

## 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.

The deadlock between Hungary and Austria may result in a revolution.

The Baldwin Locomotive works is building 140 engines for the Harriman lines.

Leading Hungarians say Germany is the cause of the present trouble in their country.

Peace has been restored at Baku, Russia, and workmen are returning to their occupations.

A white woman of Missouri has been sent to the penitentiary for ten years for marrying and living with a negro.

George Maxwell, a wealthy Canadian, will sue the United States because he was denied admission to this country.

At the Democratic state convention of Maryland a platform was adopted declaring in favor of disfranchising negroes.

Guam, the smallest island possession of the United States, now has a Supreme court and a system of wireless telegraphy.

General Stoessel, who commanded the Russian forces at Port Arthur, is suffering from a stroke of paralysis, which affects his entire left side.

United States Attorney Heney says he will push the remainder of the Oregon land fraud cases and dispose of them as rapidly as possible, as he has other work commanding his attention.

Gomez has retired from the fight for the Cuban presidency.

Norway may have a popular vote on monarchy or republic.

Secretary Taft and party have returned from the Philippines.

A Liberal party has been organized to control the Russian duma.

France and Germany have completed their program regarding Morocco.

Riots have occurred between Socialists and Coalitionists at Buda Pest.

New Orleans is steadily recovering from the disastrous epidemic of yellow fever.

The larger part of General Linievitch's army will winter in the field where they are.

Independent beef packers have been summoned to testify against the trust in the trial now in progress in Chicago.

The president will appoint a district attorney for Oregon as soon as Heney concludes the land fraud cases now on hand and goes East.

The government gunboat Leyte was sunk by the typhoon which swept Manila. The damage to the city is greater than at first reported.

A passenger train on the Cincinnati, Hamilton & Dayton road struck a freight near Conneville, Ind., and one man was killed and eight injured.

The yellow fever situation at Natchez, Miss., is becoming worse.

Russia is negotiating in Paris and Berlin for a new loan of \$175,000,000.

Finnish are petitioning the czar for reforms which will restore peace in their country.

Senator Heyburn, of Idaho, continues to fight President Roosevelt's forest reserve policy.

Russian students are holding mass meetings, demanding greater liberties than proposed by the czar.

A collective note from six powers has been handed the sultan of Turkey telling him they will manage Macedonia.

Bryan has written a letter to the president encouraging him in his fight with congress for a railroad rate law.

The Harriman system has started in earnest a fight with the Northern Pacific to secure certain rights of way down the north bank of the Columbia river.

Curtis Guild, Jr., at present lieutenant governor, will be chosen as the Republican candidate for governor of Massachusetts.

The new treaty of alliance between Great Britain and Japan has been made public. It is similar to the original alliance, but with a largely increased scope.

Rockefeller in a speech to a gathering of young men of his home town told them to turn their minds from mere money-getting and make certain of contentment and satisfaction in the later days of their lives.

Cholera has almost disappeared in Germany.

Many Americans are going into business at Vladivostok.

While the people of Norway are displeased with the separation terms, they will accept the treaty as the best that could be done.

Wilson Evans has been sent to Chile for the purpose of studying trade relations between that country and the United States.

### AT WORK ON MESSAGE.

President Devoting Much Time to the Gathering of Material.

Oyster Bay, Sept. 26.—The president is devoting considerable time each day now to work on his annual message to congress. For some time he has been assembling data for the message, but since the adjournment of the peace conference he has been writing the data into definite form. The message will not be completed until some time early in November, because each member of the cabinet will have to supply material for discussion of the work of his department. This information will be contained in the annual reports of the cabinet officers, which have not been completed.

Three topics highly important at this time to the American people will be discussed by the president in his message. They are the Federal regulation and supervision of life insurance, the relations between this country and Venezuela and America's interest in the fiscal affairs of the government of Santo Domingo. Other important subjects naturally will be considered, among them the scandals disclosed in the Departments of Agriculture and the Interior; the work of the department of Justice in the beef trust cases, the regulation of railroad freight rates, the progress made in the construction of the Panama canal and the conclusion of peace between Russia and Japan.

Much of the material for the discussion of these subjects the president has in hand, and the last few days of his stay at Sagamore Hill are being devoted to the preparation of that part of his message which will deal with them. Few visitors have been received since the adjournment of the peace conference, the president desiring to be as free as possible from interruption while working on his message. His last week here is practically devoid of engagements. The consideration of all matters except those of immediate importance is being postponed until the president shall reach Washington.

### NAVAL BASE AT SINGAPORE.

Great Britain Will Purchase Extensive Docks and Sites.

London, Sept. 26.—The fact that the British government purposes to establish a vast naval base at Singapore, which was announced by the Sunday Observer with the suggestion that this was the first tangible result of the new Anglo-Japanese alliance and the conclusion of the Russo-Japanese war, affords the newspapers an opportunity to discuss the situation of using Singapore as a base, which was announced some time ago when Admiral Fisher outlined the reorganization plan.

The newspapers now point out the tremendous strategic value of Singapore as guarding the gateway of the Pacific and when open to Japan's war vessels as giving Great Britain and Japan the upper hand over the other European countries where the Far East is concerned. Some of this morning's papers are inclined to dwell upon this phase of the acquisition of the Singapore docks, as though just at the time it was a demonstration of power by Great Britain. But the government's intention to purchase the docks at Singapore has been an open secret for many months, and according to good authority, the British government is simply facing the result of the new strategic situation in the Far East.

### EXPERT ON THE GROUND.

Northern Pacific Sends Man to Select Sites for Portland Bridge.

North Yakima, Wash., Sept. 26.—While the fact that the Northern Pacific is to construct a line down the north bank of the Columbia river from Kennewick to Portland has already been publicly announced, Mr. Levey supplies some of the missing details which have been most eagerly awaited. Mr. Levey left St. Paul Thursday night. Accompanying him was Ralph Majeski, a bridge engineer and expert, who continued to Portland last night. Mr. Majeski comes from Chicago, and has the reputation of being one of the best bridge experts in the country. It will be his province to look over the route by which the new line will enter Portland, by way of Vancouver, Wash., and decide upon the best sites for bridging the Columbia at the latter city and the Willamette at Portland.

### Calabria Is Wind Swept.

Rome, Sept. 26.—Another tornado today caused enormous damage in Calabria. A gradual clearance of the buildings rained by the recent earthquake shows that the number of persons who perished was greater than given in the first estimate. Large numbers of bodies are being discovered daily. The work of constructing wooden cabins under government supervision is progressing rapidly. Two hundred have already been completed and 4,000 more will be necessary to shelter the homeless people.

### Islands Are Seized.

St. Petersburg, Sept. 26.—News has been received here that the American steamer Montara, having on board Baron Bruggen, manager of the Kamchatska Trading society, was seized by the Japanese near Nikolskoe, Behring sea, and that the Japanese occupied the Kommander islands and hoisted the Japanese flag. Neither the date of the seizure of the vessel nor the occupation of the island is given in the information received.

### San Gabriel Swept by Flames.

Carmona, Cal., Sept. 26.—A brush fire that burned two days has devastated San Gabriel valley, destroying all the vegetation and doing \$100,000 damage. The main industry of the valley, bee raising, has been ruined.

## OBJECTS TO TREATY

China Wants Prompt Evacuation of Manchuria.

### RAILROAD GUARDS ARE MENACE

Says Province Should Be Cleared of Troops in Nine Months and No Guards Remain.

Washington, Sept. 26.—The Post this morning says:

"The Chinese government, a week or more ago, made a formal protest to the Russian and Japanese governments concerning two of the conditions set forth in the treaty of peace signed at Portsmouth. China objects to two things—first, the length of time allowed for the evacuation of Manchuria, and, second, the provisions made for an armed guard for the railroad lines owned by Russia and Japan in Manchuria.

"China believes that nine months is entirely sufficient time within which Japan and Russia shall evacuate Manchuria, instead of 12 months, as provided for in the peace treaty.

"The provision made for guarding the railroad, the Chinese contend, contemplates an armed force of probably 10,000 men in Chinese territory. The Chinese government regards the maintenance of guards in Manchuria as a menace and it does not propose to agree to such a plan."

### MEXICAN TRADE GROWING.

Largest Increase Last Year Was in American Imports.

Mexico City, Sept. 26.—Statistics of Mexico's foreign trade for the fiscal year ended June 30, show a healthy commercial condition. The imports were valued at \$85,861,081 gold, of which \$48,303,167 came from the United States, an increase of nearly \$6,000,000 over the preceding fiscal year. Great Britain sent goods to the value of \$10,481,343, an increase of about \$400,000. Germany contributed \$9,810,538, which is a slight increase. France sent \$8,482,685, which is a gain of \$1,000,000.

The gold exported amounted to \$13,696,146, a gain of nearly \$5,000,000 over the preceding fiscal year. The total amount of silver exported (silver value) was \$65,523,645, which is a decrease of \$13,588,044. The total silver value of all exports was \$208,520,451, or about \$104,800,000 gold value. This shows a very satisfactory condition, although a slight decrease from the preceding year.

Trade with the United States is growing steadily and will increase from year to year in the judgment of mercantile and banking houses. The country was never more prosperous and the outlook for the coming year is a bright one.

### SLAVS ARE AROUSED.

Austrian Invasion of Albania a Challenge to Russia.

St. Petersburg, Sept. 26.—Not only Russia but all the Slaves of Europe are aroused as the result of Austro-Hungarian troops crossing the frontier into Turkey and occupying Novibazar. Four Russian army corps have been ordered south and subsidized steamship lines plying on the Danube are preparing transports. Prince Golytzin, privy councillor, said today:

"Russia considers the Austrian invasion of Albania and occupation of Novibazar a challenge that is answerable with force, because it is a flagrant breach of the treaty of Berlin. It threatens the independence of Serbia and Montenegro, which Russia has guaranteed.

"The invasion, however, is a master move, killing two birds with one stone. It is calculated to relieve the Hungarian crisis, flatter Magyar vanity by annexing Turkish territory, while at the same time the Slav population of the annexed region would put the Magyars in a minority in Hungary. But intrigues by the Hapsburgs always end to their own detriment."

### Packers Fix the Rates.

Chicago, Sept. 26.—"The packers fix the rates," declared A. B. Stickney, president of the Chicago Great Western railroad, testifying for the defense before the Interstate Commerce commission today regarding freight rates from the Missouri river to Chicago. In answer to a question as to how the charges were made, President Stickney replied: "In fixing the rate on dressed meat, we don't have very much to say. The packer generally makes the rate. He comes to you and always makes you feel that he is your friend."

### All Protest Against Peace.

Tokio, Sept. 26.—The emperor is giving personal attention to the memorials presented to the throne against the terms of peace arranged with Russia. These memorials now number nearly 100. The persons who are trying to interview privy councillors advocate the refusal to ratify the treaty of peace, and the public is almost unanimous in demanding the resignation of the cabinet. Even the moderates do not conceal their grief.

### Growing Worse at Hamburg.

Jackson, Miss., Sept. 26.—The yellow fever infection at Hamburg is spreading rapidly, nine new cases, four suspicious cases and one death being reported today. Roxie reports one new case and one death.

### PROGRESSIVE IDAHO.

No Time Being Lost on the Boise-Payette Irrigation Work.

Washington, Sept. 25.—The Reclamation service has made the following announcement:

"The engineers in charge of the Boise-Payette project, Idaho, have made such progress with preliminary work that the board of consulting engineers will meet at Boise October 18 to consider plans and decide on future arrangements. The splendid work of the Water Users' association in harmonizing the many conflicting claims of private interest in lands, canals and water rights is beginning to bear fruit, and it is believed that practically nothing stands in the way of early construction.

"About 100,000 acres are already irrigated in this section, but plans for the full development of the natural resources of the valleys which will come under this project are of such magnitude as to be beyond the reach of community effort.

"The present estimated cost of the entire system is nearly \$11,000,000, and completed works will supply water to approximately 372,000 acres of land. On account of the restricted condition of available reclamation funds, however, a portion of the project has been selected which, though only an integer of the whole, will yet complete the project itself.

"The Payette and Boise valleys constitute one of the most attractive sections of the West. Progress in agriculture in this vicinity in the past few years, and the consequent growth of adjacent towns, furnish an excellent example of the result of irrigation and give promise of substantial and wonderful development in the future."

### RELIEF WORK IN RUSSIA.

Government Seeking to Provide Food for Famine Districts.

St. Petersburg, Sept. 25.—Special committees from the Department of Agriculture and Ministry of the Interior left here today to take charge of the relief work in the famine districts of Russia. The cost of this work is estimated by the government at \$20,000,000. No acute distress has yet been reported, and the government hopes, by prompt distribution of food, seed, grain and fodder and the employment of the famine stricken populace on public works to tide over the people until the new harvest.

The rates for the transportation of grain and fodder into the government's stricken by famine have been reduced, but the deficiency in rolling stock is the chief obstacle to the work of relief. An observer of the situation who remained here this week from a tour of Southern Russia, told the Associated Press that bags of grain were piled up in the mountains at many stations. Some of these were left from the 1904 harvest, waiting for cars to move them. The termination of the war has already released some cars from the Siberian road.

### BUILD NEHALEM ROAD.

Lytle's Announcement at Meeting of Portland Chamber of Commerce.

Portland, Sept. 25.—E. E. Lytle announces that he will build the Portland, Nehalem & Tillamook railroad, which is now tied up at its first 20 miles of road through the tangle with the Atlas Construction company. Since the retirement of Mr. Lytle from the Columbia Southern and the subsequent statement that it was his intention to engage in further railroad construction work in the state, there has been much speculation as to where his activities would first make themselves felt.

The announcement of Mr. Lytle's connection with the Portland, Nehalem & Tillamook was not made as a public utterance, but in the course of a meeting of the transportation committee of the Chamber of Commerce, called to consider the feasibility of providing for further river transportation by the Open River association. Several leading business men were present at the meeting, among them being Mr. Lytle, who, while discussing the question before the meeting, said that it would be inconvenient for him to become active in the plans under discussion, owing to his other interests, the chief of which was the Portland & Nehalem road.

### Platt's Legs Fail Him.

Denver, Sept. 25.—Despite every effort to keep the news from the public, and in the face of a positive denial from his wife, a person in Senator Thomas C. Platt's household tonight practically admitted that the big New York boss was suffering from locomotor ataxia and that even the statesman himself had little hope of living up to the end of his term in the senate. The Platt party left for the East at 2:15 o'clock this afternoon, and Senator Platt was very unsteady on his legs and acted as if he expected to fall at every step.

### Go After Railroads Next.

Chicago, Sept. 25.—The prosecution of the railroads for violations of the Elkins law relating to giving and receiving of rebates will follow the pleading guilty of the four representatives of the Sulzberger & Swartzchild company to a charge of conspiring to receive illegal rebates from the railroads. Authority for this statement is District Attorney Morrison, and he was emphatic in his declaration that the government would go after the railroads.

### Jail Penalty for Striking.

Warsaw, Russian Poland, Sept. 25.—The military governor has issued a proclamation warning workmen that they will be imprisoned for three months if they carry out their threat to strike, as a protest against acts of the government.

## EAST REVOLUTIONARY WIDOW



Near the head of Black River Valley, in Windsor County, Vermont, ten miles from the nearest railway station at Ludlow, lies the hamlet of Plymouth Union. What the population lives on is a question difficult to answer. Fortunately, it costs very little to live there. A majority of the population are in one way or another supported by Civil War pensions. A tidal wave of patriotism must have swept through this section of Vermont in the early sixties.

The most interesting inhabitant of Plymouth Union is "Aunt Esther" Damon, the last on the roll of Federal pensioners as widow of a soldier of the Revolution. "Aunt Esther" was born in Plymouth township, not far from her present home, on the first day of August, 1814. She was one of a family of eight or nine, born to a heritage of poverty. Her father is remembered as a "stirring" man, who began life with nothing, married prematurely, and worked hard to provide for his family. In cutting timber to build them a house he was killed by the fall of a tree. His widow was left without resources and found it impossible to hold her family together. One by one they were "bound out" to service, and were never reunited. At a tender age Esther was thus put to work and remembers this period chiefly as one of neglect and ill-treatment.

By one kind of work or another, mostly domestic service, she made shift to live, and finally drifted to Tyson, which then had a charcoal blast furnace and was something of a center of activity. She is said to have taught a district school for one or two terms. Her own education had been very limited, and teaching could not have offered her a successful career. By thus doing whatever came in her way, she managed to support herself until she was 21 years old, when she married.

Her choice of a husband was not well considered. Noah Damon, whom she wedded after a brief courtship, was a widower 75 or 76 years old, with adult children and a record of good service as a soldier of the Revolution in sundry Massachusetts commands. He is traditionally remembered as an easy-going, honest, improvident man, and not inclined to be industrious. It is said that Esther Sumner was misled as to his ability and willingness to support her, and thought he had some property, whereas he had none. Perhaps he was an optimist by temperament. Their marriage was celebrated on the 6th of September, 1835.

The young wife soon discovered that, for her, the marriage relation meant not only supporting herself by

continued hard work for small wages, but supporting her husband as well. He was quite willing to entertain her with stories of the war, but these did not seem to compensate for the added burden she had unwittingly assumed. She insisted that Damon's children should make some provision for him. This led to misunderstandings and family quarrels, and they finally took the old man to a farm in New Hampshire, to which the young wife refused to go.

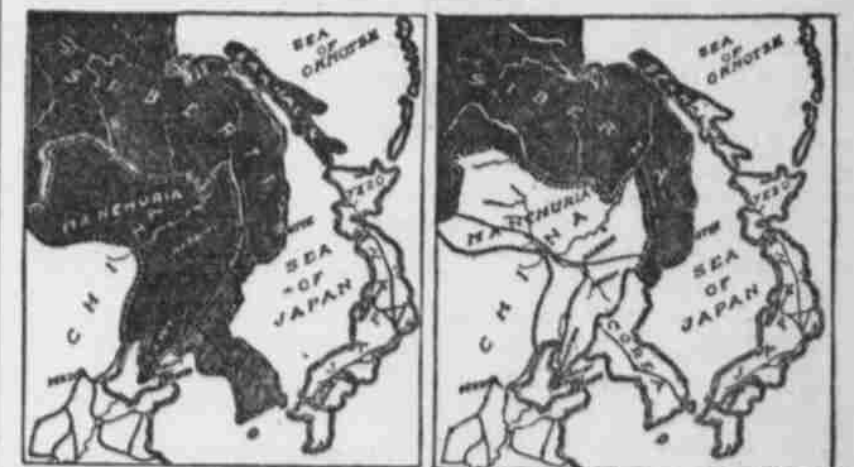
No separation other than that described was sought or desired. Damon never ceased to crave his wife's companionship; she, in turn, while unwilling to be a dependent upon the Damon family, spared enough of her meager earnings to keep him clothed, and in other ways to provide for his comfort. In some way Damon got money to make a trip to Boston to visit some friends, and from this outing he never returned. He died on the journey, which was probably too much for his failing strength, but whether in going to or coming from Boston is not clear.

After the death of her husband, which in the circumstances cannot have been a very keen bereavement, Mrs. Damon realized that she had other duties than self-interest alone suggested. Her mother was then old and poor and friendless. Esther took her and cared for her to the end of her life. To enable her to do this she leased a little farm near Reading, Vt., and worked it as well as she could with the help of a hired man.

After her mother's death she did not feel equal to continuing this profitless and unsatisfactory enterprise, and returned to Plymouth Union to take up her residence with an old resident of that place, a Mrs. Snow, who had a house, but no income. In that house she has lived for the past sixteen years, and there she hopes and expects to remain for the rest of her life. During a period of many years she has been in receipt of a Federal pension of \$8 per month, and this meager provision had to suffice in a large degree for the needs of both old women. The pension has lately been increased to \$24 per month.

With the exception of a slight deafness, Mrs. Damon retains her faculties remarkably.

### HOW THE WAR CHANGED THE MAP.



BEFORE. AFTER. Russian territory shown in black. Japanese territory or sphere of influence in white or shaded.

### EVOLUTION OF THE MOTOR CAR.

A Frenchman named Cugnot, an Englishman named Trevithick, and an American named Oliver Evans had all been experimenting with steam carriages in the eighteenth century; and in 1829 Sir James Anderson, a British



STEAM CARRIAGE OF 1829.

nobleman, had one built which was a conspicuous success. It carried fifteen passengers, and attained a speed of fifteen miles an hour. The steam carriage was such a vast improvement upon the dandy horse and the velocipede that capitalists began to build them by the score. They were invariably shaped like stage coaches, each with a clumsy, puffing smoking engine fastened on behind. Nothing so fast as the steam carriage had ever been invented, and every idle gentleman of

fashion welcomed it as a new means of recreation. It made a national sensation, favorable and unfavorable. As it whirled along the country roads, like a smoky monster from some subterranean world of fire, horses leaped over hedges and the terrified peasantry fled to nooks of safety. Compared with it, a modern motor car is a thing of peace and gentleness.

A dozen or so of them were run in London as omnibuses, but the high fare—a shilling a ride—and the ominous aspect of the vehicle, scared away passengers. Ladies disliked the steam carriages because of the grease and soot that soiled their dresses; and so, little by little, they fell into disfavor. The railway, with its closed coaches, cheaper rates, and smooth rails, drove them from the roads into the museums.

### Taxes Raise in France.

The average tax for each Frenchman has risen from \$15.25 in 1870 to more than \$25 a year at present.

Some people, when they own a dog that would peacefully sleep around the yard and make no trouble, tie it up, to insure that it will howl.

This is about all the attention some men attract: When their procession goes by, people inquire: "Whose funeral to-day?"