

NEWS FROM THE NATIONAL CAPITAL

NAVY RANKS SECOND.

America Rises From Fourth Place in Two Years.

Washington, Nov. 20.—In the last two years the United States has risen from the fourth to the second place among the naval powers of the world. Two years ago the American navy was outlasted by the navies of England, France and Germany. Today Great Britain is the only nation that has a larger naval tonnage than the United States. It is true that France has more warships, but the aggregate tonnage of the French navy is below that of the United States. These facts are brought out in a statement of the Naval Intelligence bureau of the Navy department.

England has 52 first-class battleships, 32 armored cruisers, 90 unarmored cruisers, 142 torpedo boat destroyers, 47 torpedo boats and 39 submarines. The ships now being built are 7 first-class battleships, 6 armored cruisers, 1 unarmored cruiser, 13 torpedo boat destroyers, 14 torpedo boats and 21 submarines.

France has 19 first-class battleships, 19 armored cruisers, 28 unarmored cruisers, 35 torpedo boat destroyers, 257 torpedo boats, 41 submarines and 12 coast defense vessels. The vessels now under construction are 8 first-class battleships, 4 armored cruisers, 40 torpedo boat destroyers, 14 torpedo boats and 63 submarines.

The United States now has 22 first-class battleships, 10 armored cruisers, 41 unarmored cruisers, 16 torpedo boat destroyers, 32 torpedo boats, 12 submarines and 11 coast defense vessels. This country is now building 7 first-class battleships, 2 armored cruisers, 3 unarmored cruisers, 5 torpedo boat destroyers and 7 submarines.

Modify Guard Laws.

Washington, Nov. 20.—The national administration desires existing laws modified so that the national guard of the United States can be made effective as the second line of defense of the country. With this end in view, Acting Secretary of War Oliver has invited the Interstate National Guard association to appoint a committee to meet him and the general staff on December 12, and unite upon resolutions. Repealing the provision limiting the length of active service of the militia to nine months; permitting service abroad; waiving the requirement of regular army standard where states have not a full regiment of militia are among the changes wanted.

Taft Will Hasten Home.

Washington, Nov. 21.—Secretary Taft, who arrived at Vladivostok yesterday, called Major McIntyre, the acting chief of the insular bureau, to engage accommodations for him and his party on the steamship President Grant, which will leave Hamburg, Germany, on December 7 for New York city. The secretary said nothing about his program for the stay in Asia or Europe. Mr. Taft telegraphed that all the party were well. It is understood Mrs. Taft will not come to the United States with the secretary.

Congress to Give Relief.

Washington, Nov. 20.—There are so few members of either house of congress who deal directly with financial legislation in the capital that it is impossible to make any definite prediction as to what course financial legislation will take at the approaching session. All who are here, however, agree that the conditions are such that something must be done, and the preponderance of opinion favors the view that relief legislation will be prompt.

New Northwest Postmasters.

Washington, Nov. 23.—Postmasters appointed: Miles, Ore., Edgar A. Johnson, vice R. E. Cunningham, resigned; Rutledge, Ore., William Dillinger, vice C. E. Young, resigned; Star, Ore., Mary J. Harlow, vice Milo Pitcher, resigned; Greenacres, Wash., William T. Donahue, vice H. M. Adams, resigned; Thornton, Wash., Harry H. Goss, vice L. L. Holt, resigned.

Protection Against Disease.

Washington, Nov. 21.—The bubonic plague at San Francisco and other diseases of the South American coast are causing the consideration of propositions for the safeguarding of United States ports to be presented by the American delegation to the coming international sanitary conference of American republics to be held at Mexico City.

Williamson Case Set.

Washington, Nov. 21.—The case of ex-Congressman Williamson, by joint request of the prosecution and the defense, has been set by the Supreme court for December 2. As several other cases are set for the same day ahead of this case, the hearing will probably be held about December 4.

Gompers After Cannon.

Washington, Nov. 19.—President Samuel Gompers, of the American Federation of Labor, forgetting his experience in politics a year ago, is going to undertake to prevent the re-election of Speaker Cannon—not his re-election to congress, but his re-election as speaker of the house.

Freight to Pacific Increases.

Washington, Nov. 22.—The census bureau reports that the commercial valuation of freight transported by water to the Pacific coast was \$74,000,000 last year, and \$21,000,000 in 1899. The wages have increased from \$5,000,000 to \$12,000,000.

FLEET TO BE REVIEWED.

President Will Inspect Atlantic Squadron Before It Sails.

Washington, Nov. 23.—Secretary Metcalf today signed an order prescribing the outlines of the program for the review of the battleship fleet by President Roosevelt at Hampton Roads, December 16, when it starts on its journey to the Pacific. The arrangement of the details will be left to Admiral Evans. The Mayflower, with the President and party on board, is to arrive in Hampton Roads from Washington, shortly after 8 o'clock in the morning, and will anchor near the center of the fleet.

Immediately on anchoring, the flag officer, followed by the commanding officers of the vessels of the fleet, will repair on board the Mayflower to pay their respects to the President. Returning to their ships, the fleet will get under way to stand out to sea, preceded by the Mayflower. The latter vessel will anchor, the fleet passing in review and out to sea.

RAILROAD CONSPIRACY.

Lumbermen File Protest With Interstate Commissioner.

Washington, Nov. 19.—A conspiracy between the Hill and Harriman lines to shut out competition, boost rates for transportation of lumber from Oregon and other North Pacific states to the East, is charged in a complaint by practically all of the big lumber manufacturers of those states, which was filed today with the Interstate Commerce commission. All the Hill and Harriman roads in Oregon are now putting into effect increased rates at from five to ten cents per hundred.

"This will greatly injure and to some extent destroy the lumber industry of Oregon, an industry yielding products worth \$30,000,000 at the mills and which is paying the roads \$12,000,000 in freight yearly," says the complaint. "It is unjust and unreasonable to impose on this industry the additional burden to pay dividends on grossly excessive capital stock and principal and interest on excessive bonds."

The manufacturers ask that a reasonable rate be fixed by the commission.

Fourth Complaint Filed.

Washington, Nov. 21.—The fourth of a series of complaints recently filed with the Interstate Commerce commission by the Lumber Manufacturers' association of the North Pacific coast, was presented to the commission today. Its title is the Southwest Washington Lumber Manufacturers' Association against the Northern Pacific Railway company and several other Western and Northwest railroads. It is practically identical in its allegations with petitions previously filed by the other associations.

Rebate Case Set for Argument.

Washington, Nov. 21.—The rebate case against the Great Northern Railway company, in which the company is under sentence to pay a fine of \$15,000, has been set for hearing in the Supreme court of the United States on January 6. This is the case in which the company resists the Elkins law, under which the fine was imposed, on the ground that it was repealed by the railroad rate law at the last session of congress.

Irrigated Potatoes From Idaho.

Washington, Nov. 21.—A box of "Golden Russet" potatoes, which were grown near Heyburn, Idaho, has been received by the reclamation service Washington office. The results of this first season of irrigation under the Mindoka project are most pleasing to the officials of the reclamation service. The yield of potatoes was something over five tons to the acre, and potatoes in neighboring states are bringing \$40 per ton.

Report on Land Sales.

Washington, Nov. 21.—The general land office has adjusted its account with Washington state, showing 5 per cent of the net proceeds of sales of public lands within the state for the fiscal year ending June 30. Receipts from sales of such lands were \$683,088; from sales of Indian lands, \$98,995, and from fees and commissions, \$104,421, making the total receipts from all sources \$886,504.

Utah Leave for Work.

Washington, Nov. 22.—Telegrams from Special Agent Downs, of the Ute Indians, and Supervisor of Indian Employment Saglett, received at the Indian office here, state that 57 able-bodied Indians, with their families, consisting of a total of about 135, left the Ute camp for Rapid City, S. D., to work. The total number of Indians at the camp is about 370.

Will Be Oversubscribed.

Washington, Nov. 23.—Developments of further assurances of the success of the new financial plan of the administration. The treasury department has received many bids for the canal bonds and certificates and it is believed that the hundred million of certificates will be largely oversubscribed. The local banks say that individual deposits have greatly increased since yesterday.

New Washington Postmasters.

Washington, Nov. 22.—Washington postmasters appointed: Lakewood, Wash., W. Kernode, vice H. P. Chamberlain, removed; Yelm, D. R. Hughes, vice J. L. Mosman, resigned. Rural free delivery route No. 2 has been ordered established February 1 at Tumwater, Thurston county, serving 400 people and 100 families.

LUMBER CASES CONSOLIDATED

Oregon and Washington Complaints Will Be Heard Together.

Washington, Nov. 22.—The Interstate Commerce Commission will hold but one hearing to dispose of the complaints of Oregon and Washington lumber manufacturers against the new rates on lumber shipped to Missouri river points and the Middle West and from points in Oregon to points in California. The Oregon and Washington Lumber Manufacturers' Association and the Pacific Coast Lumber Manufacturers' Association have filed separate complaints with the Interstate Commerce Commission but in effect their complaints are identical, as the rates complained of are the same from Oregon as from Washington, the defendant railroads are the same in each case.

The complaint of the Western Oregon Lumber Manufacturers' Association is somewhat different, as it applies only to rates from Oregon to California established by the Southern Pacific and the Oregon & California Railroad companies. At the hearing, which will begin December 11, the railroads will be represented by their attorneys and the lumbermen by Teal & Minor, of Portland; A. E. Griffiths, of Seattle; W. H. Abel, of Monticello, Wash., and by Wimbish, Watkins & Ellis, of Atlanta, Ga.

In its complaint, recently filed with the commission, the Oregon and Washington Lumber Manufacturers' Association, allege that the Hill and Harriman railroads, by concert of action absolutely fix and maintain rates on lumber from Oregon and Washington to points in the Mississippi Valley, Rocky Mountain and Plains states, said rate being formulated through the trans-continental freight bureau at Chicago, said bureau being dominated and controlled by these two systems.

After setting forth the difference between the old rates and those which were to have gone into effect November 1, the complainants allege that this raise in rates is the result of a conspiracy to destroy all competition among the railroads operating in the Northwest, and to exact an unreasonable compensation for the transportation of lumber, and that the railroads, by increasing their rates, propose to absorb all or nearly all of the profits of the lumbermen.

HEARST HELD FOR LIBEL.

Bound Over to Grand Jury—Political Game Charged.

New York, Nov. 22.—Justice Wyatt, in the Court of Special Sessions today, held William R. Hearst for the grand jury on the charge of criminal libel, preferred by William Astor Chanler, S. S. Carvalho appeared for Mr. Hearst. The amount of bond was fixed at \$500, the usual sum required in misdemeanor cases. Mr. Carvalho is the general manager of Mr. Hearst's New York newspaper.

Both Mr. Hearst and his bondsmen were in court when Justice Wyatt handed down his decision. They repaired to the office of District Attorney Jerome while the bail bond was being prepared. It was later approved by Justice Wyatt and Mr. Hearst and his attorneys drove away in the big red automobile that had brought them to the criminal courts building.

The charge against Mr. Hearst grew out of a publication in the New York Evening Journal concerning the case of Raymond Hitchcock, the actor. Mr. Chanler's name was mentioned in connection with the article. Several hearings were had before Justice Wyatt, and Mr. Chanler positively denied that he had ever been at Hitchcock's house when little girls were there.

His counsel contended that the publication had been made for the purpose of injuring politically Lieutenant-Governor Lewis Stuyvesant Chanler, a brother of the complainant, against Mr. Hearst. This was denied by Mr. Hearst's attorneys, who made the counter assertion in court that Mr. Chanler's proceedings against Mr. Hearst were taken in the hope of hurting the chances of the Independence League ticket in the last country election.

Combined to Down Opposition.

Salt Lake, Nov. 22.—The Federal grand jury returned indictments against the Union Pacific Railroad company, the Oregon Short Line, the Union Pacific Coal company, J. M. Moore, general agent of the Union Pacific Coal company and Everett Buckingham, assistant general superintendent of the Oregon Short Line. The technical charge is a combination in restraint of trade by forcing a Salt Lake City coal dealer out of business because he had lowered the price of coal below that fixed by the combination.

They Assassinated Pictures.

Odesa, Nov. 22.—The trial by a special military court of 25 men of the Eleventh Nicholas I. regiment, on charges of mutiny and insubordination, came to an end here today. Two sergeants and one private who had destroyed a picture of Emperor Nicholas were sentenced to death and at once shot. Nine other men were sent out to the mines for life, 12 were sent to the mines for 10 years and the others were acquitted.

St. Louis Bids for \$12,000,000.

St. Louis, Nov. 22.—At a meeting of all St. Louis bankers today, it was decided to take \$12,000,000 of the government's treasury certificates, providing the money paid for this circulating medium be re-deposited in the banks taking the scrip. This the Treasury department has already signified its intention of doing.

Deposits Rushing Back.

New York, Nov. 22.—The Terminal Bank, one of the Brooklyn institutions which closed their doors several weeks ago, reopened for business today. More than 100 depositors were in line and \$45,000 was deposited during the first hour.



O. R. & N.
OREGON SHORT LINE AND UNION PACIFIC

Three Trains East Daily

Through Pullman standard and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (seasonally condensed) weekly to Chicago, Kansas City; reclining chair cars (seats free) to the West daily.

DEPART	TIME SCHEDULE Portland, Or.	ARRIVE
Chicago, Portland, Special 5:25 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	5:00 p. m.
Atlantic Express 8:15 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.
St. Paul Fast Mail 11:15 p. m. via Spokane.	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	8:00 a. m.

For fuller information ask or write your nearest ticket agent, or

MM. McMURRAY,
General Passenger Agent

FARMERS READ THE WEEKLY OREGONIAN OF PORTLAND

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subscribing for the GRAPHIC AND WEEKLY OREGONIAN Both Papers for \$2.25



La Salle Street Station—Used by Rock Island-Frisco Lines.

Have YOU ever been in CHICAGO?
If so, you know the extremely convenient location of La Salle Street Station. If you are a stranger in the city, however, it is of great importance that you learn about this magnificent and comparatively new terminal, used jointly by Rock Island-Frisco Lines. It is nearest the heart of the city—closely adjoining the business section—within easy walking distance of State Street shopping center and all the principal hotels—the only depot on the elevated loop. The Rock Island right-of-way into Chicago is elevated for more than eight miles out through the suburbs. Prompt arrival at Chicago terminal is thus assured. Englewood Union Station, seven miles out, affords ready access to southern suburbs—all through trains stop there.

General Agent,
Rock Island-Frisco Lines,
140 Third St., PORTLAND, ORE.

WHEN YOU CATCH COLD

Do not take chances on it wearing away or experiment with some unknown preparation which may leave the bronchial tubes and lungs weakened and susceptible to attack from the germs of Pneumonia or Consumption.

FOLEY'S HONEY AND TAR

not only stops the cough but heals and strengthens the lungs and prevents serious results from a cold. Contains no opiates.

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 Politician'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."

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.

SOLD AND RECOMMENDED BY

R. H. CALDWELL & COMPANY.