

# A BITTER EDITORIAL

## Kingston Paper Says Jamaica Is Ashamed of Governor.

### FOREIGN AID WAS VERY WELCOME

#### Archbishop of Jamaica Also Disapproves Action of Swettenham—Relief Work is Progressing.

Kingston, Jan. 24.—Most Rev. Enoch Nuttall, lord archbishop of the West Indies, having heard here today that King Edward had cabled deprecating the idea that the people of Jamaica should accept foreign assistance, said he trusted his majesty had not given utterance to this sentiment and that if he had, he, the archbishop, did not approve of it. The archbishop said also that he believed a great mistake had been made when Governor Swettenham rejected the offers of American aid. The relief committee is actively engaged in sending refugees into the country and distributing food and money to those who are unable to leave the city. Bishop Hendricks, of Colon, arrived here this morning on board the steamer advance, which brought from Colon 100 tons of food and \$800 contributed to the Jamaican sufferers by the officials of the canal and merchants of Panama. Governor Swettenham consented to accept these supplies, waiving the custom duties.

The Daily Telegraph, in a scathing editorial article, arraigns Governor Swettenham as follows: "We would be unfaithful to our duties as exponents of public opinion if we failed to call attention to the extraordinary conduct of his excellency in the present crisis. His general behavior at a moment of great peril and difficulty was unworthy of the responsible British official and even a cultured English gentleman. His letter to Rear Admiral Davis was a production of which he ought to be ashamed and of which the Jamaicans are ashamed. The United States is a friendly nation; their bone is British bone, their flesh is British flesh and no one but a blinded bigot would have refused to admit American landing parties."

### SHONTS TO RESIGN.

#### Will Take Charge of New York's Rapid Transit.

Washington, Jan. 24.—The resignation of Theodore P. Shonts as chairman of the Isthmian Canal commission was announced at the White House today. It will take effect not later than March 4, Mr. Shonts having been elected today president of the Interborough-Metropolitan company, which controls the rapid transit and many surface lines in New York.

No announcement was made as to who will succeed Mr. Shonts as chairman of the commission, but it was learned authoritatively that headquarters will be removed from Washington to the isthmus and that a high salaried chairman to serve in that capacity alone will not be named. This being admitted, it follows that John F. Stevens, the engineer in charge of the construction of the canal, would not be made subordinate to another official.

### MINERS ARE ENTOMBED.

#### Probably All Lose Lives by Explosion and Stopping of Ventilator.

Trinidad, Colo., Jan. 24.—Twenty miners, according to the authentic information available, lost their lives as a result of an explosion which occurred at 3 o'clock this morning in the Colorado Fuel & Iron company's coal mine near Primero, 20 miles west of this city. Twenty coffins have been ordered by the company from a local undertaking establishment.

The explosion stopped the air fan, which was not repaired until late today, and there is little chance that any of the men in the mine at the time of the explosion are still alive. District Superintendent Robert O'Neill is personally directing the work of rescue.

### Thaw Trial Begins.

New York, Jan. 23.—The long-awaited trial of Harry K. Thaw for the murder of Stanford White began here today before Justice Fitzgerald. Two jurors were secured as a result of the day's work. Out of the 200 talesmen 19 were examined. Three successfully passed the rapid-fire questions of the opposing counsel, but one was afterward excused by the court after making some private representations concerning his business. At 10:30 o'clock tomorrow morning the court will resume the work of choosing a jury which shall pass on the case.

### Two More Awful Shocks.

Kingston, Jan. 24.—Two earthquake shocks, the heaviest since the destructive ones of January 14, were felt here at 2 o'clock Tuesday afternoon. Several buildings were thrown down, and there was great alarm among the people. No one was injured.

### PAY FOR CARS.

#### Washington Lumbermen Give Money to Have Them Spotted.

Seattle, Jan. 23.—Evidence indicating that lumbermen have been paying money to railroad employes to have cars "spotted" on their tracks was introduced before Interstate Commerce Commissioner Franklin K. Lane, at the hearing yesterday afternoon into the car shortage question.

Charles E. Patton, president of the Reliance Lumber Company and vice-president and secretary of the Atlas Lumber and Shingle Company, made the statement during the course of his examination. To say that the evidence of Mr. Patton was a sensation would be putting it mildly. Mr. Patton had been giving some facts and figures showing that there was an apparent discrimination in the distribution of cars at Tacoma among the mills.

A multitude of witnesses testified before Commissioner Lane yesterday about the car shortage and the crippling effect it has had upon the industries of the state. Not only were lumbermen put on the stand, but Senator Paulhanus told of the sufferings of the Puyallup berry growers, and the troubles of the wheat farmers of Eastern Washington were gone into.

The lumber men contended that while the car shortage was particularly acute at the present, there had never been a time for years when they got all the cars that they wanted. The rate at which cars moved was gone into and it was shown that this has steadily decreased from an average movement per car of 94 1/2 miles in 1903 to 35 miles in 1906.

No attempt was made to dispute the car shortage by the railroad attorneys. They sought to show, however, that the present paralysis of traffic was the result of the floods in November.

### MUST APOLOGISE OR RETIRE

#### Fate of Swettenham Unless He Can Give Good Excuse.

London, Jan. 23.—The incident arising from the exchange of letters at Kingston between Governor Swettenham and Rear Admiral Davis now appears to be entering the waiting stage, as the government, after doing all possible in the absence of advices from the Governor of Jamaica, is obliged to defer further action until he reports.

In the meantime the trend of official sentiment is toward having Governor Swettenham apologize or retire, but this is based on the press accounts of the incident and on letters, and it may be modified by Governor Swettenham's version, giving extenuating circumstances.

In the absence of a report from the Governor to his government, his dispatch to Secretary Root, which has been reproduced here, tends further to mystify the mind of the public, which finds it difficult to reconcile the Governor's present recognition of the assistance rendered by the American squadron with the terms of the previous letter.

### SEIZE FOOD SUPPLIES

#### Mayor of Cincinnati Orders Police to Stop Extortion.

Cincinnati, Jan. 23.—Mayor Dempsey yesterday afternoon issued orders to the police to confiscate food and fuel where needed for relief of food sufferers and where dealers attempted to extort unreasonable prices. This action was taken because of numerous reports of extortion in charges for transportation and for relief supplies. Those attempting extortion will be arrested.

The high water in the Ohio river is slowly but steadily receding tonight. The railroads have begun preparations to resume regular traffic, although it will be several days before the tracks are safe.

Relief work continues actively. Six school buildings have been turned over as temporary homes for the sufferers. The city council tonight appropriated a sum for a relief fund which is being augmented by private subscriptions.

Appeals for aid have been received from many Kentucky towns.

### Mayor of Kingston Appeals.

New York, Jan. 23.—Mayor Tait, of Kingston, Jamaica, in his official capacity, has appealed to the generosity of the American people on behalf of the earthquake sufferers, saying: "On behalf of the stricken people, I appeal through you to the generosity of the American people for help. Money, lumber and building material most urgently needed." Acting upon the suggestion of Mayor Tait, Mayor McClellan last night announced that he would be glad to receive contributions, which would be forwarded to the proper Kingston authorities.

### Epidemic Grows Worse.

Chicago, Jan. 23.—Local health department records for the number of contagious disease cases reported in a single day were broken today, when 214 cases were recorded at the city hall. Of these 145 were of scarlet fever and 40 of diphtheria. The prevalence of these diseases, railroad officials report, has caused a marked increase in passenger traffic to winter resorts.

### Fever Among the Refugees.

Aurora, Ill., Jan. 23.—Though the river has fallen four inches since Monday, the conditions are desperate. Citizens are huddled in camps on the higher grounds or crowded into school houses, opera houses and city hall. Scarlet fever has broken out among the refugees from the lower part of the city.

# PROCEEDINGS OF OREGON LEGISLATURE

Thursday, January 24.

Salem, Jan. 24.—Both houses this afternoon adjourned until Monday. This is largely due to the state printer being unable to secure enough compositors to turn out the work on time and will allow him time to catch up.

The two houses this morning met in joint assembly and listened to an address by Mr. Bryan.

A bill was introduced in the senate permitting capital punishment for robbers who are captured armed with dangerous weapons.

Bills were also introduced in the senate creating the county of North Grant and create a railroad commission to be appointed by the governor.

In the house new measures included the appointment of a commission to investigate the fire insurance business and one providing that each county shall be a judicial district and providing for a prosecuting attorney for each county.

The bill providing for publication of notice of all estrays was passed by the house. The senate bill fixing the Linn-Lane boundary was also passed by the house.

Four bills were passed by the senate. They provide: For holding meetings of state textbook commission in May instead of July; raising fees of jurors from \$2 to \$3 per day; fixing salaries in Douglas county; to turn unexpended school funds back into the county school fund instead of the general fund.

Wednesday, January 23

Salem, Or., Jan. 23.—There are pending in both houses an unusually large number of bills and in a majority of cases the advantages that will follow their enactment are conferred upon the laboring man who performs work and who, under the present statute, in many instances experiences no end of trouble in getting what is his due, when he does not lose out altogether.

It has been discovered that all line officers of the O. N. G. have been chosen in violation to the state constitution. Representative Jackson has prepared a bill to remedy the defect.

The bill providing that jurors may be kept together in civil actions has the honor of being the first to pass the house.

The senate passed the bill agreed upon by Lane and Linn fixing the boundary between those counties.

Governor Chamberlain sent a message to both houses today asking more money for the Jamestown exposition.

A total of 10 bills have been introduced relating to roads and highways. Johnson's measure providing for joint improvement by county and state is the most important.

Twenty-four new measures were read for the first time in the house today. This makes a total of 237.

Among the 19 bills in the senate were two by Bailey amending the direct primary law. One provides for party conventions before the primary election and the other makes statement No. 1 pledge apply to party candidates only.

The election of Mulkey and Bourne as United States senators was confirmed today in joint session of the two houses as the law requires. The journal of yesterday's election in the two houses was read and President Haines thereupon declared them elected. Mulkey serves until March 4, 1907, and Bourne six years from that date.

Tuesday, January 22.

Salem, Jan. 22.—Both houses of the legislature in separate session today elected Jonathan Bourne, Jr., United States senator for the long term and Fred W. Mulkey for the short term.

The vote on Mulkey was unanimous in the house and all members of the senate present voted for him. Three representatives, Reynolds, Rodgers and Settlemier, of Marion, refused to support Bourne. These men explained that they did not pledge themselves and also that their constituents gave a plurality against him. Four senators, Booth of Lane, Laycock of Grant, Miller of Linn-Marion and Wheelock of Wasco, voted against Bourne. The senators gave much the same reason as the representatives for not favoring Bourne.

The vote stood: Mulkey—House, 60; senate, 27. Bourne—House, 57; senate, 23.

No progress has so far been made in either house on the railroad bills that provide for a commission, reciprocal demurrage, maximum rates, taxation of gross receipts, etc. These subjects have hardly been heard of yet in the senate, and only one bill has appeared there relating to them. This is the bill of Senator Johnson, of Benton, providing for reciprocal demurrage and prohibiting rebates and discrimination, but omitting the commission. In the house, however, a number of bills have been introduced.

A joint memorial was introduced in the senate this morning by Senator Multasking congress to compel the owners of the Oregon & California Railroad company to sell its grant lands at the price stipulated in the grant. The resolution was referred to the committee on resolutions.

By unanimous vote the senate adopt-

ed a memorial asking congress to remove all tariffs on raw jute or jute bags. This move will quite likely tend to defeat any effort to establish a jute mill at the state penitentiary.

By combining two resolutions the senate sought to eliminate one junketing trip. Resolutions had been introduced for the appointment of a committee to confer with a committee from Washington on the subject of fisheries and another committee to confer on pilotage. The senate committee on resolutions provided that one committee should be provided for the two purposes.

Monday, January 21.

Salem, Jan. 21.—Standing committees of the Oregon legislature were announced this afternoon by President Haines of the senate and Speaker Davey of the house. In each case the best places were secured by the supporters of Haines and Davey for leadership.

The hunters' license law, it is said to say, will be changed this session. Two bills relating to the subject have already appeared in the house.

The normal school question is already a live one in this session. Last week a bill to cut off Drain and Ashland was introduced. Today a bill was introduced to close the Drain and Monmouth schools.

The house unanimously passed over the veto of the governor the bill to regulate the manufacture and sale of commercial fertilizers. This was one of the seven house bills of the 1905 session vetoed by the governor.

Altogether 77 bills were read for the first time in the house today. In the senate 18 new measures appeared.

Reorganization of the judicial system of Oregon is proposed in a senate bill.

Among the house bills were: To collect inheritance tax on estates of \$5,000 and up, instead of \$10,000 as at present; bounties ranging from \$5 to \$20 for scalps of wild animals, two-thirds to be paid by the county and one-third by the state; creating the office of inspector of mines, and several covering the several sections of the report of the state tax commission, in each case advocating the adoption of the report.

In the senate the new measures included: For reciprocal demurrage and prohibiting rebates and discrimination; for transportation of convicts by prison employes; to purchase land adjoining the capitol grounds on the east side, and to provide for working county prisoners on public highways.

### Rush for Timber Land.

Corvallis—A new rush for timber land is on here. It is not so great as was the one a few years ago, but between 50 and 60 claims have been located within the past few weeks. The timber lies 40 to 60 miles southwest of Corvallis in what is known as the Five Rivers country. Locators come to Corvallis by rail and take private conveyances for the rest of the journey. A carriage to the foot of Alsea mountain and a saddle horse from then on is the usual means of traveling. Women are among the locators, three from Portland having made the trip to the woods a few days ago.

The timber is not old fir. It is second growth that has sprung up since the great fire that swept the coast range west and southwest of Corvallis 65 or 60 years ago.

### PORTLAND MARKETS.

Fruits—Apples, common to choice, 50¢ to 75¢ per box; choice to fancy, \$1@2.50; pears, \$1@1.50.

Vegetables—Turnips, 20¢@41¢ per sack; carrots, 90¢@41¢ per sack; beets, \$1.25@1.50 per sack; hooseradish, 9¢ 10¢ per pound; sweet potatoes, 3¢ per pound; cabbage, 2 1/4¢ per pound; cauliflower, \$2.50 per dozen; celery, \$3.50 per crate; pumpkins, 2¢ per pound; squash, 2¢ per pound; sprouts, 8¢-p r pound.

Onions—Oregon, \$1@1.15 per hundred.

Potatoes—Oregon Burlanks, fancy, \$1@1.30; common, 75¢@95¢.

Wheat—Club, 67¢; bluestem, 69¢; valley, 67¢; red, 65¢.

Oats—No. 1 white, 42¢; gray, 42¢.

Barley—Feed, \$21.50@22 per ton; brewing, \$22.50; rolled, \$23.50@24.50.

Rye—\$14.00@14.50 per cwt.

Corn—Whole, \$26; cracked, \$27 per ton.

Hay—Valley timothy, No. 1, \$14@15 per ton; Eastern Oregon timothy, \$17@18; clover, \$9; cheat, \$9; grain hay, \$9@10; alfalfa, \$14.

Butter—Fancy creamery, 30¢@35¢ per pound.

Butter Fat—First grade cream, 33 1/2¢ per pound; second grade cream, 2¢ less per pound.

Eggs—Oregon ranch, 32 1/2¢@33¢ per dozen.

Poultry—Average old hens, 13¢@14¢ per pound; mixed chickens, 12¢@13¢; spring, 14¢@14 1/2¢; old roosters, 10¢@11¢; dressed chickens, 16¢@17¢; turkeys, live, 17¢@17 1/2¢; turkeys, dressed, choice, 29¢@22¢; geese, live, 10¢@12¢; ducks, 17¢@18¢.

Veal—Dressed, 5 1/2¢@9 1/2¢ per pound.

Beef—Dressed bulls, 2¢@3¢ per pound; cows, 4¢@5¢; country steers, 5¢@5 1/2¢.

Mutton—Dressed, fancy, 8 1/2¢@9¢ per pound; ordinary, 6¢@7¢.

Pork—Dressed, 6¢@9¢ per pound.

### PROBE HARRIMAN SYSTEM

#### Interstate Commerce Commission Meets in Portland

Portland, Jan. 25.—Traffic conditions in this state were investigated yesterday before Franklin K. Lane, member of the Interstate Commerce commission, the object being to determine the legality of the Harriman merger of railroads.

The questions of Attorney Severance for the commission were intended to draw out shippers and railroad men as to whether competition has been stifled by the merger and alternate routes for traffic closed. The testimony of shippers was that there has been no competition between the Union Pacific and Southern Pacific

in this state since the consolidation under one management in 1901. It was further brought out by the testimony of Thomas McVicker, a former employe of the Harriman system, that Ogden gateway via the Sacramento route was closed upon the accomplishment of the merger, and shipment from this territory via Sacramento to the East was stopped. Orders were, he said, to send traffic over the O. R. & N. and Union Pacific to the East. This change gave a more direct route and relieved the Harriman lines of hauling freight over the Siskiyou.

It is the of the railroad interests that many routes are open to the shipper; that none have been closed and that the sole instances where shipments have been advised by way of the Union Pacific to the exclusion of other routes have been because of the lack of cars on other lines.

By the statement of Mr. Severance to Commissioner Lane, the sessions in Portland have been eminently satisfactory to the commission's attorney.

Witnesses examined yesterday testified that the year 1901 was an unfortunate one for Oregon. Then it was that the O. R. & N. and Southern Pacific were merged under one management and the service offered on both roads was impaired. Officials at the head of the system had an eye single to big earnings and a minimum of expenditure. The service suffered, alternative routes for shippers were denied, and the roads in possession of the territory were amenable to none for business.

Shippers said both rail and water lines have depreciated since the merger, there has not been a disposition to extend into new territory and the entire Central Oregon region has been effectually bottled up.

Railroad officials who serve as the head of allied roads and who there maintain there is competition between them, when, as a matter of fact they work together as two partners in one business, were grilled yesterday by Attorney Severance.

Witnesses maintained that rates showing rank discrimination have been put into effect on ties to California, whose object is to harass the Gould system. Others said the passenger service between Portland and Omaha is abominable, and is due to the merger of formerly competing lines, while the steamer service to California of the Harriman companies is worse than it has been for 20 years.

While Attorney Cotton was at his best in denouncing the tide of adverse testimony and never showed his adroitness to better advantage, the facts brought out were strongly against the Harriman interests.

On Tuesday night Mr. Alger, when about to leave the house to attend a dinner given in honor of Senator-elect William Alden Smith by the Michigan delegation, suffered an attack of heart failure, but it was only with difficulty that he was persuaded to remain at home. He attended the session of the senate Tuesday afternoon and appeared as well as usual.

Vice President Fairbanks was the first to call at the Alger residence today to express sympathy.

The funeral services will be held at 2 p. m. Saturday at the family residence in this city. The body will be taken to Detroit for burial.

### SENATOR ALGER DEAD.

#### Was Attending to Business as Usual Almost to the End.

Washington, Jan. 24.—United States Senator Russell A. Alger, of Michigan, died suddenly at his residence in this city at 8:45 o'clock this morning, following an acute attack of oedema of the lungs, with which he was stricken shortly after 8 o'clock.

Although Mr. Alger had not been in good health for some time, his death was most unexpected. The senator last night was apparently in his usual health. During the day he transacted considerable business, and was at the War department up to a late hour yesterday afternoon. At the bedside when he passed away were Mrs. Alger, and their son, Captain F. M. Alger, and his wife.

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### STILL ENCASED IN ICE.

#### Europe Hung With Icicles and Choked With Snow.

London, Jan. 25.—Arctic weather conditions continue to prevail in the whole of Europe, while, curiously enough, the actual Arctic regions, Northern Norway and Iceland, report the prevalence of mild and rainy weather. All the vessels reaching British ports are covered with long icicles and have snow on their decks.

Telegrams received from all parts of the continent give almost incredible reports of the extreme rigor of the weather and consequent suffering. Many deaths are reported. In Austria two sentinels were found dead at their posts as a result of the cold. The heavy snow continues in Russia and Turkey, and the Danube is frozen over in several places in Roumania.

Slight earthquakes are reported from Batoum. The blizzard continues at Constantinople, where the snow is said to be several feet deep. Navigation on the Bosphorus and the Black sea has been practically suspended.

### No Exception to the Rules.

Washington, Jan. 25.—Speaking of a dispatch from Kansas City concerning the new order for recruiting negro soldiers, Major-General Almsworth, the military secretary, today said that no significance should attach to the orders given for the enlistment of negroes for service in the Philippines. The orders were not confined to Kansas City alone, but were sent to other recruiting points. It is said to be the invariable custom of the department so far as possible to recruit up to their full strength all regiments.

### Relieve Idaho Settlers.

Minneapolis, Jan. 25.—The North Dakota fuel shortage again is becoming serious, according to reports received here. Inability of the railroads to keep freight trains moving is responsible, in a large degree, for this condition.

# MERGER IS PROVEN

## Interstate Commerce Commission Ends Portland Inquiry.

### COMPETITION WAS KILLED IN 1901

#### Attorney for Commission Declares All That Was Sought To Be Established Has Been Proven.

Portland, Jan. 26.—After showing conclusively that competition was destroyed by the merger of the Harriman lines in this state, C. A. Severance announced at the close of the Interstate Commerce commission investigation yesterday afternoon that he would call no more witnesses here, as the facts he came to show had been admitted by the testimony of railroad officials.

Commissioner Franklin K. Lane then adjourned the session to meet in San Francisco next Tuesday, where R. P. Schwerin, general manager of the Pacific Mail Steamship company, and other Harriman officials will be placed on the stand.

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### BUILD GREAT BATTLESHIP.

#### Naval Bill Allows for Second Dreadnaught and More Sailors.

Washington, Jan. 26.—An appropriation of about \$95,000,000 is provided for in the naval appropriation bill agreed upon today by the house committee on naval affairs. The bill provides for an additional battleship of the type agreed upon in the naval appropriation bill of last year. It also makes provision for two torpedo boat destroyers and appropriates \$2,000,000 for submarines. This \$2,000,000 is additional to the \$1,000,000 for submarines provided in the bill of last year, which has not yet been expended. Provision is made for about 3,000 additional sailors and 900 marines.

The new battleship provided for in the bill is to be a sister ship of the monster authorized by congress last year, which, the bill required, should be a "first-class battleship carrying as heavy armor and as powerful armament as any known vessel of its class, to have the highest practicable speed and greatest practicable radius of action."

### Modify School Land Rules.

Washington, Jan. 26.—An effort is being made by the governor of Idaho to secure the co-operation of Western senators and representatives in having the Interior department modify the regulations under which school land is granted public land states. The attention of Congressman Jones was called to the matter by Governor Mead and he has taken it up with the secretary. Under present regulations, according to Governor Gooding, it is extremely difficult to make any selection that will meet approval.

### Keystone State Liberal.

Harrisburg, Pa., Jan. 25.—A bill providing for an appropriation of \$75,000 to arrange for a Pennsylvania exhibit at the Seattle exposition in 1909 was introduced in the lower house of the legislature today. The bill also provides for a commission of 20, headed by the governor.