

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

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

Norway is preparing for war on Sweden.

Germany has blocked French plans in Morocco.

A Chicago grand jury has indicted a number of labor leaders.

Japan is preparing to make another strike against Russia, this time on land.

The First National bank of Ladysmith, Wis., has closed. Its deposits are \$42,000.

President Roosevelt has told Count Cansul that Russia had better make peace and offers mediation.

The czar has answered the demands of his people for peace by ordering the mobilization of four more army corps.

A graft has just been discovered in the British army by which officers and contractors standing together stole \$5,000,000.

Inspector of the New Orleans police has been dismissed on the charge of receiving \$200 per month for protection of the trolley line district.

It is now practically assured that Judge De Haven, of California, will try the Oregon land fraud cases in place of the late Judge Bellinger.

The Pennsylvania railroad will shortly establish the fastest long distance train in the world. It will be between New York and Chicago, and will make the run in each direction in 18 hours.

The Russians still refuse to consider peace.

But little lava is now issuing from Vesuvius.

A Colorado irrigation tunnel caved in and buried 25 men.

Diplomats of the world look to Roosevelt as a mediator.

Chicago lumber yards will be tied up by the teamsters' strike.

Secretary Morton will resign to become president of the New York subways.

The executive committee will pave the streets of Panama city, as indispensable to sanitation of the isthmus.

The Russian admiralty claims to have received a dispatch from Rojestvensky, which he sent from Vladivostok.

France will make no move toward ending the Far Eastern war, saying Russia will take such steps when ready for peace.

The total tonnage of Admiral Togo's main fleet when he went into action was 136,886. The total tonnage of the ships he has captured or sunk is 153,411. He has disposed of a greater tonnage than he had, and, according to his dispatches, all his ships are still afloat.

A revolution is threatened in Hungary.

The crisis between Norway and Sweden is acute.

Germany is to commence at once on the building of a larger navy.

In the yacht race across the ocean the American boat Atlantic won. The German boat finished second.

Dewey says Togo has not equaled America's naval victories if he allows a single Russian ship to escape.

The Rio Grande river has destroyed much property in Texas by overflowing its banks. One section of El Paso is flooded.

The Supreme court has decided that Hyde and Dimond must be tried in Washington for their alleged land stealing.

The executive committee of the Panama Canal commission has decided to reduce the working day of mechanics and laborers on the canal to eight hours.

The United States Supreme court holds that an oral will is valid under the laws of the state of Washington.

A prominent Sioux City, Iowa, banker, will be arrested for contempt of court in endeavoring to bribe a jury.

The magnitude of the Russian naval disaster has fairly stunned French public opinion, which had hoped Rojestvensky stood an even chance to win against Togo.

Wilkesbarre, Pennsylvania, women boycotted the show Nan Paterson appears in.

European statesmen all compliment Secretary Hay.

Land operations in Manchuria have been suspended awaiting the final outcome of the naval battle.

Chief Signal Officer Greeley will go to Alaska in July to inspect the signal corps and telegraph stations.

American steamship lines are not anxious to secure contracts for government business, claiming there is no money in it.

CHEAP RATES FOR CANAL ROAD

Manufacturers Convinced That Canal Zone is Foreign Territory.

Washington, May 30.—In view of the published intention of the Isthmian Canal commission to buy in the cheapest market, there have been a great many inquiries as to the price of steel rails, one of the principal articles of supply which figured in the commission's determination.

Colonel Edwards, administrative officer of the Canal commission, addressed an inquiry to Secretary Drake, of the Panama Railroad company, intended to elicit information on this point. He received a reply which in substance is that the price of steel rails in the United States for the past 12 months has been uniform at \$28 per ton, while in foreign markets the price was \$24 per ton. The exceptions were where rails were sold in the United States for export, when the prices were established by direct negotiation and were matters of private record.

The Panama Railroad company convinces the manufacturers that its rails were purchased for export to foreign territory (which, Mr. Drake says, Colon is), and was able to get in June last 70-pound rails for \$22.50 for first quality and \$21.75 for second quality.

Last January it bought 1,200 tons at \$25 for first class and \$24 for second class, and more recently purchased 2,500 tons for the Canal commission and 3,500 for the railroad at \$26.45, all three contracts being made in competition with foreign bidders, whose list price was \$25 for f. o. b. at New York or \$27.75 c. i. f. at Colon, exclusive of wharfage and port charges.

END NOT IN SIGHT.

Chicago Labor Unions All Planning for a Long Struggle.

Chicago, May 30.—Nothing developed today that would indicate an immediate settlement of the teamsters' strike, which has been in progress for nearly two months. That the labor unions are of the belief that the fight will be a long one was demonstrated at the meeting of the Chicago Federation of Labor today, when arrangements were made for holding a strike demonstration July 5. According to the present plan it is the intention to hold a monster parade of the strikers and the affiliated unions unless the controversy has been ended before that date.

At the meeting today each union affiliated with the central body was represented by three delegates at the request of President Dold. The strike situation was discussed in all its details and the sentiment of the meeting was that the teamsters should continue the fight until the seven express companies should offer some sort of a compromise. The officials of the express companies are still obdurate in their declaration that no concessions need be looked for from their side, so the matter of settlement through this channel seems as remote as ever.

ELKINS IS OPPOSED.

He Tells President Why Extra Session is Unnecessary.

Washington, May 30.—Senator Elkins, chairman of the Interstate Commerce commission, in a conference told the president that his commission would reassemble two or three weeks before the next session of congress, whether it be extraordinary or regular, and report on the recent hearings on railroad rate legislation. At that session of the commission the nature of the bill to be submitted to the senate will be determined.

Senator Elkins urged the president not to call congress into extraordinary session, maintaining that, as the session beginning on the first Monday in December would be the long session, congress would have ample time to consider all questions of importance without a special session. He expressed to the president the opinion that senators and representatives generally hoped the president would not call them to extraordinary session.

The effect of the disaster will be a terrible blow to the government. The futility of trying to struggle on land is everywhere recognized, and the cry for "peace at any price" is sure to be raised. This time, it is believed, the government cannot resist the cry. Indeed, the radical Liberals are openly rejoicing in this hour of their country's humiliation.

Opinion on Calchas Case.

St. Petersburg, May 30.—The written opinion of the Superior Admiralty court in the case of the cotton found on the British steamer Calchas captured by the Vladivostok squadron is expected to be handed down some time this week. There appeared to be a division of opinion in the court, M. Demarsens, in behalf of the foreign office, holding to the view that the principle of the conditional contraband for cotton should be enunciated, while the representatives of the admiralty contend that this principle is absolute.

Name of Vessel Not Known.

St. Petersburg, May 30.—The name and destination of the American steamer which Vice Admiral Rojestvensky is reported to have sunk off Formosa about May 21 is unknown here. Details concerning the sinking of the vessel are expected to be made known when the crew of the steamer reaches Japan. Although nothing is known here about the case, it is expected in official circles that Vice Admiral Rojestvensky will allege the extent of their own losses."

Sinking Confirmed at Washington.

Washington, May 30.—Confirmation has been received here from Shanghai of the press report that the Russian warships have sunk an unknown American merchant ship off the Chinese coast. Heavy gun fire is plainly heard to the northward.

American Steamer is Sunk.

Trenton, N. J., May 30.—H. J. Stone, H. C. Quintard, Charles W. Russ and James Russ, of the Nonpareil Cork works, of Camden, N. J., tried on a charge of conspiracy, were acquitted tonight. They were accused of placing rion in life preservers.

ROJESTVENSKY LOST

Remnants of His Shattered Fleet Flying for Refuge.

TORPEDOES DID SPLENDID WORK

Togo Sunk or Captured Nineteen of Russia's Vessels, Including Admiral's Flagship.

Washington, May 30.—The Post says the Navy department has received an official telegram from Tokio saying that the battleship Kniaz Souvaroff, Admiral Rojestvensky's flagship, went down in the action, and that Admiral Rojestvensky was lost.

London, May 30.—According to the correspondent of the Daily Mail at Seoul, Corea, early on Saturday morning Vice Admiral Togo, with practically all the powerful fighting ships of the Japanese navy, was at Masanpho, Corea, when wireless signals from his scouts between Tsu and Quelpart landed announced the approach of the Russian fleet in full force.

A few hours later the scouts reported that the Russians were not ascending the western channel, as had been anticipated, but that they were coming up the eastern channel, which caused some surprise.

Admiral Togo immediately started at full speed around the north of Tsu island, and when he doubled the island saw the Russians coming in two columns. He then brought a terrific fire to bear on the flank of the port column, and, as the Russians fell into disorder, he forced them steadily eastward toward the Japanese coast, where they were attacked by every vessel that flew the Japanese flag.

Repeated torpedo attacks were delivered, some of them with the greatest success.

The vessels which escaped, the correspondent says, will probably be able to reach Vladivostok and he adds that other operations of the utmost importance are proceeding.

IN DEPTHS OF WOE.

Russia is Downcast at News of Lost Naval Battle.

St. Petersburg, May 30.—After waiting vainly all day and evening for direct news of Vice Admiral Rojestvensky's destroyed and beaten fleet, the Russian admiralty at midnight no longer attempted to hold out against the overwhelming evidence pouring in from all directions that the fleet, on which all their hopes were centered, had suffered a greater disaster than did the combined French and Spanish fleets at Trafalgar. More bitter even than defeat is the Japanese claim of virtual annihilation of the Russian fleet with practically no losses on their side, and many officers cling doggedly to the belief that Vice Admiral Togo might have suffered heavily.

With every ship of Rear Admiral Nebogatoff's reinforcing division either sent to the bottom or forced to strike its flag, and only six of Rojestvensky's original 16 fighting ships absent from the list of vessels sunk or captured, and with the Japanese pursuit still continuing, no naval authority has the temerity to dream that Russia can again attempt to wrest the mastery of the sea from Japan in the present war.

The captured warships alone will furnish Japan with ready made reinforcements, which will be more than a match for the fourth Pacific squadron now about to sail from Cronstadt.

The emperor was completely prostrated by the news, and, according to reports, he broke down and wept.

The effect of the disaster will be a terrible blow to the government. The futility of trying to struggle on land is everywhere recognized, and the cry for "peace at any price" is sure to be raised.

This means that the work of construction will commence early in the summer, and there is money enough on hand to continue it until congress has an opportunity to make a further appropriation. If the original intention is carried out, the Oregon, Washington and Idaho delegations will attempt next session to have the Dalles canal made a continuing contract, in order that appropriations may be made annually until the total cost of \$4,000,000 has been appropriated.

TITLE IS CLEAR.

Government Accepts Right of Way to Celilo Canal.

Washington, May 30.—The United States government today formally accepted title to the right of way for The Dalles-Celilo canal, and early this week Major Langfitt will be instructed to advertise for bids for construction of the upper lock and approaches, for which \$300,000 was appropriated last session.

Title to the right of way was examined and approved some weeks ago. Today the attorney general examined the deed from the state, and, finding it regular, advised the secretary of war that he could, under the law, proceed with construction of the canal.

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Russians to Enter Mongolia.

Paris, May 29.—The Temps this afternoon publishes a dispatch from St. Petersburg saying that the foreign ministry announces that the Russian armies in Manchuria are preparing to enter Mongolia in order to avoid a collision with the Chinese troops, commanded by General Ma, which would provoke intervention on the part of the powers.

The sole reason for the Russian operations, it was added, was to counteract threatening movements that have been made by the Japanese who are in Mon-

RUSSIAN FLEET ANNIHILATED

Long Expected Battle in Far East a Victory for Japs.

Tokio, May 29.—It is officially announced that Admiral Rojestvensky's fleet has been practically annihilated. Twelve warships have been sunk or captured and two transports and two torpedo boat destroyers have been sunk.

London, May 29.—No details of the fighting between the hostile fleets have been received here as yet and none are likely to be until one of the Russian ships reaches a neutral port or the Japanese government releases the censorship on messages from Tokio. This latter is not likely until the fight is over.

Only the barest bulletins are printed in the morning papers here, but they all point to a sweeping Japanese victory. In fact, the correspondent of the London Mail at Tokio, who is generally most conservative, makes the bold statement that the Russian Baltic fleet as a fighting force has been completely wiped out, that some of its best vessels are sunk, others are prizes of war, and the remainder fleeing before the Japanese vessels. He adds no details, which is not surprising, inasmuch as the censor apparently got in his work on his message, which reached this city unbroken.

Just what has taken place is hard to say, but the naval experts think that Togo attacked the Russians Sunday morning with his destroyers, which have already scored heavily in the past, and then he followed up the fighting with his whole fleet.

GRAZING IN NEW RESERVES.

No Restrictions This Year Pending Study of Conditions.

Washington, May 29.—The secretary of agriculture today issued an order directing that no restriction be placed upon the grazing of stock within new forest reserves that have been or may be created this year.

There has been considerable concern among the sheep and cattlemen of the West on account of the creation of new reserves, which include considerable areas of what has heretofore been public range. Many letters received by the department indicate that stockmen fear they are to be deprived of their range on short notice. In justice to these stock interests, Secretary Wilson, on recommendation of the Forestry bureau, decided to impose no restrictions within the new reserves this summer.

However, investigations are now being made to determine how many sheep and cattle may safely be admitted, and, based on these investigations, restrictions will be imposed next year, and a grazing season will be set for each individual reserve, to be regulated by climatic and range conditions. Today's order applies to new reserves in Oregon and Idaho, and will apply to new reserves soon to be established in these states and in Washington.

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For Tilling Up Barb Wire.

Take a pair of cultivator wheels, make an axle to fit, out of 2x4 oak, 30 inches long. Side pieces should be 1½ inches by 2 inches, 4 feet long, of hard wood. Bolt to axle securely. The uprights should be 2-inch by 4-inch pine,

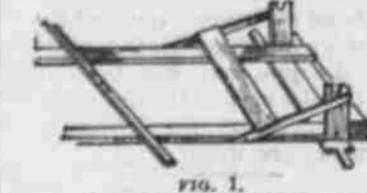


FIG. 1.

securely bolted to side pieces, and high enough to reach above wheels. The cross bar may be 1½ inches square, ends round for handles. The whole (see Fig. 1) should be well braced, as it must be strong. For windlass axle (Fig. 2), take oak, 1½ inches square, 28 inches long, fit crank on one end; for reel, take Barb-wire reel, cut hole through it square to fit axle. To take up wire, fasten end to reel, take cross bar in left hand, turn crank with right.



FIG. 2.

The cart is propelled by winding wire on reel; when