

WEEK'S DOINGS

Newsy Items Gathered from All Parts of the World.

OF INTEREST TO OUR READERS

General Review of Important Happenings Presented in a Brief and Condensed Form.

The National 1905 Irrigation congress will meet in Portland.

France's policy toward the Baltic fleet is causing Japan much concern.

A trolley car at Toronto running wild was struck by a freight car. Four people were killed and a number injured.

Henry Meldrum, ex-United States surveyor for Oregon, has been found guilty of forgery on 21 counts by a jury in the United States federal court.

Roosevelt has offered the attorney-generalship to ex-Governor Black of New York. His friends do not believe he will accept, as he aspires to the senate.

General Stoessel has informed the czar that he believes he can hold out until the Baltic squadron arrives. He says that, though hemmed in, the Russians hold all the main forts. His wound is only a slight one.

President Amadas, of Panama, has stoken a march on General Huertas by relegating the army to police ranks. The commander-in-chief will appeal to President Roosevelt. Minister Barrett, on account of intense excitement prevailing, will ask for an American ship to remain.

The weather around Mukden is growing colder.

French Minister of War Andre has resigned.

A complete Philippine exhibit for the 1905 fair is assured.

The last great attack on Port Arthur cost the Japanese \$200,000.

The great system of canals planned for Prussia by the kaiser finally seems assured.

Two masked men held up a miniature train inside the St. Louis fair grounds and secured about \$100 and escaped.

The inquiry which Great Britain is conducting on her own behalf in the North sea incident has opened at Hull.

General Stoessel's wound has necessitated his going to the hospital. He refuses, however, to relinquish command of the troops defending Port Arthur.

Civil service has been extended to all employees of the Panama canal commission, except those appointed by the president, day laborers and a few places which in nature are personal to the members of the commission.

Pension Commissioner Ware has resigned.

The Japanese continue to gain ground at Port Arthur.

Austria favors an arbitration treaty with the United States.

An extra session of congress to revise the tariff is probable.

Count Casani again declares Russia will carry on the war to the bitter end.

Ten scouts have been killed by Filipinos in an ambush on the east coast of Samar.

The American Federation of Labor is holding its annual convention in San Francisco.

Delegates to the National Irrigation congress declare themselves in favor of meeting in Portland in 1905.

The house of "Hoo-Hoo," which was such a success at the St. Louis fair, will be a feature of the Lewis and Clark exposition.

The fifth trial of A. A. Ames, ex-mayor of Minneapolis, has been set for November 28. A special venire of 100 men has been made to select a jury from.

The Pearson boat plant at Duluth, Minn., burned, causing a loss of \$150,000.

John H. Hall has been re-appointed United States district attorney for Oregon.

Russia has completed arrangements for floating a loan of \$250,000,000 in Berlin.

Russia's best friends realize that she is on flitting and that there is no hope for mediation at present.

The new \$60,000,000 Japanese loan has been oversubscribed several times.

The chief of engineers, in his annual report, asks for over \$2,000,000 for the improvement of rivers and harbors of the Pacific Northwest.

There are likely to be three new members in the president's cabinet after March 4 next. Shaw, Taft and Hitchcock are the ones expected to go.

The Fourteenth U. S. infantry, now in the Philippines, will sail from Manila March 15 and go to Vancouver Barracks, Washington.

RUSH BIG GUNS.

Government Factory Running Day and Night.

Washington, Nov. 16.—Lack of officers for ordnance duty and the overtaxing of the naval gun factory at Washington continue to be the two most serious problems facing the bureau of ordnance, according to the report of Rear Admiral Mason, chief of ordnance, just approved by Secretary Morton. The reports recommend a plan of reorganization of the bureau and will be submitted later with a view to increasing the supply of ordnance experts. Of the rush work at the naval gun factory Admiral Mason says:

"The naval gun factory has been running night and day at full capacity, and, although good progress has been made, the congested condition of all work there gives assurance that its capacity is being overtaxed, and must, unless this capacity is materially increased, eventually result in failure to supply the ordnance outfits of ships in time to meet the demands of the contractors."

Smokeless powder has received attention. The report says the normal output of private powder factories and of the government factories at Indian Head and Newport News is not greater than is required to meet the demands of the service.

Armor deliveries in the year have increased and the manufacture of armor, the report says, has progressed in a satisfactory manner. There have recently been some delay by contractors caused by the non-delivery of armor, but the opinion is expressed that this was due not to belated armor deliveries, but to unusually heavy orders. To obviate the recurrence of this, a reassignment of armor contracts has been made by the bureau. During the year 14,849 80 tons of armor have been delivered.

Projectiles, however, recently caused the bureau difficulty, some of them failing to meet the severe ballistic tests required.

TENDER JUMPS THE TRACK.

Fourteen Hurt in Wreck of Wabash Passenger Train.

St. Louis, Nov. 16.—A north bound Wabash passenger train was partially wrecked today in the outskirts of North St. Louis on a sharp curve of the Belt line tracks of the Merchants' Terminal railway association near the west approach to the Merchants' bridge over the Mississippi, injuring 14 persons. The accident was caused by the wheels of the tender leaving the rails on the curve. The train consisted of a combination chair and baggage car, two coaches, one parlor car, a dining car and a private car of General Superintendent Henley, of the Santa Fe, who was accompanied by his wife and Chief Engineer and Mrs. Dunn. None of those in the special car were hurt. The tender jumped the track at the curve, overturning the engine, which almost cleared the track.

There were about 120 passengers aboard the train. Nearly all the injured were able to proceed with their journey after having received medical attention.

CRASH ON LEDGE.

Schooner Piled Up on Bay State Coast a Total Wreck.

Wood's Hole, Mass., Nov. 16.—The two-masted schooner Arcularius, Captain Nason, of Rockland, Me., went ashore in a severe northeast gale shortly before dark tonight about three-quarters of a mile west of Tarpaulin Cove, on the island of Nausahonh. At sunset the waves were breaking over the craft. No trace of the crew has been found and fears are entertained for their safety. The vessel is in a very exposed position and the chances of her being saved are slight.

Keeper Carson, of the Tarpaulin cove light house, and a man named Robinson, one of the keepers of the Forbes estate, saw the schooner when she struck. It was just before dark and a terrific gale was blowing. The schooner was coming through Vineyard sound from the eastward, and was proceeding under her foresail, the gale being too fierce to permit more canvas being carried.

Hole in Her Hull.

Tokio, Nov. 16.—It is reported that the Russian armored cruiser Gromobol struck a rock and was severely damaged at Vladivostok. It is understood that the accident happened during a trial of the Gromobol after repairs on her had been completed. It is said that she returned to her berth in a sinking condition, surrounded by a fleet of smaller craft which kept her afloat and that she was redocked. If the report is true, it assures the continuance of the inactivity of the Vladivostok squadron.

Course of Pacific Squadron.

Rome, Nov. 16.—At the Russian embassy here the belief is expressed that the Russian second Pacific squadron will go from Suez direct to Jibuti, as Massawa and Asab, the ports of Erythraea, lack provisions, coal and dock yards, but if necessary, for urgent reasons, there is nothing to prevent them from landing there if they respect Italian neutrality laws.

OREGON NEWS OF INTEREST

SALMON CAUGHT ILLEGALLY.

Clackamas People Call Situation to Attention of Representative.

Oregon City—Complaint of flagrant violations of the salmon fishing law are being made by interested Clackamas county people to Representative-elect C. G. Huntley, of this city, who, as a member of the state legislature, will seek to have corrected existing abuses and their repetition in the future. These complaints have been made to Fish Warden Van Dusen, who has declined to remedy the situation because of a lack of funds.

Fishing is by law prohibited within two miles of any hatchery, but this law is being notoriously transgressed. There is made a provision in the same law for the patrolling of the Clackamas river within the restricted districts about a hatchery, but fishing for salmon with nets is being openly carried on within one-half mile of the government hatchery near this city, with the result that the take of salmon at the hatchery will not exceed one-third that of last year. At this time last year, 10,180,000 eggs had been secured for the government hatchery, while but 3,000,000 eggs have been taken this year. Of this season's taken Superintendent Wallick reports more than 1,000,000 eggs have been taken during the past ten days.

Much indignation exists among the people of Oregon City with present conditions, and local fishermen are known to be fishing in violation of the law for the reason that nothing has been done to regulate the practice at other places. Oregon City people view the situation as one of great importance to the industry itself, and question whether or not the government in its efforts to promote the propagation of this fish will not be discouraged by the lack of interest and the failure of the state authorities to provide the needed protection by enforcing the statutes as they are now framed.

DRILL FOR ARTESIAN WATER.

Bigger Engine and Outfit is Needed Near Pendleton.

Pendleton—J. W. Chaney was in town recently negotiating for the purchase of a 2,500 foot well drill. Mr. Chaney has a 750 foot outfit and a six horse power gasoline engine, but finds it too small for efficient work.

He is at present working on a well at the Farnish ranch, north of here, but work was suspended on account of losing a drill and a new well was started. In the old well a depth of over 700 feet was drilled with not a sign of water, while in the new one water was found at 150 feet and only a few yards from the location of the old one. Mr. Chaney will purchase a 20 horse power engine for his new outfit and will be able to bore for artesian water. He prefers a gasoline engine, as often wells are bored many miles from a watering place, and it is much more convenient to haul gasoline than wood and water.

Trees Shipped from Milton.

Milton—Several carloads of young trees have been shipped by the Milton nurseries to points in the Inland Empire for fall planting. The greater part are billed for Council and Cambridge Idaho.

Shingle Plant to Start Up.

Astoria—The Howell Shingle company's new plant at Skamokawa will be ready for operation in about ten days. It will employ about 40 men and will turn out 250,000 shingles per day.

Busy Days at Flour Mill.

Pendleton—Pendleton flour mills are run to their capacity to fill flour orders for the local demand. Little flour is being shipped to the Orient, although W. S. Byers has had several contracts for the fall product. Small buys of wheat are being made constantly, but none of any consequence. All that is bought now must be shipped in by rail, as all grain tributary to Pendleton was purchased some time ago.

Coming Events.

Oregon State Conventional of County Clerks and Recorders, Portland, November 25-26.
Oregon Good Roads association, Salem, December 13-15.
Inland Empire Sunday School Institute, Pendleton, January 30.
Oregon Y. M. C. A. convention, Salem, November 25-27.

CONSTRUCTING TRAMWAY.

Maxwell Mine will Run Five Stamps All Winter.

Baker City—The management of the Maxwell mine, on Rock creek, is installing a water power plant at its new mill. The aerial tramway, 3,000 feet long, is also in course of construction. Five stamps will be operated all winter. Superintendent Al Geiser, of the Gem mine in Sparta district, came in a few days ago, having in his possession some of the richest specimens of ore yet discovered in that property. They were from the strike recently made on the 500 foot level. Mr. Geiser says they were picked at random from a car as it came from the mine. The mill is running night and day on very rich ore.

The Montezuma and Bunker Hill properties in the Cracker creek district have been consolidated. Warren Cable has been appointed manager. A 1,200 foot tunnel will be run during the winter to tap the vein.

Manager Stules of the White Swan mine has returned from San Francisco, but will leave in a few days to attend the Balliet trial at Des Moines, Iowa, as a witness. He says that matters have been adjusted and that work will be resumed on his return from the East.

ORIOLE ORE RUNS \$64.

Streak of Sulphide Found in the Hanging Wall.

Susanville—Heaton & Haskell, who have a bond on the Oriole and are driving a tunnel on the ledge, struck a streak of sulphide ore on the hanging wall that assays \$64 in gold. The Oriole is an old location, but little work having been done toward developing it. A tunnel was started, and detached bunches of good ore were encountered in a broken mass of ledge matter. The workmen now appear to have entered solid formation and the indications are that they will soon have a body of good ore.

The Gold Bug people have sunk their shaft 60 below the 100 foot level since installing their steam plant, and their ore stays with them, which shows the shoot is getting longer with depth. They will drift on the ledge when the 200 foot level is reached.

The Badger has three shifts sinking the shaft below the 700 foot level. The mill is running steadily and the usual amount of concentrates is being shipped. The compressor pipe line is being extended across the gulch to the Bull of the Woods, where the air will be used to run machine drills.

New Oregon Incorporations.

Salem—Articles of incorporation were filed in the office of the secretary of state last week as follows:

West Coast Lumber and Timber company, Portland, \$500,000; Allen Brown, True Uncapher, William W. Brown, Huntington D. Pier, Jester E. Watson.

Bend Water, Light & Power company, Bend; \$10,000; A. L. Goodwillie, George C. Steineman, W. E. Guerin, Jr.

Wright Mercantile company, Union; \$50,000; Joseph Wright, M. F. Wright, John M. Ross.

R. Robinson Cheese company, Tillamook; \$10,000; John R. Harter, R. Robinson, C. W. Talmage.

Shipping Potatoes.

Weston—Several cars of potatoes are being shipped from here to outside markets this week. Growers are receiving \$1 a sack for their crop, with a ready market. The largest field is 40 acres, situated on Weston mountain.

Requisition for Alleged Horsethief.

Salem—Governor Chamberlain has issued a requisition upon the governor of South Dakota for the extradition of George W. Ditty, who is wanted to answer a charge of stealing a horse at Echo, Umatilla county, last May.

\$4,000 for a Draft Stallion.

Pendleton—D. A. Collins, agent for the McLaughlin Bros., importers of horses, has returned from Walla Walla, where he has been looking over the country for a depot for their horses. Mr. Collins has just completed a sale whereby a Waaco, Oregon, company has purchased a 2,160 pound 3-year old French draft stallion for \$4,000.

Northwest Wheat Markets.

Portland—Walla Walla, 80@82c; bluestem, 85c; valley, 87½c.
Tacoma—Bluestem, 90c; club, 86c.
Celfax—Club, 73c; bluestem, 75c.

KUROKI IS DEAD.

Noted General Hit by a Splinter of Shell October 3.

Moscow, Nov. 15.—Nemirovich Danchenko, the well-known Russian war correspondent of the Associated Press, telegraphing from Mukden under today's date, says the reports of the death of General Kuroki are confirmed. According to his version, the splinter of a shell struck General Kuroki, tearing out a portion of his breast and abdomen. He died October 4 at Liao Yang, and his body was sent to Japan. A rumor is persistently circulated that a kinsman of the mikado, Siassini, literally "third prince," has been appointed to succeed General Kuroki, but the actual command of the army has been intrusted to General Nodzu, who is reviewing operations.

"For the last week," says General Danchenko, "we have practically not advanced at any point on the whole southwest front, even a few versts further than we stood on October 5. On the contrary, we at several places have been obliged to retire several versts, but the present lines of defenses must be considered permanent in view of the strong fortifications constructed. The Japanese positions at several points are only 800 paces distant from ours, and must be considered to be occupied definitely by the enemy. The latter's fortifications are acknowledged by all competent persons to be constructed skillfully. Their trenches in many places are so cleverly concealed as not to be noticeable a short distance away."

FIRE CAUSES PANIC IN HOTEL.

Smoke From Great Blaze Near by Causes Guests to Flee.

Chicago, Nov. 15.—The large five-story stone building at the northeast corner of Madison street and Wabash avenue, occupied for the most part by Browning, King & Co., clothiers, was destroyed by fire tonight. It is estimated that the loss on the building and contents will aggregate \$200,000.

The direct cause of the fire is not known, but several explosions were heard before the flames were seen. The blaze spread through the building with great rapidity, and by the time the fire department was able to work there was small chance of saving the building or any of its contents.

A panic was caused in the Continental hotel on the south side of Madison street, across from the burning building. Smoke penetrated the hallways and the intense heat cracked the windows. Men and women in the hotel sought safety in flight.

The immense establishment of Montgomery, Ward & Co. is separated from the burned building by a narrow alley, and for a time flames seriously threatened this structure. The tenants of the building, all of whom suffered total losses, were:

Browning, King & Co., Chicago Millinery Co., Chicago Feather Dye Co. and the Kennedy Furniture Co.

ERROR COSTS LIVES.

Wyoming Telegraph Operator Puts Trains into Collision.

Salt Lake City, Nov. 15.—Nine persons were killed and 10 or 15 injured in a head-on collision early this morning between Union Pacific west bound passenger train No. 3 and an east bound extra freight train one and one-half miles west of Azusa, Wyo.

The injured have been taken to the hospital at Rock Springs, and the coroner is holding an inquest over the dead at the scene of the wreck.

The track between Granger and Green River, Wyo., is part of the Union Pacific, but is operated by the Oregon Short Line. The wreck was the result of a "bulled" train order by the night operator at Granger. The freight train was given 30 minutes to make Azusa and meet the west bound passenger, but the order delivered the freight crew read "50 minutes," and a mile and a half west of Azusa the trains came together at great speed.

Both engines were demolished, the mail and baggage cars telescoped and the day coach badly damaged, going into the ditch. The Pullmans did not leave the track, and the Pullman passengers escaped injury. The track was blocked for several hours.

Warships Out of Commission.

Washington, Nov. 15.—Owing to the lack of officers and enlisted men in the navy to meet the actual needs of the service, it has been found necessary for the navy department to order at least three warships out of commission in order to man warships which have just been completed and are now awaiting commission. The three vessels to be put out of commission will be selected from the following five: The cruisers Atlanta, Castine and Marietta of the South Atlantic squadron and the gunboats Newport and Bancroft.

Famous Yacht Designer Dies.

Glasgow, Nov. 15.—George Lenox Watson, the yacht designer, who has for some time past been ill, died at his residence in this city today of heart disease. His condition was reported to be better yesterday, but in the night he suffered a relapse and passed away. He was born in 1851.