

# NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

## HAPPENING OF TWO CONTINENTS

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

France is preparing a flying column to attack Morocco.

Morocco has about concluded a loan of \$2,500,000 in Germany.

Peace negotiations have delayed action on the Oregon judgeship.

Health authorities believe yellow fever will be extinguished in another month.

The president spent three hours on board the submarine boat plunger during a trial trip.

A tunnel under the Detroit river connecting Detroit and Windsor has been started. The work will take three years.

A new treaty of alliance which draws the two nations closer together than ever has been signed by Great Britain and Japan.

Baldwin's air ship has made the most successful flight of any yet invented. It has even eclipsed the famous Dumont balloons.

The Federal grand jury at Portland has indicted Claude F. Thayer, of Tillamook, and several others who operated with him for conspiracy.

The affairs of the Chicago world's fair of 1893 have been wound up. The stockholders were paid 14 1/2 per cent dividends on the \$5,500,000 stock.

Citizens of New York have nominated Jerome for mayor.

Lord Roberts, of the British army, will soon visit the Pacific coast.

The Japanese people oppose concessions and want the war to go on.

King Oscar is willing to let Prince Charles take the throne of Norway.

Yellow fever is still spreading in Louisiana, but not in New Orleans.

The president has renewed his efforts to arrange a compromise despite the czar's unfavorable reply.

France threatens to seize a Moroccan town unless one of her citizens held a prisoner is surrendered.

A cloudburst in the vicinity of Rhode canyon, Colorado, killed nine persons and destroyed much property.

An unknown man robbed the First National bank at Collinsville, I. T., and escaped with \$1,200. Officers are in pursuit.

A Japanese transport collided with a British steamer in the Indian sea and sank. One hundred and twenty-seven soldiers drowned.

There is a building boom in New York City and the municipal building departments have doubled their staff. The work started from January 1 to June 22 will cost over \$66,000,000, or more than during the four preceding years.

All Poland is rioting and every factory is closed.

F. A. Heinze, the Montana copper king, is buying copper mines in Mexico.

A number of yellow fever cases have been discovered along the Upper Mississippi river.

The Norwegian storking has decided to negotiate with Sweden for the purpose of dissolving the union.

The feeling throughout Europe is that peace cannot be concluded between Japan and Russia at this time.

Kermit Roosevelt is hunting in South Dakota in an endeavor to break his father's bear killing record.

Five deaths have resulted from the collision between a trolley car and a passenger train at Cincinnati last week.

Three persons were killed and two freight trains demolished in a head-on collision 18 miles from Topeka, Kansas, on the Union Pacific railroad.

A Chinese envoy has been sent to America to study the exclusion question.

Fire in East Portland destroyed 22 buildings and a large amount of elevated roadways. The loss will reach \$100,000, with only about \$20,000 insurance.

The sultan of Sulu proposed marriage to Miss Roosevelt and took a refusal.

An earthquake of some violence has been felt throughout the entire Mississippi valley.

Minister Conger denies that he is to go to China to endeavor to check the boycott against American goods.

Radicals denounce the national assembly called by the czar. They claim it will do the people more harm than good.

A yellow fever patient is a prisoner in the New Orleans city jail and has caused several panics among officials and prisoners.

Russia is again being shaken with internal troubles. Added to the riots and strikes comes protests of Cossack troops against service in suppressing the rioters.

## WILL DRIVE CONGRESS.

Legislation Must Be Passed On Railroad Rates and Tariff.

Washington, Aug. 22.—In abandoning the idea of calling an extra session of congress in November, President Roosevelt has handed out no encouragement to the men who are fighting railroad rate legislation, or to the stand-pat Republicans who disagree with him on the tariff question. The abandonment of an extra session in November will have little effect upon the actual work of the next congress. It simply means that, instead of getting together and organizing in November, congress will meet on the first Monday in December, will organize in the days preceding the holiday recess, and will be ready for work soon after the first of January, instead of the first of December. But congress will not shorten the session, for the time that is taken off at the beginning will be tacked on at the end, and it is now probable that the first session of the Fifty-ninth congress, instead of adjourning in April next, will run well into the summer.

President Roosevelt has not abandoned hope of securing the passage of a railroad rate bill, nor has he given up hope of securing a readjustment of the tariff to meet new conditions. And it may be set down as an absolute fact that, if the president makes clear his position and in a message to congress insists upon railroad rate legislation as well as tariff legislation, the house of representatives will pass bills very closely in line with his ideas, and won't waste much time about it.

The people of the United States, especially the voters, have become pretty thoroughly imbued with the idea that there ought to be legislation on the railroad rate question. They believe the president would not have taken his firm stand without cause, and the people are with the chief executive. A great many of them, undoubtedly a large majority, agree with him that the time has come when there should be a readjustment of tariff rates, especially the rates that affect industries no longer needing protection behind a tariff wall, but which are taking advantage of the protection afforded by the Dingley law to sell their products abroad at less price than they command in this country.

If the president wins his fight for railroad legislation he may have to sacrifice the tariff bill at the coming session, but it is known he regards the railroad question as the more important of the two at this time, and would probably be willing to compromise on these grounds, if he can get a satisfactory rate bill. The discussion of the railroad question coupled with the discussion of subjects injected for filibustering purposes, will occupy so much time that there will be little opportunity to consider a tariff bill in the senate.

The house, which must originate tariff legislation, may frame and pass a tariff bill, while the senate is wrestling with the rate problem, but the chances are that the senate will not be obliged to surrender to the president on the tariff question at the coming session, provided it passes the rate bill favored by the president. There is hardly time in a single session to dispose of two such great questions, but there is no telling what President Roosevelt may be able to do.

## TROLLEY BROKEN IN PIECES.

Hit by Flying Freight Car at a Butte Street Crossing.

Butte, Mont., Aug. 22.—Ten persons were killed and more than a score were injured, some fatally, here tonight, as the result of a freight car dashing into a crowded open trolley car at the crossing of the street car and the Great Northern railroad tracks on Utah street.

Passengers on the car, men, women and children, were returning from Columbia Gardens. The motorman, as usual, stopped his car before reaching the railroad crossing. At that moment a Butte, Anaconda & Pacific yard engine was making a flying switch of loaded freight cars across Utah street. The motorman, thinking everything was clear, started across the railroad track, when the trolley car was struck by a freight car, thrown 25 feet and crumpled into kindling wood. The freight car landed on top of the mangled passengers.

## Going to Fight Yankees.

New York, Aug. 22.—The Tribune tomorrow will say: "Venezuela has placed orders in Europe for torpedo boats with guns and ammunition at the cost of about \$2,500,000, a larger amount than that little South American republic has ever expended at one time for war materials. An American, who has just returned from Venezuela is authority for the statement that President Castro recently declared that he was 'going to fight the Yankees,' which is given as the cause of the large orders for war material."

## Rains Do Not Retard.

London, Aug. 22.—The Telegraph's Tokyo correspondent says that despite the heavy rains the Japanese have advanced in Northern Korea. The Russians abandoned their advance works and were driven back. After crossing the river the Russians destroyed the bridges and there was no sign of the Russians south of the Tumen. The Japanese army in Korea has already effected a certain communication with Field Marshal Oyama.

## Russian Transport Captured.

Tokio, Aug. 22.—Commander Kamchikatka reports that his squadron has captured the big Russian transport Australia in the harbor of Petropavlovsk. She will be sent to Sasbro.

# PACKERS COMBINE

Independent Companies to Fight the Beef Trust.

## RAILROADS WILL LEND A HAND

Organized in Secrecy. They Begin the Attack in Chicago, After Establishing Their Plants.

Chicago, Aug. 22.—Carefully laid opposition to the beef trust, which, it is asserted, will reach gigantic proportions shortly, began operations at the partially completed packing plant owned by the Independent Packing company this morning. With the utmost secrecy two companies—the other the Western Packing & Provision company—have organized in Chicago and their plants will cost nearly \$500,000 when completed.

While the packers of the beef trust circle were warding off the attacks of the Interstate Commerce commission as to private car lines and the Federal grand jury as to combination and conduct of their business, the wholesale butchers, hotel men and restaurant men, as well as other large consumers of meat were secretly organizing with a determination to succeed so strongly in their minds that no word reached the public till this week.

Men interested in the new concerns say the railroads have privately given assurances that they will aid the independents to almost any extent, as they have tired of what they term the packers' manipulations and sometimes treachery.

The two plants now nearly completed are both in the stockyards district. The independent company's \$150,000 packing plant is at West Forty-first and Halsted streets, and the Western company's \$350,000 plant is at Morgan and Thirty-eighth streets. The third and largest independent plant will be built next summer and will cost more than \$500,000 in itself. The company which will build it is ready to obtain its charter, but will defer action until actual work on the plant begins.

## STATE LAID WASTE.

Storm Sweeps Through Minnesota With Great Fury.

St. Paul, Minn., Aug. 22.—Devastation, terrible and complete, was wrought on all sides of the Twin Cities by the storm of Sunday night, according to reports just received here. Through all the region from Anoka to Fillmore counties reports tell of disaster and loss of life and property.

Members of families are missing and it is believed they are buried under the debris, which was strewn broadcast by the wind. Many instances of maiming are reported and the total loss of life will not be known for some days. Crops which had been cut and were ready for threshing suffered in many places and standing corn was damaged by hail and wind. Hailstones several inches in circumference worked havoc with the crops in some sections.

Large sections of railroad tracks were swept away south of here and the mail trains on certain portions of the Chicago, Milwaukee & St. Paul road were run yesterday on improvised tracks, making slow time on account of the enforced insecurity of the roadbed.

In some of the farming localities the grain was stripped from the stalks, even in the shocks, by the furious rain and wind, and haystacks were completely demolished. Huge trees, which have successfully withstood the storms of years, were uprooted and hurled before the wind, and barns and other out-buildings were completely destroyed.

The damage done to buildings and crops in the southern counties will reach many thousands of dollars, but no accurate estimate can be formed until complete reports are received. All sections report that the storm was cyclonic in its nature and from some points reports tell of a funnel shaped cloud that descended with the most intense fury, leaving destruction in its path.

## Navies Will Fraternize.

New York, Aug. 22.—New York will be the scene of a remarkable demonstration of fraternity and goodwill between the tack tars of the navies of Great Britain and the United States during the first week in October on the occasion of the visit of the second cruiser squadron of the British fleet. On or about the first Monday in the month 1,200 American sailors will entertain a like number of their British brethren. Arrangements are making for a great banquet, smoker and theater party as the principal events.

## Indians Want Statehood.

Muscogee, I. T., Aug. 22.—The chieftaincy of the five civilized tribes to the number of 200 delegates met here today to declare for separate statehood for Indian Territory, aided and abetted by white residents of Indian Territory, who for both business and sentimental reasons are opposed to a union with Oklahoma. This is the first time the tribal citizens of the territory ever assembled to notify congress that they are ready for statehood.

## Texas Health Regulations.

Dallas, Tex., Aug. 22.—It has been ordered by the State Health department that all persons entering Texas by northern gateways must furnish health certificates properly attested. Identification of persons must also be given in certificates.

## TUBE SYSTEM FOR BAY CITY

Mails Can Then Be Handled With Greater Rapidity.

San Francisco, Aug. 21.—The pneumatic tube system, which is used with great success in Eastern cities, will at a near date be filling its important functions in the local postoffice. Everything is ready for the installation of the system, and all that deters the postal authorities from giving this city that improvement is the proper location at the ferries.

The government forbids the placing of the system in other than buildings which will insure permanency. The present building at the ferries occupied by the postoffice is regarded as a temporary structure, and the only location suitable will be in the Ferry building. The harbor commissioners have been applied to for space and if they grant the request the work will begin immediately.

About 90 per cent of the local mail passes through the Ferry postoffice, and when that station, with its force of clerks, is transferred to the new building at Seventh and Mission, the postal service of this city is going to be greatly hampered. The business community of this city as well as others were considerably interested over the matter, and the agitation resulted in the department at Washington giving it serious attention.

The tube is eight inches in the clear, and each carrier will hold 450 letters. At a test recently made at Chicago, 350,000 letters were sent through in one hour. San Francisco mail is about 300,000 letters per day, and with the tube system local mail could be handled with great efficiency. The majority of the mail will be worked and sorted at the main postoffice, and sent through the tube to the Ferry station, where it will be pouched for trains and steamers. All incoming mail will be sent directly to the main postoffice.

## THERE ARE OTHERS.

Bennington Is Not the Only Warship With Weak Boilers.

Washington, Aug. 21.—The findings of the board of inquiry that investigated the Bennington disaster are expected to be given out today. Since the boilers of the gunboat exploded, killing and wounding so many of the crew, an investigation has been going on to determine the condition of engines and boilers on other ships of the navy.

The results have been surprising. Some discoveries were made, and some rather unpleasant ones. Several vessels have been ordered to the navy yard for repairs to their engine room equipment. The names of these vessels are withheld at the Navy department. It may be said, though, on the best authority, that the conditions which have so far been revealed will in all probability result in some decided changes of the naval regulations relating to the duties of deck and engine room officers.

The announcement of the ships whose boilers have been discovered to be defective and of the changes to be made in the regulations may be made long after the Bennington figures have been published. Secretary Bonaparte is a believer in legitimate publicity and thinks the department should take the initiative in furnishing to the press any information that should properly be made public.

## NEW DOCK ON THE SOUND.

Navy Department Prefers It There Instead of Mare Island.

Washington, Aug. 21.—It is believed from the attitude of an official of the Navy department that congress will be asked next winter to make an appropriation for a new drydock on Puget sound. The naval authorities are unanimous in declaring that there is immediate need for better docking facilities on the Pacific coast, and are equally unanimous in believing it unwise to build such a dock at the Mare Island navy yard, because of the bad channel approaches.

If another dock is authorized, it is preferred that it be located at Bremerton, on the sound. The only thing to check this recommendation will be adverse action by the cabinet, which may deem it inadequate, in view of the condition of the treasury, to seek money for the new dock at this time.

## Grain Rates Are Reduced.

St. Paul, Aug. 21.—Just as the movement of the grain crop is about to begin the Great Northern railroad today announced a sweeping reduction in grain rates throughout its eastern territory extending into the boundary of Montana. Three years ago the road made important reductions in the western section. The new rates, it is claimed, will add millions to the potential resources of the farmers of the Northwest. The reduction is not made, it is claimed, in pursuance of any pressure, but as a voluntary act.

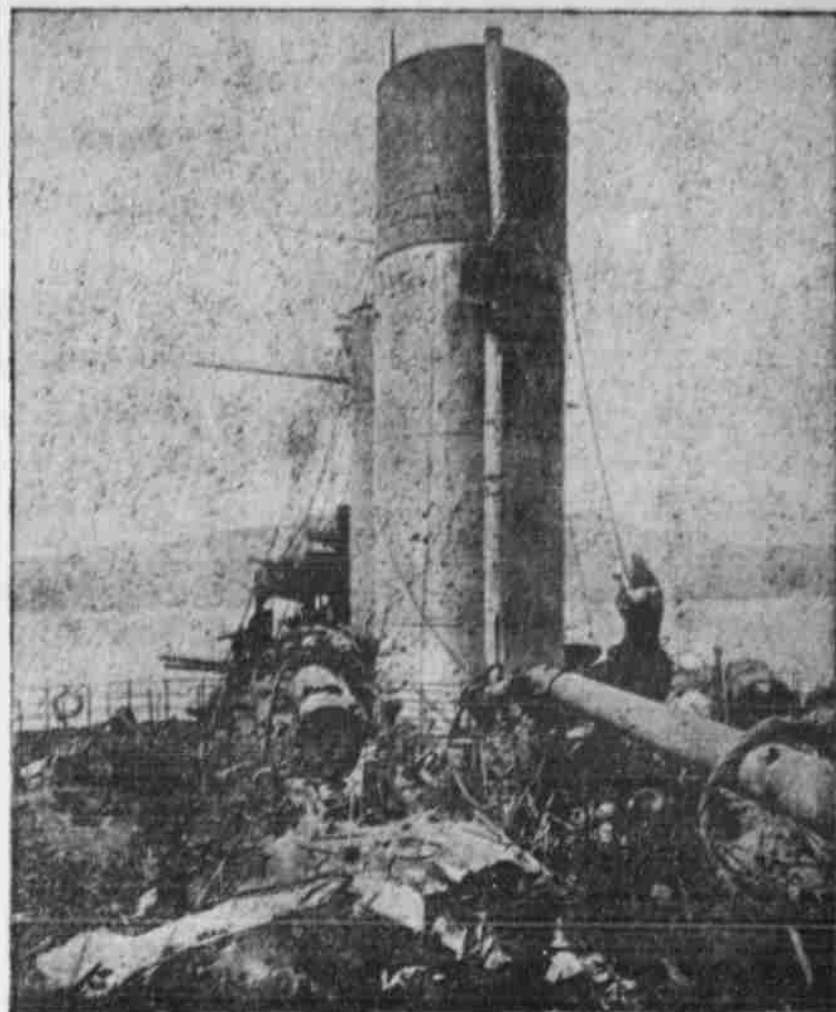
## Cloudburst Kills Four.

Joplin, Mo., Aug. 21.—Four people were drowned and property valued at \$200,000 was destroyed as the result of a cloudburst today at Southwest City, in the extreme southern portion of Missouri. C. O. Kelsey, a photographer, was drowned when the two-story building which he occupied was swept away and dashed to pieces against a tree. Ned Smith and two other persons, whose names are not known, were drowned while trying to rescue Kelsey.

## Fire Destroys Big Factory.

Newcastle, Pa., Aug. 21.—Fire this morning destroyed the extensive plant of the Newcastle Forge & Bolt company. The loss is estimated at \$100,000. Six hundred men will be thrown out of work.

## HAVOC WROUGHT BY JAPANESE GUNS.



The Ore was one of the unfortunate Russian vessels so signally defeated by Admiral Togo in the naval battle of the Sea of Japan and she was among the vessels pursued by the Japanese after they had scattered their opponent's fleet. She was attacked near Liancourt rocks, surrendered and was taken to Matsuro. Some idea of the destructible force of the modern naval gun can be gained from the photograph here shown, the first taken after the battle.

## ROCKEFELLER'S FACE.

Ida M. Tarbell's Description of the Oil King's Physiognomy.

Study the photograph, the last taken of Mr. Rockefeller, study George Varian's powerful sketch from life made in 1903, and say if it be worth while to be the richest man in the world at the cost these portraits show, writes Ida M. Tarbell in McClure's for August. Concentration, craftiness, cruelty, and something indefinitely repulsive are in them. The photograph reveals nothing more. Mr. Varian's



JOHN D. ROCKEFELLER.

sketch is vastly more interesting for it suggests, besides, both power and pathos and no one can look long on Mr. Rockefeller without feeling these qualities. The impression he makes on one who sees him for the first time is overwhelming. Brought face to face with Mr. Rockefeller unexpectedly, and not knowing him, the writer's immediate thought was, "This is the oldest man in the world—a living mummy." But there is no sense of feebleness with the sense of age; indeed there is one of terrific power.

The disease which in the last three or four years has swept Mr. Rockefeller's head bare of hair, stripped away even eyelashes and eyebrows, has revealed all the strength of his great head. Mr. Rockefeller is a big man, not over tall but large with powerful shoulders and a neck like that of a bull. His head is wide and deep and disproportionately high, with curious bumps made more conspicuous by the tightly drawn, dry, naked skin. The interest of the big face lies in the eyes and mouth. Eyes more useful for a man of Mr. Rockefeller's practices could hardly be conceived. They are small and intent and steady, and they are as expressionless as a wall. They see everything and reveal nothing. It is not a shifty eye—not a cruel or leering one. It is something vastly more to be feared—a blank eye, looking through and through things, and telling nothing of what they found on the way.

But if the eyes say nothing the mouth tells much. Its former mask the full mustache Mr. Rockefeller has always worn, is now completely gone. Indeed the greatest loss Mr. Rockefeller sustained when his hair went was that it revealed his mouth. It is only a slit—the lips are quite lost, as if by eternal grinding together of the teeth—teeth set on something he would have. It is at once the cruellest feature of his face—this mouth—the cruellest and the most pathetic, for the hard, close-set fine slants downward at the corners, giving a look of age and sadness. The downward droop is emphasized by deep vertical furrows run-

ning from each side of his nose. Mr. Rockefeller may have made himself the richest man in the world, but he has paid. Nothing but paying ever ploughs such lines in a man's face, ever sets his lips to such a melancholy angle.

## VILLAGES ARE TO VANISH.

Three Hamlets to Be Obliterated to Increase New York's Water Supply.

Three more of the Croton valley's most picturesque villages are soon to be obliterated to meet the ever-increasing demand of New York City for water. The hamlets doomed by the watershed authorities are Croton Falls, Cross River and a part of the town of Somers. The houses, churches, stores, shops and even the cemeteries are to be blotted out, leaving only the bare land, which will be flooded with water, making two lakes, each about four miles long. The first of the villages to go will be Cross River, where New York has begun the erection of an immense dam to cost \$3,000,000, one of the busiest manufacturing centers of Westchester County. It has a population of 500, with a postoffice, three churches, two schools, a cemetery and a half dozen stores and shops.

The place was founded in revolutionary times and was famous generations ago for its paper manufactures. The people will be paid for their property at "market value," but this will hardly compensate them for the loss of their homes and the breaking up of their associations.

About 700 persons in the three condemned towns will lose their homes and business, and most of them will be compelled to go out in the world and begin life over among strangers. In the case of the old people the circumstances are pathetic, and many sad scenes are expected when the time arrives for them to bid farewell to the homes and neighbors they have known since childhood.

## BIRD WITH WOODEN LEG.

This Stork Walks With Dignity and Seems to Limp.

This is a picture of a stork, one of whose legs was broken quite close to his body. It had to be amputated, and a clever artificer made for the bird



THE STORK AND HIS ARTIFICIAL LEG.

the artificial limb, which is also shown separately in the picture. The stork quickly learned to walk on his wooden leg, and he seems to even limp a bit, as do many men who have but imperfect control of artificial members.

## The Ethics of the Umbrella.

"Lend me your umbrella, dear. It's raining, and I've got to go to the vestry meeting again to-night."  
"But, John, why don't you take the one you've been carrying for the last week?"  
"What, to the vestry meeting? Why, that's where I got it."