

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.

Taft leaders claim he will receive 704 votes on the first ballot.

Thaw will remain in jail because he hates the asylum attendant.

Leading English steel manufacturers deny the story of a new trust.

Suffragettes of all nations are to join in a monster parade in London.

The British Columbian government has decided to deport 1,000 Hindus who are paupers.

Rapid progress is being made on repairs to the Northern Pacific roadbed in Montana.

Utah democrats have instructed their delegates for Bryan, but paid a tribute to Cleveland.

Railroad commissioners of five states met in Chicago to decide on some uniform measure of doing away with the deadly grade crossings.

The plant of the Continental Oil company at Albuquerque, N. M., has been destroyed by fire. Nearly 100,000 gallons of oil were burned.

Over 50 Japanese women who have arrived at Seattle to meet intended husbands, will be detained until each individual case is investigated.

The British ship Haddon Hall and the German ship Hamburg collided in mid-ocean. Both were damaged, but were able to reach Montevideo.

Roosevelt threatens to intervene in Panama to secure a fair election.

The special senate committee has arranged the preliminaries to consider tariff revision.

The cars in the New York to Paris automobile race are encountering many difficulties in Russia.

Unofficial estimates place the population of Chicago at 2,140,000. The population in 1904 was 1,174,744.

Thugs entered a Spanish custom office and secured \$12,000 after killing the chief official and four assistants.

An unknown steamer has been sighted off the California coast south of San Francisco with distress signals.

New York is sending 78 delegates to the Republican national convention. Of this number 23 are millionaires.

Two hundred Japanese immigrants have been stopped at Seattle until they can show that they have a right in this country.

The New York legislature has passed a bill abolishing betting at race tracks. The measure was carried by one vote.

The steamship Lusitania has just crossed the Atlantic in four days, twenty hours and eight minutes. This is the best time yet made.

Cortelyou is mentioned as running mate for Taft.

Henry Watterson says Bryan will be nominated.

A daughter of Governor Cutler, of Utah, has eloped with a teamster.

The new Union Pacific bonds are being sold in London at a premium.

Governor Johnson, of Minnesota, says he is not seeking another term.

A high wind storm near Guthrie, Okla., resulted in the death of one person.

Floods have reached their height in Kansas City. Nearly all railroads are blocked.

Many persons were injured in Chicago by the collision of two heavily loaded street cars.

Republicans of the Thirteenth Indiana district have nominated Charles W. Miller for congress.

There were fewer deaths proportionately in New York last week than in any week of the city's history.

China has apologized for the recent killing of French soldiers on the Chinese frontier. France also demands the removal of the victors.

Senator Kittredge has probably been defeated in the primaries for senator from South Dakota. Governor Crawford is in the lead.

The recount on the mayoralty vote in New York is not one-fourth completed. Hearst has made a net gain of 135 votes.

Montana floods still tie up all railroads except one.

Women's objection to bonnets may split the Dunkard church.

A tornado did much damage in the vicinity of Mount Vernon, Iowa.

Great Britain is taking stern measures to choke out sedition in India.

A British steamer struck a rock off the Chinese coast and 80 natives were drowned. All European passengers and officers were saved.

READY TO TRY AGAIN.

Peary Is Anxious to Start for North Pole by July 1.

New York, June 9.—Confident of his ability to carry the stars and stripes to the north pole, Commander Robert E. Peary, who has planted the American flag nearer the coveted northern goal than any other living man, is in New York making active preparations for another Arctic dash in the hope of solving the mystery of the north, which for centuries has been the aim of daring explorers. The stanch steamer Roosevelt, which the Peary Arctic Club built for Commander Peary, and which carried him and his little party on his last northward journey, has been overhauled and put in better condition than ever for her expected battles with the ice barriers of the frozen north. The ship is tugging at her hawsers in the harbor of New York, ready to start when her commander gives the word. Peary's present plans contemplate his departure from New York about July 1, but lack of sufficient funds to finance the expedition may prevent the start. In fact, unless \$25,000 is forthcoming by July the expedition will have to be abandoned. An auxiliary ship or collier will accompany the Roosevelt as far north as Etah, where Peary's coal depot in the last expedition was located. Etah was the winter quarters of Dr. Hayes' last expedition and is located about 70 degrees north latitude. A small party of sportsmen and scientists may go north as far as Etah on the auxiliary ship, returning with her about September 1. Commander Peary has devoted nearly 20 years to efforts to solve the great problems of the north and already has put into the work all of his personal means, amounting to \$80,000.

ROAD AGAIN BLOCKED.

Month May be Required to Replace Montana Railroad Lines.

Butte, Mont., June 9.—The Northern Pacific east from Butte is again tied up by a new washout of 600 feet of track near Jefferson Island, a small station in the Jefferson River Valley, about 60 miles from Butte. Two steel trestles on the Great Northern are reported as having gone out, near Basin, 35 miles north of Butte, adding to the demoralization of that road. Great Northern Railway officials will not venture an opinion as to when normal conditions will be restored, one official stating that in his belief a month's time would be necessary to put the Montana line of the Northern Pacific in proper condition. The Great Northern telegraphic service is completely demoralized, and the officials fear they have yet to learn of the real magnitude of the destruction wrought by the flood waters. The barometer is higher than for several weeks. This would indicate warmer weather and with that the rapid melting of the snows in the mountains. As there now is lying from three to four feet of snow in the mountains it is feared the rush of waters will add to the damage already done.

HEARST'S GAIN NOW 123.

Recounting of 77 Ballot Boxes Completed in New York.

New York, June 9.—The recount of the ballots in the disputed mayoralty election of 1905 proceeded with expedition today before Justice Lambert, in the supreme court, and 29 ballot boxes were opened, which show a gain of 16 votes for William Randolph Hearst. Seventy-seven boxes have been counted since the recount began, and the total gain for Hearst is 123. Early today Hearst made large gains, which were materially reduced by the recount late in the day. Supreme Court Justice Lambert, who is trying the case, has requested Governor Hughes to recommend to the legislature that a special appropriation be made under which the jurors who are hearing the evidence may be allowed extra compensation for their duties. It has been learned that one of the jurors has lost his employment since the opening of the trial nine weeks ago, and that another's business has seriously suffered from neglect for so long a period. It is said that from \$5 to \$10 a day for each juror was the compensation suggested to the governor.

Battleships Start Home.

San Francisco, June 9.—Leaving the other warships of the Atlantic fleet to follow a month later, the battleships Maine and Alabama, designated as a special service squadron, sailed from this port yesterday morning on the long voyage to Hampton Roads by way of Honolulu, Manila, Aden and the Suez Canal. Captain Giles B. Harber, of the Maine, will be in command of the special squadron, and on the first leg of the long cruise home will have a member of the President's cabinet, Secretary of the Interior James T. Garfield, as a guest.

Bandits Rob Pay Train.

City of Mexico, June 9.—Word has reached this city that bandits attacked a pay train on the way to the Los Grandes mine near Balzac in the state of Guerrero. Of the escort of four men, three were killed and one wounded. Four thousand dollars was stolen. Rurales are in pursuit of the highwaymen. The mine belongs to an American company.

NEWS ITEMS FROM WASHINGTON, D. C.

ALDRICH CALLS MEETINGS.

Senate Committees on Currency and Finance to Assemble.

Washington, June 11.—Senator Aldrich, chairman of the senate committee on finance and also of the general currency commission, has called a meeting of the sub-committee appointed to devise a plan of operation for the commission and also a meeting of the sub-committee of the finance committee, which will have under special consideration the tariff question, both of which meetings will take place at the Plaza hotel in New York today. The currency commission will probably be in session for several days, but the understanding here is that the tariff committee will not be held there for so long a time. The tariff committee is authorized under the law to employ government experts in preparing for its work and this meeting is expected to lay out work for them. It is expected Senator Aldrich will go to the currency meeting with a prepared general outline of action.

TEST BOAT WITH TORPEDO.

Demon of Destruction Will be Sent Against Monitor Florida.

Washington, June 9.—Sacrificed for the benefit of naval construction, the monitor Florida, shot two weeks ago with the heaviest naval gun, will, on Saturday, June 13, be punctured beneath her waterline armor by the most powerful American Whitehead torpedo. The first demonstration was to test the respective strength of armor plate and explosive shell, also to show the effectiveness of a new design of fighting mast. The torpedo is to be sent into the Florida that it may be definitely known whether a water-tight bulkhead, specially constructed within her, designed with all the most modern ideas of construction, can be depended upon to save a ship from destruction against this dangerous method of attack. Secretary Metcalf has invited Secretary Taft to witness the test.

MALEVITCH'S VIEWS APPROVED.

New Russian Ambassador to Tokio Developing Peaceful Relations.

Washington, June 13.—The administration officials unofficially have been made acquainted with the essential features of an important interview recently had by the representatives of a Moscow newspaper with Mr. Malevitch, recently appointed Russian ambassador to Tokio, which touches upon Russia's policy in the far east. The views expressed by the ambassador, it is said, meet with the hearty approval of the Russian foreign office. The tenor of Malevitch's observations are pleasing also to the administration, and to the diplomatic corps here, as it indicates a desire and intention on the part of the Russian government to develop the peaceful relations established with Japan. The Russian ambassador took the view that with the conclusion of the treaty of commerce the fisheries convention entered into between Russia and Japan during the past year, the peaceful aims of the policy of Russia with regard to Japan have definitely been established.

Hyde-Benson Case Nears End.

Washington, June 12.—The defense in the Hyde-Benson land fraud cases announced yesterday that it had completed its case except the testimony of handwriting experts. It is expected that the case will go to the jury one week from today. Several character witnesses from San Francisco testified for Dimond. Schneider took the stand and testified that with Attorney Zabriskie, who is now dead, he had an interview with Agent Holsinger of the general land office at Tucson, Ariz., and at that time Schneider said he stated the part he had played in securing Oregon land titles for Hyde. Schneider gave the details of several interviews with Holsinger and told of meeting Dimond when he was sent east by Hyde.

Wheeler in Office.

Washington, June 10.—William R. Wheeler of California has taken the oath of office as assistant secretary of the department of commerce and labor, to which place he was recently appointed by the president. He formally entered upon his new duties.

New Battleships Named.

Washington, June 10.—Secretary of the Navy Metcalf has announced that the names of the two new battleships authorized by the last congress will be the Florida and the Utah. The next battleship authorized will be named the Wyoming.

Abandon Fort Keough.

Washington, June 11.—The military reservation at Fort Keough, Montana, having become useless for military purposes, has been placed under the control of the interior department.

Miss Roosevelt a Bridesmaid.

Washington, June 11.—Miss Ethel Roosevelt has gone to West Orange, N. J., where she will be a bridesmaid at the marriage of Miss Georgianna Harding Farr and Mr. Fletcher Harper Sibley.

LIBERIA ASKS FOR HELP.

Black Republic Says France and Britain Encroach on Territory.

Washington, June 12.—Booker T. Washington called on the President Wednesday and arranged for a conference between the President and Secretary Taft and J. J. Dohen, vice-president of Liberia; G. W. Gibson, ex-president of the republic; James Dunbar, a lawyer of Liberia, and Mr. Washington. Mr. Washington declined to discuss the subject of his interview, but it was learned that the representatives of Liberia assert that England and France have encroached upon their domain and they wish the moral, if not the active, support of the United States to maintain the integrity of their territory.

WORK OF TRUST LAWYERS.

Gompers Condemns Memorial on Integrity of Courts.

Washington, June 10.—Indignantly denying that the American Federation of Labor had attacked the integrity of the courts, state or national, President Gompers of that organization Monday night declared that the Federation would wage a fight in Chicago on the memorial of New Yorkers, asking for an insertion of a plank in the platform of the Republican party, affirming confidence in the integrity and justice of the courts and insisting on preservation of their independence and full constitutional prerogatives. The executive council of the Federation will hold its regular meeting in Chicago during the time the convention is held. Mr. Gompers will leave here Thursday. He declared that most of the signers of the resolution of protest were attorneys or other representatives of great corporations. He said that in Chicago "we will assert our rights, with the hope that the great gathering of Republicans will not be insensible to them. "I believe in the courts," he added. "Organized labor does. We have not attacked their integrity, but that the right of injunction has been abused to no one can deny."

Government Gets Many Cigars.

Washington, June 10.—The internal revenue department has planned a series of prosecutions for alleged infractions of the internal revenue laws all over the United States. Officers of that department made seizures Thursday at two local drug stores on the ground that they were selling cigars in contravention of the internal revenue laws. The tops of boxes to which the majority of the stamps were affixed have been removed, thereby leaving the packages unprotected by proper stamps. The government contends this is prima facie evidence of the non-payment of the taxes, and cigars not protected by stamps must be declared forfeited to the United States.

Appoints Board to Inspect Ships.

Washington, June 12.—Secretary of the Navy Metcalf has announced the designation of the following board of naval officers to inspect the ships, Shawmut and Tremont, which are to be purchased by the Isthmian canal commission to be used for transportation of supplies from the United States to Panama. Captain Charles T. Perkins, Commander Stacy Potts, Naval Constructor John D. Beurer, Lieutenant-Commander Oscar W. Koestner and Lieutenant Earl T. Jessop. The ships are in Pacific waters.

Will Decide After July 1.

Washington, June 9.—It is doubtful if the decision of the interstate commerce commission in the Pacific Coast lumber rate cases will be rendered much before July 1. Several weeks' work remains to be done, although every effort is being made to expedite these decisions. It is proposed to announce simultaneously the decision in all the Pacific Coast lumber rate cases, as the points involved are practically the same in all.

Inquiry Will be Ordered.

Washington, June 9.—The accident on the armored cruiser Tennessee, in which four men were killed and several injured, was caused by the bursting of a steam pipe while the vessel was off the California coast, and will be thoroughly examined into by a board of investigation appointed by Admiral Sebree. Admiral Sebree has wired a report containing practically the same information as the newspaper dispatches.

"Peaceful Bob" Evans.

Washington, June 13.—Rear-Admiral Robley D. Evans has gone to his summer home at Lake Mohonk, N. Y., where he says he is going to play the part of "peaceful Bob" with the kids and the toy boats on the lake. The ranking rear-admiral of the navy has had much attention since his arrival here from San Francisco after taking the Atlantic fleet around the Horn, and he went away in high good humor.

Root Going into Training.

Washington, June 10.—Secretary Root will leave here June 20 and spend several weeks at a training establishment and then go to his farm near Utica for the rest of the season.

TWENTY-ONE DEAD.

Tornado Sweeps Path Along Kansas-Nebraska Line.

Omaha, Neb., June 8.—The tornado which passed over Southern Nebraska and portions of Northern Kansas Friday evening was the most destructive and covered the most territory of any similar storm which has visited the state in many years. At least twenty-one persons are known to be dead, five fatally injured and a score of others more or less seriously hurt, some of them dangerously.

Additional reports received state that several persons were killed at the towns of Byron, Neb., and Courtland, Kan., which towns have been cut off from communication with the outside world.

At Fairfield more than forty buildings were more or less wrecked and some of them, including three churches, were demolished. The loss will exceed \$100,000.

In the vicinity of Hickley farm houses stood the brunt of the storm and one or more fatalities are reported, with a number receiving injuries, some of which will prove fatal.

Serious damage is reported from Byron, ten miles west of Chester, attended by considerable fatalities, but no details can be learned. All the bridges are out and communication by telegraph and telephone is entirely cut off.

A telephone message from Hardy, Neb., says the town of Courtland, Kan., just across the Nebraska line, was struck by the storm and that several casualties occurred, but lack of communication makes confirmation impossible today. Trains in all directions are abandoned because of washouts and destroyed roadbeds. At Geneva the storm wrought great destruction.

The storm has covered such a wide area and been so destructive wherever it touched the earth that it has almost caused a panic among the inhabitants. Hundreds of farmers drove into town seeking shelter, many of them being homeless.

END 33 DAYS' RAIN STORM.

Rivers Begin to Fall, but Communication is Stopped.

Missoula, Mont., June 8.—Saturday night at 6 o'clock the sun broke through the clouds after 33 days of rain and the rainfall, which had been lessening since morning, ceased. The rivers show a lower mark than they did 24 hours ago and there is hope that the worst is over. But there has been great damage and it may be days or weeks before railroad traffic is resumed to the eastward.

All day Saturday Missoula was cut off from the outside world. Not until night had there been wire communication and it consisted of a single line to the west and none to the east.

Saturday night and Sunday morning the high water reached its maximum, registering the highest mark ever known in this country. All of the city and county bridges are out and Missoula is divided into three districts, each of which is without communication with the outside. Three large residences in the city went down the river. Their occupants had been warned and were out before the flood struck. The big log-jam of the Black-foot Company has been held in place and the great power dam owned by W. A. Clark is intact.

The damage to farms in the bottom lands will be great. The loss to the city and county will run far into the thousands and cannot be estimated until the water goes down. The outlook today is encouraging and it is believed the crisis has been passed.

MISSOURI ON RAMPAGE.

Continued Rains in Montana Cost 8 Lives and Much Property.

Great Falls, Mont., June 8.—Never before in the history of Montana has there been such a flood as has been sweeping down the valley of the Missouri River and its tributaries. Five lives have already been lost in the waters in this vicinity, and the damage to farms, railroads and industrial and commercial institutions will run into the millions. The river is at the highest point ever known since the first settlement of Montana and it is still rising.

Some of the smaller outside towns are in even worse condition than is Great Falls. At last reports Choteau was completely surrounded by water and all bridges were gone. A large part of Belt was partially under water and the people had taken to the high ground.

Canadian Bridges Go Out.

McLeod, Alberta, June 8.—The Canadian Pacific bridge at West McLeod was swept away Friday night. St. Mary's bridge, between here and Lethbridge, is a total wreck and the Canadian Pacific pumping station has been swept into the river. The bridge at Browket on the Crow's Nest line is expected to go at any time, and mail and freight and passenger traffic is at a standstill. Rain continues to fall in torrents. Farms for many miles around are inundated and houses have floated away, and the loss will be enormous.

Twister Strikes Oklahoma.

Durant, Okla., June 8.—A tornado which swept over a territory 12 miles west of Durant Saturday night destroyed a dozen farm houses and with a heavy storm of hail, which accompanied it, did damage estimated at \$150,000. A number of persons are reported injured, none fatally.

OLD RATES STAND

Railroads Will Make No Advance in Near Future.

CONDITIONS ARE NOT SETTLED

Presidents and Operating Officials of Roads Fear Stagnation Would be Increased by Move.

Washington, June 9.—No general increase in freight rates is likely to be made by the railroads of the country in the near future, if it is to be made at all. At a recent meeting of presidents and operating officials of important railroads in New York it was the consensus of opinion that it was undesirable to put into effect at this time an increase of freight rates.

It was pointed out that the proposed increase in a time of depression would tend rather to increase freight stagnation than to stimulate freight movement. Such a result would be of only additional disadvantage to the carriers, the opinion being general that it would not induce increased revenues.

Most of the officials who attended the meeting indicated a belief that railway business conditions were improving. The freight revenues—and the passenger revenues, too—show a notable increase in the last month over the preceding three months, and a general revival of business in all industrial branches was reported from every part of the country.

The judgment was expressed that if business conditions did not continue to show improvement it would be necessary for the railroads to adopt some method for protecting the interests of their stockholders. Only two methods are suggested—an increase of freight rates and a decrease in wages of employees. It is quite certain that neither will be resorted to before the first of next October, and some of the officials believe it will not be necessary even then to resort to either of the methods named.

In some unaccountable way, the report became general among shippers, especially in the middle west and the south, that the president and the interstate commerce commission had given their approval to the suggested increase in freight rates. The members have spent a good deal of time trying to get their correspondents right on the matter.

While the commission has no power under the law to prevent the establishment of such rates as the railroads see fit to put into effect, unless after due hearing the increased rates should be found to be excessive, unreasonable or unjust, it would be equally impossible and inappropriate for it to give its approval to any proposed increase in rates.

NORTH TOPEKA IS ABANDONED.

People Flee Before Great Overflow of Kansas River.

Topeka, Kan., June 9.—The crest of the rise in the Kansas river is expected to reach here some time tonight. The government weather bureau says the water will reach a maximum height of about 28 feet. It now registers 26.9 feet. If the rise exceeds two feet above the present level the city waterworks will be in danger. North Topeka is practically deserted. Boat patrols were busy all afternoon taking those people from their homes who had delayed. Much of the contents of the houses has been moved over and the warning has been given to everybody.

The water is deeper in the streets than at any time since the big flood of 1903. From the Union Pacific tracks to Soldier creek, Kansas avenue, the main street is all under water. The current is beginning to sweep away outbuildings and thousands of ties from the Union Pacific tie plant are pounding their way through the town. Train service is practically at a standstill.

Alaska Mine Sells Well.

Juneau, Alaska, June 9.—F. L. Underwood, who promoted the overhead trolley system at Chicago, has closed a deal in New York for the Ebner mine at \$1,500,000. The deal was handled by George Bent, a noted mining engineer. The new company announced that 200 stamps will be immediately installed to be followed by 200 more early next spring. The property was owned by B. M. Behrens, William Ebner, C. W. Young and eastern associates, and has been a steady producer for seventeen years. It is situated one mile from Juneau.

Ship Gold to Germany.

New York, June 9.—Goldman, Sachs & Co. yesterday announced an engagement of \$1,000,000 gold for export to Germany, and Heidelberg, Ickelheimer & Co. took \$600,000, also for Germany. This makes a total of \$1,600,000 on the present movement.