

RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Railroad Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10.—It is apparent that certain railroad interests have become alarmed over the decided anti-railroad agitation that is manifesting itself in congress and in several states, and that their friends in the senate have been appealed to to settle upon the best rate bill they can get and get it before the senate for action. It is said that the railroad interests at large have become astounded over the opposition that has developed to them throughout the country, and that many of them realize that graver problems than the fixing of a disputed rate confront them if something is not done to allay the spirit of hostility.

Some of the magnates believe that if they can get the members of the committee on interstate commerce of the senate together on a bill at once it will stop the agitation that is each day growing stronger against what are characterized as "railroad lobbies" in various states.

The denunciation of the railroad trust in West Virginia by Governor Dawson in a letter to the senate, the off-ring of a resolution in Pennsylvania to investigate coal-operating roads and the determination of many members of congress to secure an investigation of the alleged trust formed by the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio and Norfolk & Western, have excited fear among the friends of railroads that a remorseless crusade against them is about to begin.

Chairman Elkins, of the interstate commerce committee of the senate, who favors the railroad interests, and Senators Clapp and Dooliver, who have been fighting for action, held a private conference of several hours this afternoon. It is believed a basis of compromise is being considered.

STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10.—In discussing the possibilities of a challenge for the America's cup from Sir Thomas Lipton or any foreign source, and the probable course of the New York Yacht club, on receipt of such a challenge, says today's Times, the astonishing statement was made by a prominent member of the New York club yesterday that the Reliance would be used in all probability as the defender of the cup, even though the challenge called for a race with schooners, as has been suggested, and that to meet these conditions she would be converted, as it is a perfectly practical suggestion and meets Sir Thomas' and any other challenges at every point.

If a 70-foot sloop, as suggested by Sir Thomas, is named as the challenger, the challenge will be accepted and the Reliance will be used as the challenge boat, in spite of the big allowance she would have to give. If a 110-foot schooner is named, the Reliance will be converted and will be still the defender. If a 90-foot sloop is named, it will, of course, be the Reliance which will cross the line as the defender of America's priceless trophy. Under old rules or under new, the Reliance is looked upon as capable of successfully defending the cup and will remain the club's Reliance.

Poaching on Fund.

Washington, Feb. 10.—To the surprise of many senators, the Hansbrough bill setting apart \$1,000,000 out of the reclamation fund for the drainage of swamp lands in North Dakota slipped through the senate today. Several Western senators were vigorously opposed to taking any money out of the reclamation fund to drain swamp lands and it was their purpose to oppose this bill, but it was called up when the senate was virtually empty and went through without opposition. It will be fought in the house.

Relieve Forest Settlers.

Washington, Feb. 10.—The house of passed a bill providing that settlers within forest reserves who have relinquished title to their land since the lieu land law was repealed may recover title to their original holdings. As matters now stand, these settlers can neither make lieu selection nor recover the land which they relinquished. The house refused to pass a bill permitting settlers of this class to perfect their lieu selection.

Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10.—A decision adverse to the Nebraska Graindealers' association was handed down today by the Supreme court, which orders the association dissolved. It had been alleged that the association fixed prices, leaving the farmers to take what was offered.

THE RATE BILL.

Provisions of the Measure Passed by the House.

Washington, Feb. 9.—The railroad rate bill is intended and does comply specifically with the recommendations of President Roosevelt on the rate question. It gives the Interstate Commerce commission authority, when a rate has been complained of as "unreasonable" by a shipper, to investigate that rate, state whether or not it is unreasonable, and if found to be unreasonable, to name a rate, which is to be just and reasonable, and fairly remunerative, and which is to be the maximum rate to be charged.

This rate, so fixed, is to go into effect 30 days after it is announced by the commission, subject, during that time, to be set aside or suspended by the commission or by the courts. After it has gone into effect, it is to remain the rate for three years. During this time, according to the opinion that has been expressed by those who have participated in the debate, the rate may also be reviewed by the courts, and, if found to be in conflict either with the constitution by being confiscatory, it can be set aside by the courts.

Another important feature is the definition of the words "railroad" and "transportation," in a manner to include all auxiliary instrumentalities. This power to name a reasonable rate and the inclusion of the auxiliaries within the jurisdiction of the commission, are said to be the new features. All other provisions are modifications of existing law. They include publicity of railroad methods, which is to be aided by prescribing a system of bookkeeping, and enlarging the commission to seven members and increasing salaries of members to \$100,000 a year.

CHINESE GOOD SOLDIERS.

Minister Discusses Agitation and Preparations for War.

Berlin, Feb. 9.—General Tchang Tchong, the Chinese minister to Germany, in the course of an interview with the Tageblatt's correspondent on the disquieting rumors from China, said that China needed reform in her head and limbs. Europe, he said, had been surprised that Japan had become greater than China, whose soldiers, and especially those in the northern part of the empire, compare physically with the Prussian guards. Money for army and navy expenses, he said, should not be considered, as the population of over 400,000,000 could easily contribute a milliard where vital interests were touched.

China, the minister continued, strongly wishes for commercial dealings with foreign countries, but prefers those without Chinese colonies. The missionaries, he added, cause hatred of foreigners by their tactless proselyting and the fighting between Protestants and Catholics.

The minister was asked if the navy and army reinforcements which the United States is sending to the Philippines in the expectation of difficulties with China might arouse the Chinese dragon. He replied: "If the American government sends reinforcements, who can say it fears difficulties with China? It is all nonsense. I believe the armaments are prepared against somebody else; I cannot express myself more definitely."

APPIAN WAY OF AMERICA.

Perfect Road Will Be Built Straight Across Ohio.

Cleveland, Feb. 9.—Within a year work will be begun by the National Good Roads association on a great highway extending clear across the state of Ohio, from the Pennsylvania to the Indiana line, that will be one of the finest in the world, and, like the Applan Way, will be built to last for all time to come. This is the information given out today by Colonel W. H. Moore, president of the association.

The road, which will be the first to be built across a state under the authority of an organization since the old Federal roads, will cost \$1,500,000. Of this amount, Colonel Moore says \$750,000 has already been put up by certain interests that he will not now reveal, and the remainder will be secured from the counties through which it will pass.

Puts Down Siberian Revolt.

St. Petersburg, Feb. 9.—General Linivitch, commander of the Manchurian armies, telegraphed to the emperor yesterday as follows: "General Rennenkampf entered Chita, Transbaikalia, February 5, without bloodshed. The inhabitants of the town have been disarmed and work has been resumed. Two hundred of the revolutionists have been arrested, but a number of the leaders fled. General Helejonikoff, the military governor of Chita, has been relieved of his post for inaction."

Irrigation Congress Dates.

Boise, Idaho, Feb. 9.—Tuesday at a joint meeting of the directors of the chamber of commerce and the Commercial club, it was decided that the dates for the meeting of the National Irrigation congress should be September 10 to 15. This action is subject to the ratification of the executive committee of the congress, but it is customary to ratify the choice of the people where the congress is to be held in the matter of dates.

WHI Act for Castro in France.

Washington, Feb. 9.—The Venezuelan government has requested the government of the United States to take charge of its consulate in France. Secretary Root has decided to comply with the request and will give the necessary instructions to the American ambassador in Paris.

OREGON STATE ITEMS OF INTEREST

TEN MEASURES FILED.

Questions To Be Submitted to People

Government Work and Immigration Stimulates Klamath Line.

Klamath Falls—Information received at Klamath Falls indicates that the Klamath - Lake railroad, connecting with the Southern Pacific at Trull and extending to Pokegama, recently acquired by the Weyerhaeuser Lumber company, will be practically reconstructed during the present year. Track laid better to enable the line to command traffic of the Klamath Falls region for some time, while also better serving the purposes of its new owners in the development of lumber industries. Four new locomotives have been ordered, a new passenger coach and a number of cars are to be purchased, which is understood to be indicative of the intentions with reference to the railroad.

No official information is had as to the intentions in the way of adding mileage, but it is known that investigations made before the acquisition of the property were with a view to determining the traffic assured by reason of the government work in constructing the canal for which Mason, Davis & Co., of Portland, now have the first contract. With absolute knowledge of the tonnage of traffic that was handled during 1905, and its great increase over the preceding year, and an additional tonnage for the next year that will surely double the commodity traffic of 1905, to say nothing of the immigration that will mean a great deal of business, the railroad officials feel more than justified in large expenditures and will complete their projected work at the earliest possible date.

Operate Eugene Mill.

Eugene—Final papers have been made out in Salem for the sale of the Eugene Woolen mill to a Salem organization, to be known as the Eugene Woolen Mill company. The Thomas Kay Woolen Mill company of Salem is the principal stockholder. John P. Wilbur and Will Wright of Union, Or., more than a year ago purchased the plant at a receiver's sale. The company which has just bought it announces it will have the mill running within 60 days. The plant has been idle about three years.

Plans Cheese Factory.

Dallas—R. Robinson, of Tillamook, is in Dallas and plans to establish a cheese factory here. Mr. Robinson says if the farmers will guarantee 250 cows to start with he will immediately make all arrangements for the plant. He expects to rent space in the Dallas ice plant, where cold storage will be convenient, thereby avoiding the expense and delay of building. Mr. Robinson already owns several plants in Oregon.

Use Sagebrush Fuel.

Salem—W. E. Burke, of Harney county, representing the Portland Land board at its last meeting arranging to perfect proof of reclamation for about 9,000 acres, under the Carey act, in Harney county, near Burns. This company will obtain water from wells by pumping, using sagebrush or fuel to generate the steam power.

For Experiment Station.

Echo—The United States government has decided to establish an experiment station of 45 acres on the East Umatilla irrigation project. Land will be set apart for this purpose.

PORTLAND MARKETS.

Wheat—Club, 70 @ 71c; blue-stem, 72@73c; red, 67@68c; valley, 73c.

Oats—No. 1 white feed, \$28; gray, \$27.

Barley—Feed, \$25@25.50 per ton; brewing, \$24; rolled, \$24@25.

Hay—Eastern Oregon timothy, \$13.50@14; valley timothy, \$9@10; clover, \$7.50@8; cheat, \$7@8; grain hay, \$7@8 per ton.

Fruits—Apples, common, 75c@81 per box; choice, \$1.2@1.50; fancy, \$2@3; pears, \$1.25@1.50 per box; cranberries, \$13@13.50 per barrel.

Vegetables—Cabbage, 2@2½c per pound; cauliflower, 1@1.50 per crate; celery, \$3.50 per crate; pumpkins, ¼ @1c per pound; sprouts, 6¼@7c per pound; squash, 1½@1½c per pound; parsley, 25c; turnips, 30c@31c per sack; carrots, 65@75c per sack; beets, 85c @91c per sack.

Onions—Oregon, No. 1, \$1.10@1.25 per sack; No. 2, 70 @81.

Potatoes—Fancy graded Barbanks, 60c per hundred; ordinary, nominal; sweet potatoes, 2¼@2½c per pound.

Butter—Fancy creamery, 27¼@30c per pound.

Eggs—Oregon ranch, 23@24c per dozen.

Poultry—Average old hens, 11@12½c per pound; mixed chickens, 10@10½c; broilers, 15@17c; young roosters, 10c; old roosters, 8@9c; dressed chickens, 13@14c; turkeys, live, 16@17c; turkeys, dressed, choice, 18@20c; geese, live, 9c; geese, dressed, 12@14c; ducks, 16@18c.

Hops—Oregon, 1905, choice 10@11c per pound; prime, 8½@9c; medium, 7@8c; olds, 5@7c.

Wool—Eastern Oregon average best, 16@21c; valley, 24@26c per pound; mohair, choice, 30c.

Beef—Dressed bulls, 2@2½c per pound; cows, 3¼@4½c; country steers, 4@5c.

Mutton—Dressed, fancy, 8@8½c per pound; ordinary, 4@5c; lambs, 7@7½c.

Veal—Dressed, 3½@8½c per pound. Pork—Dressed, 6@7½c per pound.

FOUR ARE KILLED.

Disastrous Wreck on O. R. & N. at Bridal Veil.

Portland, Feb. 7.—In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 198, in charge of Engineer William Swain, became unmanageable and dashed into train No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. When about four miles east of Bridal Veil the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

The injector pipe had broken inside the cab, letting out a flood of steam and driving the engineer and fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard torpedoes on the track and realized that the Spokane Flyer was ahead on the main track, and rushed back into the cloud of burning steam that filled the cab in an effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and finally he fled, was compelled to retreat to the engine tender. Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose.

Meanwhile Silas Smith, living at Second and Grant streets, Portland, who was brakeman on No. 5, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again buried it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by its prompt action in bringing the Chicago-Portland Express almost to a stop brakeman Smith prevented a much heavier loss of life.

HEYBURN GROWS WORSE.

Peritonitis Aggravates Illness of Senator from Idaho.

Washington, Feb. 5.—Considerable anxiety is felt over Senator Heyburn tonight. He slept little last night, and today unfavorable symptoms developed which indicate that peritonitis has set in. The pain and inflammation heretofore confined to the region of the appendix had spread and his stomach is now affected.

Up to this morning the senator was hopeful of early recovery; in fact, expected to get up tomorrow. Tonight he is decidedly depressed, and seems to realize the seriousness of his condition. If he does not show marked improvement by morning, another consultation will be held.

While it is announced at his apartments that there is believed to be no immediate danger, nevertheless everything indicates that he is in a critical condition, the presence of peritonitis and kidney trouble, in addition to appendicitis, being most serious complications.

Italy Will Ruin Padrones.

New York, Feb. 7.—The Italian government has just contributed a subsidy of \$20,000 a year for an Italian labor exchange in New York. This is part of an organized attempt by Italian citizens of the United States, combined with the Italian authorities at home, to beat the "padrone" system and to keep the Italians from piling up in New York. The exchange will be incorporated under the laws of New York by Italian citizens, and probably will be in working order by next summer, for the great crush of immigrants.

Meteor Falls in Nevada.

Reno, Nev., Feb. 7.—Word has been received in Reno to the effect that an immense meteor fell a few miles north of the town of Rhyolite this week. W. E. Turner, well known in this city, together with others, witnessed the descent of the meteor. It fell at an angle of 45 degrees and left a trail of fire 300 yards long in its wake. The heavenly visitor was seen and heard to strike the ground, but every effort to find its location has been without success.

Two-Cent Fares for Ohio.

Columbus, O., Feb. 7.—The house today by a vote of 104 to 1 passed the Freiner 2-cent fare bill, which was substituted for the Rathbun bill, passed by the house. The senate, it is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the governor.

DIG IT BY CONTRACT

Wallace Would Save Canal From Needless Red Tape.

ALSO GIVES CROMWELL A SHOT

Counts Him Among Bosses Over the Work—Stevens Earns His Salary, He Says.

Washington, Feb. 8.—John F. Wallace, ex-chief engineer of the Isthmian Canal commission, today concluded his testimony before the senate canal committee, except in relation to the type of canal, which will be taken up after the reports of the board of consulting engineers have been made public. He said the red tape necessary to the system involved in governmental work compelled him to favor the contract plan of building the canal in order to expedite its completion. He thought the man in charge of the work on the Isthmus should be the undisputed head, with the governor of the zone second and the man who has charge of the procuring of supplies and men third in authority.

The present arrangements, he said, amounted to a chain of masters with the chairman of the commission an executive commissioner, Mr. Cromwell, Secretary Taft and the president, grading down to Mr. Stevens, or the man in actual charge of operations on the Isthmus. He said Mr. Cromwell had been included as one of the masters, for the reason that he seemed to have certain undisputed influence which entitled him to be classed in the chain.

Headquarters of the commission should be on the Isthmus, Mr. Wallace said, and the harder the communication with Washington the less the work would be retarded. He thought the engineer in charge was not paid an excessive salary.

Senator Morgan suggested Mr. Stevens was receiving as much as all of the senators on the committee, and Mr. Wallace replied: "Yes; I presume he earns it."

Discussing rates on the Panamp railroad, he thought there should be no classification of freight in the schedules, but that a charge of \$2 a ton should be made. Continuing he said:

"If the government cannot deal with the rates on that little railroad in a satisfactory manner, it had better leave the railroad systems of the United States alone."

MAKE IT THOROUGH.

President's Orders for Inquiry About Wreck of Valencia.

Washington, Feb. 8.—Formal directions were issued today by President Roosevelt for an investigation of the Valencia disaster, which occurred recently upon the North Pacific coast. The instructions are contained in a letter to Secretary McPherson, of the department of Commerce and Labor. President Roosevelt's letter follows:

"You are hereby directed to instruct Lawrence G. Murray, assistant secretary of commerce and labor, and Herbert Knox Smith, deputy commissioner of corporations, as well as Captain William T. Burrell, United States navy, who will be detailed for service in your department, to proceed to Seattle, Wash., and there make thorough and complete investigation of all the circumstances attending the wreck of the steamer Valencia and the case or cases thereof, and any misconduct, negligence or dereliction of duty upon the part of anyone related thereto and having any bearing upon the loss of life occasioned by said disaster; and also, as you may direct, to investigate such other matters bearing upon the safety of traffic in navigable waters of the United States in that vicinity and the effectiveness and sufficiency of the present aids to navigation along said waters; and to make full report thereon, with recommendations for such departmental or legislative action as may be indicated by said report and findings."

Steamer Portland Floated.

Seattle, Feb. 8.—The steamer Portland, which went ashore on Nipre island last December and was abandoned by her crew, will be able to come from Ketchikan by her own steam. After the Seattle Commercial company had abandoned the Portland the underwriters sent Captain Gibbs north with the steamer Samson and wrecking apparatus to float her. He managed to get the boat off the rocks and tow her into Ketchikan. Temporary repairs were made and the steamer is now able to start south under convey of the Samson.

Burlington Denies Charges.

Chicago, Feb. 8.—Plea of not guilty to charges of granting illegal rebates were entered today before Judge Betha by representatives of the Chicago, Burlington & Quincy railroad company. The indictment was based upon the charge of granting illegal rebate to the United States Steel Products Exporting company, one of the subsidiary companies of the United States Steel corporation. Judge Betha accepted the plea.

Agree on Customs Duties.

Algiers, Feb. 8.—The delegates to the Moroccan conference today discussed the customs duties of Morocco and settled a number of details referring to various articles, but postponed deciding the question of increasing the general rate to 12½ per cent ad valorem. Morocco's request to make tobacco a state monopoly was approved.