

NEWS FROM THE NATIONAL CAPITAL

STANDS UP FOR THE NAVY.

Assistant Secretary of State Says No Better One Exists.

Washington, Nov. 28.—From time to time during the last few months there have appeared in various publications comments concerning alleged defects in vessels of the navy, particularly in battleships and armored cruisers.

To answer these, Rear Admiral Capps, chief of the bureau of construction and repair, has commented in his annual report to the secretary of the navy. Admiral Capps covets responsibility for the designs, such as they are, and pays the highest tribute to his predecessors in office. He declares our battleship fleet is fully equal in all respects to that of any equal number of ships in any other navy, designed during the same period. He further quotes one of the most distinguished foreign authorities, as follows:

"Extraordinary high figures for United States ships afford food for thought, for both in ships and high power guns impervious to vital injury at long range, the United States fleet is superior to any other in the world." Recurring to the criticisms of the battleships, Admiral Capps says: "The chief constructor hopes that he has demonstrated fully and clearly that such serious faults as exist in any battleship and cruisers were not due to the arbitrary methods of the board of construction or to the bureau of construction and repair, but were almost wholly due to developments in material and the insistence of seagoing officers that certain military features should be embodied in the original design or, subsequently, that changes covering the same should be made under these last conditions. The changes obviously involved a very considerable cost."

Estimates for the next fiscal year for construction and repair on ships shows an increase of \$850,000 over the appropriations for the present year.

Keeping It Secret.

Washington, Nov. 30.—There was another land grant conference in the office of the attorney general today, but nothing has been made public as yet. So far, it is known that these conferences have been purely deliberative, and no conclusions have been reached. Even when it is decided what course shall be pursued, either to compel the railroad to comply with the terms of their grants or to forfeit their lands, it is probable no announcement will be made, as the department deems it imprudent to show its hand to the railroad companies in advance of the institution of legal proceedings. It is learned that before a definite policy is agreed upon all members of the Oregon congressional delegation will be called in to conference, and will be consulted as to the policy to be adopted.

Some of Utes Go To Work.

Washington, Nov. 28.—The commissioner of Indian affairs has been advised of the arrival of 130 of the disaffected Ute Indians at Rapid City, S. D., where they have agreed to accept work on a railroad. The information comes from Superintendent of Indian Employment Dagnett, who has prevailed upon the Indians to work by informing them of the attitude of the government, which is opposed to indulgence to them so long as they remain in idleness. There are 240 of the malcontents who have not yielded.

Notaries to Take Evidence.

Washington, Nov. 27.—The Interstate Commerce commission today appointed C. H. Sholes, of Portland, and N. W. Boelter, of Seattle, as notaries, to begin November 30 the taking of depositions in the northwest lumber rate cases. It is said there will be a large number of witnesses whose testimony will be taken on the Coast, and it will become a part of the record in the lumber cases here when the hearings begin, December 11.

Japs to Prevent Trouble.

Washington, Nov. 29.—Evidently desiring a more conservative course on the Japanese question, Japan announces the transfer of Consul Uyeno from San Francisco to Sydney, Australia. Chozo Kolk, a distinguished diplomat and consul general at New York, goes to San Francisco, on December 2, to be consul general, the post being raised from a consulate.

Proposes Large Homesteads.

Washington, Nov. 27.—Soon after congress convenes Senator Fulton will introduce a bill authorizing 640-acre homesteads in those parts of Eastern Oregon where small acreage will not sustain families. His plan has been successfully tried in Nebraska, particularly in sections which have but little rainfall and where irrigation is not possible.

End of the Old Saratoga.

Washington, Nov. 29.—The old sloop of war Saratoga, famous in history for her performance under command of Admiral Farragut as well as under Commodore Perry, is to go on the junk pile, Thomas Butler & Co., of Boston, who bought the ship for \$3,210, intend to demolish her for the sake of any old metal and scrap in the hull.

New Railway Mail Clerks.

Washington, Nov. 30.—L. C. Oster and F. H. Twohey, of Portland; Charles A. Crocker, Cornelius Roscoe, S. Steels, Independence, and Guy N. Howell, Salem, have been appointed railway mail clerks.

SAYS RATES WERE EXCESSIVE

Lumber Firm Complains to Commission Against Harriman.

Washington, Nov. 26.—A complaint was filed today with the Interstate Commerce commission by the E. H. Lewis Lumber company, operating in Oregon and Washington, alleging that the Harriman roads in the Northwest in 14 different cases exacted freight charges on cars of lumber shipped from Oregon and Washington to the East in excess of the legal rates published by the roads.

All the excess charges were made subsequent to the time the new rate went into effect, and on this ground complainant asks the commission to require the roads to refund the amount of the excess and hereafter to conform to their published rates.

Indorse Plan of Alchison

Washington, Nov. 29.—The Oregon, Washington, Idaho and Montana senators who are here met today and adopted a resolution favoring an amendment to the interstate commerce law in accordance with the terms of the resolution introduced by Commissioner Alchison, of Oregon, at the recent state railway commissioners' convention here, providing that no increase shall be made in any rate when shippers object until the road can show the rate is reasonable. Today's action was taken in compliance with the wishes of the Pacific Northwest lumbermen, who are now before the Interstate Commerce commission here with several cases involving proposed increase in rates on coast lines.

Nothing As Yet Results.

Washington, Nov. 26.—E. D. Townsend, assistant United States district attorney for North Dakota, having under investigation the Oregon and California land grant cases, had a conference today at the department of justice with A. McDonald McBlair, who was the assistant of Mr. Townsend in the investigation and Tracy C. Becker, who was appointed by the attorney general to go over the report of Mr. Townsend, with the view of recommending what action, if any, should be taken. No determination has yet been reached, and it is not likely the conference will result in a report to the department of justice.

Let Bourne Get Mandate.

Washington, Nov. 28.—The Washington Post today recommends a plan to Senator Bourne to compel President Roosevelt to serve another term. The plan is to bring a mandamus suit in the Supreme court requiring Roosevelt to obey the will of the people. The Post says: "Bourne yearns for Roosevelt as a hart yearns for the water brook. Not only is he deaf to the disuading tongue, but there is a menacing note in his overtures that is nothing short of blood-curdling. If Roosevelt withstands him there will be tragedy."

American Trade With Cuba.

Washington, Nov. 28.—In the nine months ending with September, 1907, the latest period for which figures have been received by the bureau of statistics of the department of Commerce and Labor, the total value of the exports from the United States to Cuba is, in round terms, \$40,000,000, against a little less than \$35,000,000 in the same months of last year, and the total imports from the island, \$84,000,000, against \$75,000,000 last year.

Should Pay the West.

Washington, Nov. 28.—Senator Kittridge, of South Dakota, discussing the financial situation today, said: "If the East pays the West what it owes there will be no trouble. The East has our crops and live stock and will not give us a cent. What we really need is a more elastic currency."

Cannot Work Government.

Washington, Nov. 27.—The pronounced success of the 3 per cent certificates enables Secretary Cortelyou to defeat plans for the purchase of the certificates for speculative purposes. Only individuals showing that the purchase price has not been withdrawn from the banks will be favored.

Best Constitution Made.

Washington, Nov. 26.—William J. Bryan, in an address before students and others at the George Washington university last night, characterized the new Oklahoma constitution as the best constitution extant, and he added "and I don't exclude the constitution of the United States."

No Tariff Revision.

Washington, Nov. 27.—"There will be no tariff revision at the coming session," said Representative Payne, of New York, chairman of the ways and means committee of the house of representatives, after a conference with the president today on tariff and currency legislation.

Navy Needs Men.

Washington, Nov. 27.—The navy department announces that it wants from 2,000 to 3,000 additional workmen for the Bremerton and Mare Island navy yards to prepare for Rear Admiral Evans' battleships when they arrive at those places.

Northwest Rural Carriers.

Washington, Nov. 26.—Charles Houts has been appointed regular, Emma Houts, substitute rural carrier, route No. 1, at Krupp Wash.

COURT SUSPENDS LAW.

Railroads Again Attack State Rights in Alabama.

Montgomery, Ala., Nov. 29.—Judge Thomas Jones, of the United States District court, late today granted a restraining order which has the effect of temporarily suspending all of the railroad legislation just passed by the legislature as applied to the Louisville & Nashville, the South & North Alabama, and Nashville, Chattanooga & St. Louis and the Central of Georgia railroads.

The court suspended the laws temporarily for an investigation of the allegations made in the bills that they are confiscatory and unusual. In the case of the Central of Georgia, the order is made returnable December 16. The order in the case of the other railroads is made returnable December 2. These orders are directed to the sheriffs, solicitors, clerks of the counties through which the roads pass, and all citizens, restraining them from attempting to enforce the laws until the court disposes of the litigation.

SHIPPERS MUST MAKE GOOD

Interstate Commission Wants Evidence to Support Complaints.

Chicago, Nov. 29.—Interstate Commerce Commissioner E. E. Clark sharply rebuked the dilatory tactics of shippers making complaint against the railroad today during the hearing on freight rates to the South Mississippi river points.

"The time will come when the commission will not tolerate such indifference," said Mr. Clark. "We are continually confronted with just such a situation. Hundreds of cases have been filed which the commission has only wasted its time on, as the complainants have failed to produce evidence. Only a few weeks ago we had a case in which there was apparently a lack of any effort to prepare for it. In this present case some of the witnesses were not ready to testify at Kansas City, and it is now the same here."

SHAW PLACES RESPONSIBILITY

Declares West Has Lost Confidence in the East.

New York, Nov. 29.—Ex-Secretary of the Treasury Leslie M. Shaw, president of the Carnegie Trust company, returned to New York yesterday from Chicago, where he conferred with many bankers regarding the financial situation. In discussing conditions he said: "The West has lost confidence in the East. It will cost us here millions of dollars before we regain the prestige and cordial relationship of the past. The men of the West say that New York is responsible for the financial stringency; that when the squeeze came the banks of New York resorted to clearing house certificates first and forced the rest of the country to do the same."

"The bankers of Western cities have no love now for the bankers of New York. They had placed their money on deposit here, but when they asked for it they were refused. They say New York sought to protect only itself and tied up everything so that all the rest of the country was forced to adopt urgent measures to save itself."

DRAW WHITES TO COAST.

Panama Canal Will Bring Desirable Immigrants and Check Asiatics.

New York, Nov. 29.—William R. Wheeler, of San Francisco, one of the special commissioners appointed by President Roosevelt to study about the problem of immigration, said today: "The completion of the Panama canal and the consequent influx of European immigration through direct steamship routes, which will inevitably be established, will solve the Asiatic problem in California and the Pacific coast."

"Now this must not be viewed with alarm by the forces of labor on the Pacific coast. These newly-arrived aliens will be of the desirable class, and their presence will aid in the future upbuilding of California and the Pacific coast states rather than retard it."

Calling in Certificates.

Chicago, Nov. 29.—The first step towards retiring the clearing house certificates issued in this city was taken today when the executive committee of the Chicago clearing house ordered destroyed \$25,000 worth of certificates that have been paid back to the clearing house. David R. Forgan, president of the National City bank, announced this action at the weekly dinner of the Chicago Association of Commerce, and added that the procedure will be continued daily until the entire issue is paid back.

Turned Over to Uncle Sam.

Victoria, B. C., Nov. 29.—The steamer Tom Maru arrived tonight from Yokohama, and as was done on the arrival of the Kumeric recently, local immigration officers forced all Japanese ticketed to this port with passports made out for United States points to proceed direct to Seattle. One hundred and eleven who intended to debark here were forced to continue, the total for United States points being 222.

Train Seized by Tramps.

Fresno, Cal., Nov. 29.—Sixty tramps seized a Southern Pacific train at Mendota, where the railway crosses the river, and compelled the train crew to give them a ride to Fresno. At Fresno they seized another freight train, which was outbound, and compelled the trainmen to take them along. Word was telephoned ahead and at Visalia 20 officers were waiting the train, and succeeded in arresting 48 of the tramps.



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