following the visit to this city of Labor Commissioner Nell, President Small, of the Commercial Telegraphers' union, Saturday afternoon took decisive steps to close the telegraphers' strike. He sent the following telegram to all the leading cities in the country:

"New York, Oct. 12, 1907.—Prominent New Yorkers appealed to me to call the strike off. All efforts at negotiations are exhausted, and the company's officials say they will fight to a finish. The treasury is depleted and no more funds are available. Requests for relief from all sides are heavy and urgent. The general assembly cannot meet them. The strike having been ordered without the president's sanction, I recommend that locals vote on the proposition."

## CARS STILL SCARCE.

Lane Says the Traffic Grows Faster Than the Supply.

Washington, Oct. 14.—Interstate Commerce Commissioner Lane returned today from a trip to the Pacific coast, thoroughly convinced that the business of the Northwest is going to suffer by reason of the general car shortage. He found throughout that section that, although the railroads are increasing their equipment, some very extensively, business is growing twice as rapidly, and in consequence the railroads are bound to fall farther and farther behind.

He did not discuss the question in detail or indicate what action the Interstate Commerce commission is likely to take, for he has not yet had an opportunity of conferring with his colleagues.

Mr. Lane said there would be a fuel famine in the Northwest if there should be a long, hard winter. Increase of manufactures and increased use of coal by railroads calls for more coal than the old markets have been accustomed to supply, and wood fuel cannot supply the deficiency for domestic use, because of the high wages demanded by lumbermen, making it unprofitable to place wood on the market in large quantities. If the winter is mild and short, the Northwest may escape without suffering, otherwise there will be hardship.

## CHINESE VERSUS JAPANESE.

Canada May Throw Down the Bars Against Mongols.

Ottawa, Oct. 14.—At the approaching session of the Dominion parliament, which opens next month, it is understood that a move will be made to throw down the barriers against Chinese immigration into Canada by abolishing the head tax on Chinese, which is practically prohibitive. It is asserted that this step would afford a solution of the Oriental problem, which is now assuming an acute phase among the people of British Columbia, particularly in the coast cities.

It is pointed out that, when the Chinese were allowed to enter the Dominion at a nominal tax rate, there was very little trouble with Japanese arrivals, and absolutely none from the Hindus. If the head tax were abolished or even reduced to a nominal amount, there would follow a big influx from China. The Chinese would work for such small wages that the people of British Columbia would be able to solve the Japanese immigration problem by giving Chinese labor the preference.

## Prairie Fire in Montana.

Great Falls, Mont., Oct. 14.—One of the biggest prairie fires in recent years in Montana is sweeping the ranges in the Eastern part of the state, not less than 80 miles of choice grazing ground already having been burned over in the vicinity of Culbertson. Stockmen are making desperate efforts to stop the spread of the fire, but the flames fanned by wind, have thus far had little check upon them. On the Fort Peck reservation many houses and buildings belonging to the Indians have been destroyed.

## Toothache Makes History.

Berlin, Oct. 14.—A learned Egyptologist, who has studied Menepthot's mummy, declares that the pharaoh, who ruled when the children of Israel were delivered from Egyptian bondage, suffered excruciatingly from toothache. The acute agony he endured so angered Menepthot, so "hardened his heart," as the book of Exodus has it, that it was necessary to initiate the plague on his realm before he would consent to let Moses and the Israelite hosts go.

## Elevators and Coal Chutes Burn.

Madison, Ill., Oct. 14.—The Clover Leaf grain elevator, containing 25,000 bushels of grain, was destroyed by fire early today. Several small cottages near the elevator, together with the coal chutes of the railroad company, were also destroyed. Loss, \$40,000.

# GUILTY OF REBATING

Santa Fe Railroad Liable to Very Heavy Fine.

## JURY FINDS SIXTY-SIX COUNTS

Concessions for Loss in Transportation Not Allowed—May Have to Pay Million and a Quarter.

Los Angeles, Cal., Oct. 12.—After being out 30 minutes the jury in the case of the government against the Santa Fe Railroad company, on trial for rebating in the Federal court here yesterday afternoon, brought in a verdict of guilty against the railroad on all of the 66 counts of the indictment. Judge Wellborn will announce his decision next Monday.

An estimate of the maximum penalty which may be imposed is \$1,250,000. The charge against the Santa Fe was that it had granted rebates from its regular tariff on shipments of lime by the Grand Canon Lime & Cement company, of Arizona. The defense of the railroad company was that the rebates were "concessions" made for alleged losses in the shipment during transit. The trial began on September 30.

In his decision on the law points which arose during the trial, Judge Wellborn today laid down a point of law which is held to be one of the most important which has been enunciated since the Interstate Commerce commission was instituted. He said:

"I hold that the acceptance by the defendant of a less sum of money than that named in its tariff for the transportation of the property described in the indictment, if there has been such acceptance, was a departure from the legal rates and that it is no justification for such departure, nor is it any defense to a prosecution thereof that the acts of the carrier were done in compromise of claims for loss of property in transit."

## HARRIMAN LINES INDICTED.

Three More Charges of Rebating on Matting From Japan.

San Francisco, Oct. 12.—The Federal grand jury yesterday reported to United States District Judge De Haven three indictments against the Southern Pacific company and two against the Pacific Mail Steamship company for carrying freight for less than the legal rate between Kobe, Japan, and various cities in the United States. The cargo consisted of matting, which was brought from Kobe to San Francisco in the Pacific Mail steamship "Mongols" and thence to the East by the Southern Pacific and its connections. The indictments are supplementary to those of a similar nature filed last week.

## May Postpone Trial.

Boise, Oct. 12.—Judge Wood will personally investigate the condition of George A. Pettibone, who has been in St. Alphonse hospital for the past month, and in case he finds that the trial set for next Tuesday would probably be interrupted by the defendant's illness, will continue the case of his own motion. In open court this morning Clarence Darrow stated that the defendant was ready for trial and that he was ready to be taken back to jail at any time. The trial jury will report next Tuesday morning.

## Sugar Advances in South.

Los Angeles, Oct. 12.—Sugar has just been advanced 20 cents a barrel. Both the cane and beet varieties are affected. Wholesale dealers say the rise in price is due to an increased demand and to the fact that the output of Europe and South America is not more than the average. Nathan Cole, vice president of the Pacific Sugar company, says that this is the first of a series of advances. The next one will occur within a week, he thinks, and will probably be as great.

## Same Reduced Rates in 1908.

Omaha, Neb., Oct. 12.—The Union Pacific and Southern Pacific lines in connection with the Chicago & Northwestern, Chicago, Milwaukee & St. Paul and other transcontinental lines have given notice to the Transcontinental association that they will continue collector rates during the months of March and April, 1908, and on the same basis as the rates which were in effect during March, April, September and October, 1907.

## Schmitz Will Appeal.

San Francisco, Oct. 12.—The attorneys for ex-Mayor Eugene Schmitz, who has been convicted of extortion and sentenced to five years' imprisonment, will this afternoon file their appeal in the Appellate court. It was not believed that the matter would come up for hearing until late in November or early in December.

## Advancing on Casa Blanca.

Paris, Oct. 12.—A telegram has been received from General Druce, commander of the French expeditionary forces in Morocco, saying that one of Mulal Haig's armies has arrived within 20 miles of Casa Blanca. The Moors have with them four pieces of artillery.

## Biggest Warship in World.

Yokohama, Oct. 12.—Japan is to have the largest battleship in the world, according to advices received here today. Instructions have also been given to construct a vessel similar to the new style of British destroyer, but much higher.