

EVENTS OF THE DAY

Newsy Items Gathered from All Parts of the World.

PREPARED FOR THE BUSY READER

Less Important but Not Less Interesting Happenings from Points Outside the State.

The battleship fleet has sailed from Albany, Australia, for Manila.

Von Buelow declares Germany is in favor of peace and arbitration.

A retired steel magnate of New Jersey was shot and killed by his confidential clerk.

Orville Wright was badly hurt and his companion killed while making a trip in his aeroplane.

A Swedish explorer has just reached Sumatra, India, after nearly a year spent in the interior of Tibet.

Colonel Stewart has been ordered back to his lonely post at Fort Grant, without taking the riding test.

Mexican and Japanese sailors fought desperately on a wrecked ship to escape from drowning, but all were finally saved.

Letters have been made public which seem to prove that Senator J. B. Foraker is in the pay of the Standard Oil company.

It is said alarming cholera reports have been sent out from certain cities in China in order to get contributions from superstitious Chinese.

J. J. Hill says the day of cheap wheat is over, that the food problem is a serious one, and that the government should be building schools of agriculture as well as warships.

Taft will make three big campaign tours.

Chicago's population is placed at 1,924,060 by the recent school census.

Seattle banks will sell the bonds of the Alaska-Yukon-Pacific exposition.

A Minnesota woman walked 350 miles to visit the grave of her husband near Chicago.

French troops routed a strong tribe of Congo natives who trade in contraband arms and slaves.

A negro was lynched for shooting a white man in Louisiana, though the latter was not seriously hurt.

A Baptist moderator in Kentucky died of heart failure when his son was arrested for selling liquor.

The French press is irritated by the German criticism of the Franco-Spanish note regarding Morocco.

Chicago health officials found fish that had been stored 16 months in the warehouse of the Booth company that failed recently.

Four crooked bankers arraigned in Judge Dunne's court in San Francisco broke down and wept, and plead for a reduction of bail.

A commission appointed to investigate New York's high buildings has decided that they cannot be limited as to height, but restrictions providing for light and air can be enforced.

Evryln Thaw, reduced to poverty, will return to the stage.

A Southern woman led a mob of lynchers against the assailant of her daughter.

A Canadian Pacific strikebreaker at Winnipeg nearly caused a riot by shooting one of the strikers.

A practical joker at Windsor, Mo., touched off a car of powder, killing seven persons and injuring 30.

The president of the Chicago school board favors spanking as the best method of overcoming the "frat evil."

Stockholders and directors of the Chicago, Milwaukee & St. Paul railroad are coming to the Pacific coast.

The Parsival airship, in a trial at Berlin, for a time made better time than an express train. The aeronaut remained in the air 114 hours.

Farmers in Ontario fighting forest fires were short of water and used milk and buttermilk. Fort William and Loch Lomond are threatened.

An attempt has been made to blow up President Cabrera, of Guatemala, by attaching an infernal machine to a telephone in his office. The president escaped with a few bruises.

Thaw is now confined in the Westchester county jail.

The federal court for Illinois has ordered that all imitation whisky must be so labeled.

Four people were killed and 26 injured in a wreck on the Yazoo & Mississippi Valley railroad, near Clarksdale, Miss.

Rain and wind has cleared the atmosphere of Chicago. The smoke from forest fires was so thick traffic was hindered.

Colonel Stewart, "the American Dreyfus," has been ordered not to take the riding test for officers, but to return to Fort Grant.

SWITCH CAUSES DISASTER.

Thirty-Four Passengers Injured in Wreck in East.

Meadville, Pa., Sept. 15.—Thirty-four persons were injured in the wreck of Erie train No. 4, Chicago to New York express, at Geneva, Pa., a small station eight miles west of here. The wreck, railroad officials believe, was due to persons having a grievance against the company opening a switch shortly before the passenger train arrived. The injured were brought to this city and 23 were taken to a Spencer hospital. Five, after having their injuries dressed, were discharged, while 18 still remain at the hospital.

Thirty-one of the injured were passengers and three railroad employees. A majority of the former were Italian and Greek laborers. It is not believed any of the victims will die.

The train is due here at 12:50 A. M., but was an hour late and was running over 50 miles an hour. Upon striking the open switch the entire train left the track, the locomotive turning over upon its side. Two of the cars, a combination smoker and baggage car and a day coach were demolished. A majority of the injured were riding in the combination car.

FIVE KILLED IN DISASTER.

Collision Between Regular and Excursion Trains.

Chicago, Sept. 15.—It is reported that a wreck has occurred on the Lake Shore & Michigan Southern Railroad, at Chesterton, Ind., 50 miles from Chicago. Wrecking apparatus and a special with physicians have been sent to the scene.

Reports from Chesterton, Ind., were to the effect that five persons were killed and more than 20 injured. The wreck was caused by a collision between a passenger train which left Chicago at 11:30 P. M., and which ran into the rear of an excursion train bound for Indianapolis via the Lake Erie & Western. At the offices of the railroad here it was said that but two or three passengers were injured.

Owing to the isolation of the place, definite reports were difficult to obtain. Conflicting reports were given by the few persons that could be found to talk about the wreck. The number of casualties were given all the way from two injured to five dead and twenty injured.

GERMANS SEEK NO FIGHT.

Von Buelow Declares His Nation Has No Chip on Shoulder.

London, Sept. 15.—The Standard yesterday morning printed a long interview with Prince von Buelow, the German chancellor at Norderney.

With reference to British apprehension in the matter of German naval aggression, the chancellor things that it would be more natural and excusable if the Germans were apprehensive of being attacked, pointing out that Great Britain has not been invaded since the time of William the Conqueror. Continuing, Prince von Buelow said:

"I can assure you that nobody of any sense or influence in Germany dreams of picking a quarrel with the English; much less is there any such insane idea as that of invading England."

Car Wrecks Ambulance.

San Francisco, Sept. 15.—The ambulance of the Harbor Emergency Hospital was run into by a Folsom street electric car Sunday night and William Hefferman, hospital steward, and Robert Doefner, driver, were seriously injured. Doefner's condition is said to be critical as he is suffering a fractured skull as well as other injuries. The ambulance was crossing Folsom street when the car bore down on it at a high rate of speed, striking the wagon in the center, hurling it a distance of 25 feet and completely wrecking it.

Carry Cargoes of Salmon.

San Francisco, Sept. 15.—Four vessels bringing full cargoes of salmon from the Alaska stations have arrived. The first to come in was the ship Llewellyn J. Morse, Captain Hemming, after a passage of 20 days from Nushagak with 40,047 cases of salmon. She was followed by the ship Indiana, Captain Olsen, 25 days from Nushagak, with 48,000 cases of salmon. Late in the afternoon the ship Star of Italy and the Bark Charles B. Kenney passed in, both having full cargoes.

Trouble in French Congo.

Brussels, Sept. 15.—Passengers who arrived at Antwerp Sunday from the Congo report serious troubles in the French Congo, where natives revolted and in sections surrounded a number of whites. A relief force was sent to the aid of the whites and several engagements were fought, many being killed.

Steal Valuable Gems.

San Bernardino, Cal., Sept. 15.—One of the most daring thefts occurring in mining camps of this county in years has just been reported to the sheriff, turquoise gems valued at \$5,000 having been removed from a cache in a shack at the Wood & Co.'s gem mines, 12 miles north of Hart.

NEWS FROM THE NATIONAL CAPITAL

ALL PRICES ADVANCE.

Cost of Living, However, Increased More Than Wages.

Washington, Sept. 19.—The average wages per hour in the principal manufacturing and mechanical industries of the country were 3.7 per cent higher in 1907 than in 1906, while retail prices of food were 4.2 per cent higher, according to the July report of the Bureau of Labor. The regular hours of labor per week were four-tenths of 1 per cent lower, and the number of employees in establishments investigated by the bureau showed an increase of 1 per cent.

The report shows that, as compared with the ten years preceding 1890 to 1899, the average wage in 1907 was 28.7 per cent higher; the number of employees 44.4 per cent greater, with a decrease of 5 per cent in the average hours of labor per week.

The retail price of the principal articles of food was 30.6 per cent higher in 1907 than for the period 1890 to 1899. Compared with the average for the same ten-year period, the food-purchasing power of an hour's wage in 1907 was 6.8 per cent greater. Retail prices of food in 1907 were higher than in any other year of the 18-year period above named, being 4.2 per cent higher than in 1906.

WRIGHT WILL WIN.

Experts Say His Aeroplane Meets All Requirements.

Washington, Sept. 15.—Signal corps officers here freely express the belief that Orville Wright, who shattered all records in his history-making aeroplane flights, will be able to exceed by a wide margin the requirements of the war department. One official predicted that the Wright aeroplane will be able to make 42 miles an hour. The matter of remaining in the air for a given length of time bothers no one now, since Wright sailed for 62 minutes and 15 seconds, with perfect ease.

The members of the signal corps are all anxious to take a trip in the machine since Lieutenant Lahm sailed about with Wright at Fort Myer last week.

Orville Wright is the hero of the day and his claim to the title of "king of the air," though not advanced by himself, is not disputed. He has received congratulations from aeronauts from all parts of this country and Europe, but is calm and unassuming as usual. He has little to say except that he "knew the machine would do it."

Jap Sealers Caught.

Washington, Sept. 17.—The department of justice was advised yesterday of the capture of two Japanese vessels and between 30 and 40 Japanese sailors caught seal poaching within the three-mile limit off St. Paul island. The revenue cutter Bear overhauled the foreign vessels and captured them after a chase. The men were taken to Unalaska and will be later removed to Valdez for trial. One of the schooners were found several hundred skins, and the small boats were covered with blood, showing that the seals had been killed within the prescribed three-mile limit.

Examine Col. Stewart.

Washington, D. C., Sept. 18.—It was announced yesterday that the war department would soon order Colonel W. F. Stewart, the Fort Grant exile, stationed at Huachuca, Ariz., to appear before the retiring board, to be given a strict medical examination as to his physical condition. If the board finds Stewart unfit for service, his retirement will be compulsory. It is made clear that his examination will be sufficiently thorough to finally determine his physical qualifications for service in the army.

Two-Cent Postage to Great Britain

Washington, Sept. 19.—The 2-cent postal rate between the United States and Great Britain will go into effect October 1. After that date letters may be sent to the United Kingdom for 2 cents which formerly required 5 cents to carry.

At the same time the rate of postage applicable to letters mailed in the United Kingdom of Great Britain and Ireland for delivery in any part of the United States will be one penny for each ounce or fraction thereof.

Postoffices Advanced.

Washington, Sept. 19.—On October 1 the following fourth-class postoffices will be advanced to presidential grade, salaries of postmasters being fixed as indicated:

Oregon—Arleta, Freewater and Weston, \$1100; Bend and Falls City, \$1000.

Washington—Edmonds, Starbuck, Lamas and Tenino, \$1100; Medical Lake, \$1200; Black Diamond, \$1000.

Idaho—St. Maries, \$100.

Trust Busters in Conference.

Oyster Bay, L. I., Sept. 12.—The big stick is believed to be in training today at Sagamore hill, where a conference is being held by the president with Herbert Knox Smith, commissioner of corporations, and the official government investigator of trusts, and Attorney General Bonaparte. The subject of the conference was not made known.

NAVAL HEROES HONORED.

President Gives Names to New Torpedo Boat Destroyers.

Washington, Sept. 17.—President Roosevelt has authorized the assignment of the following names for 10 torpedo boat destroyers authorized by the act of May 13, 1908:

Hiram Paulding, Percival Drayton, Francis A. Roe, Edward Terry, George H. Perkins, Andrew Sterrett, Edward R. McCall, William Burrows, Lewis Warrington, John Mayran.

The 15 new submarines will be named: Stingray, Tarpon, Bonita, Snapper, Norwhal, Grayling, Salmon, Carp, Barracuda, Pickerel, Skate, Skipjack, Sturgeon, Thrasher and Tuna. The colliers recently authorized will be named Jupiter and Cyclops. Colliers to be purchased: Vulcan, Mars and Hector.

Rear Admiral Hiram Paulding was distinguished for gallant service in 1812, and was assigned by President Lincoln to put the navy in a state of efficiency in 1861.

Captain Percival Drayton was Admiral Farragut's fleet captain in Mobile bay.

Rear Admiral Roe saw important service in the China seas and the civil war.

Commander Edward Terry was commended for service during the civil war at the battle of Mobile bay.

Rear Admiral Perkins was commended by Admiral Farragut as an efficient officer.

Lieutenant Adrew Sterrett commanded the Enterprise, and captured a Tripolitan cruiser in 1801, threw her armament overboard, gave her crew one spar and a sail and let them go.

Captain Edward R. McCall, Lieutenant Burrows, Captain Warrington and Midshipman Mayran saw distinguished naval service, for which they were publicly commended.

Filibusters Found Guilty.

Washington, Sept. 18.—The state department is in receipt of a telegram from the American consul at Bahia, Brazil, reporting the conclusion of the trial of the filibustering expedition led by Sebastian H. de Magali into that republic in 1907. The expedition consisted of eight men under the leadership of Magali, four of whom were Americans, Samuel Parker, Herbert Phannebeck, Everett Wilson and George Vice, all of New York.

The consul reports that Magali received a two-year sentence; that Vice, who was seriously wounded in the skirmish which led to the arrest of the men, was acquitted; that George Gordon, a Scotchman and follower of Magali, was sentenced to one year, and that the remaining members of the expedition were sentenced to imprisonment for one year and five months each.

Cruiser Boston to Junk Pile.

Navy Yard, Puget Sound, Sept. 16.—The usefulness of the third-class cruiser Boston, which played a brilliant part in the battle of Manila, now in Bremerton harbor, authorities say, is over. This ship, which during the Spanish-American war was considered highly efficient, has long since become obsolete. Her size and armament are very small, compared with the modern armored cruiser of the Washington type. Officers state that the only use to which the Boston could be put would be coast patrol duty and the ship is in need of such extensive repairs that it is not likely she will be commissioned again unless there should be an urgent need of ships.

One Hunter Worth Thousands.

Washington, Sept. 15.—Reports to the United States forest service indicate that Uncle Sam's professional hunters and trappers who have been assigned the task of disposing of "predatory animals" are actively engaged in the work. Hunter Breidenstein, employed in the Boise national forest, Idaho, killed 249 coyotes, six wildcats and one bear during the past season. As conservative estimates by stockmen place their losses each year by one animal at \$100, in this case alone stock valued at more than \$25,000 has been saved, at a cost to the government of \$1,195, Breidenstein's salary.

Aeroplane Test Extended.

Washington, Sept. 15.—Secretary of War Wright has declared he would grant A. M. Herring, the New York inventor, 30 days in which to complete the aeroplane which he is building to demonstrate to the United States government. Herring was to have had his airship completed and ready for a test at Fort Myer, Virginia, Monday. Herring has asked for time to make shop tests of his new invention. The fact that Secretary Wright is willing to wait a month for a demonstration of the aeroplane is significant of his interest in the invention.

Wireless in Far North.

Washington, Sept. 16.—Army and navy wireless experts are working in unison on the extension of a system of communication in the far north. The war department has been advised of the probable completion during the present month of the new wireless station at Unalaska, and the navy department has arranged to have a wireless station on Mummy Island, at the mouth of Prince William Sound.

BREAKS MORE RECORDS.

Great Aeronaut Exceeds Former Feats in Three Particulars.

Washington, Sept. 14.—In two flights at Fort Myer Saturday afternoon, Orville Wright, in the Wright flyer, broke three records. Staying up nine minutes and six and one-third second in the first flight, in which Major George O. Squires, acting chief signal officer, accompanied him. Mr. Wright broke the record for a two-man flight, which he established on Tuesday. The first flight was at 4:29 o'clock.

In the second flight, which started at 5:17, Mr. Wright broke the record for time and distance of a heavier-than-air flying machine, which he established by remaining in the air for one hour, fourteen minutes and twenty-four seconds. In this flight he also went higher than an aeroplane has ever gone, rising to an altitude of 250 feet.

Mr. Wright also maintained a higher speed than in his other flights at Fort Myer, traveling around the drillgrounds at the rate of 38.75 miles an hour on the first flight, when Major Squires accompanied him.

The distance of this flight was 5.88 miles. In Saturday's flight, Mr. Wright broke the world's record for time and distance for the fifth time last week.

A crowd of 5,000 persons gathered to witness the flights and their enthusiasm knew no bounds. It was all the cavalry, detailed to guard the aeroplane from damage, could do to keep the crowd back. They cheered Mr. Wright until he went away in the signal corps automobile.

AIRSHIPS ARE CRUDE.

Edison Criticizes Both Dirigible Balloon and Aeroplane.

Seattle, Sept. 14.—Thomas A. Edison, the noted inventor, who is taking a vacation on the Pacific Coast, says that neither the aeroplane nor the dirigible balloon will successfully solve the question of navigating the air. Asked if, in giving up the commercial side of his work, he would make a study of the airship, he said:

"It is likely that I shall pay some attention to the navigation of the air. I have done so in the past, but I had not the time to make serious effort. I am firmly convinced that the time is near at hand when it will be possible to sail through the air as easily and as safely as we now go by land or by water."

"I have little faith in the aeroplane or the balloon as a means of aerial navigation. The aeroplane of the Wright brothers depends too much on the personal equation. Place some other man in that aeroplane and it would not work. It depends upon the skillful handling of the machine by the inventor."

"It is also unlikely that the efforts of inventors who have pinned their faith to the dirigible balloon will meet with success. When you have something that is lighter than air it is apparent even to the layman that it is a toy of the winds. It is wafted about like a thistle-down when a strong wind is blowing. The aeroplane and the dirigible balloon will be improved, I have no doubt, but I look to see the application of a principle different from either in the successful airship."

MORE CARS IN SERVICE.

Decrease of 30,371 in Number Idle Helps Railroads.

Chicago, Sept. 14.—Another big boost toward prosperity is indicated by a weekly report of the car efficiency committee of the American Railway association, which was issued Saturday. The total of surplus cars on railroads of the United States and Canada has been reduced to 229,632, a decrease of 30,371 since the last report. Of this decrease, 21,723 are boxcars and 7,253 coal and gondola.

The decrease in boxcars is the largest since the maximum surplus of 415,605 was reached. An increasing activity in repairing cars is shown by a reduction of 7,662 in the number of bad-order cars.

Small shortages are reported on a few railroads, the shortages totaling 1,418. Regarding this condition, Arthur Hale, chairman of the committee, says:

"Whenever these shortages are of such a nature and extent as to justify action by the committee, conditions are brought to the attention of the roads reporting a surplus, and arrangements are made to transfer equipment to the roads having use for it."

Race Trouble Feared.

Seneca, Kan., Sept. 14.—A clash between whites and blacks is feared here following an attack on Samuel Murphy, a farmer, by two negroes, Jim and Allie Johnson, Friday night. The negroes assaulted a white boy who taunted them about a horse race they had lost, and Murphy interfered in behalf of the lad. A mob quickly pursued and overtook the negroes, and armed with ropes were bent on a lynching, which was only avoided by the pluck of a deputy sheriff, who, gun in hand, stood in the door of a vacant house and held the mob at bay.

New Jap Man to England.

Tokio, Sept. 14.—Taka Akira Kato, proprietor of the Tokio Daily, an influential Japanese paper, has been appointed ambassador to England, to succeed Count Komura, who was recently recalled from England to assume the post of minister of foreign affairs in the new cabinet. Kato is an influential citizen of Japan. He has twice been minister of foreign affairs.

HONOR CHAMPIONS

Oregon Gives Welcome to Her Athletic Sons.

THREE WIN AT OLYMPIC EVENTS

Thousands Witness Big Parade on Portland Streets—Number of Trophies to Favorites.

Portland, Sept. 15.—Crowds of laurel leaves, more modern and spectacular, of course, than the simple token of victory of ancient Greece, were pressed upon the brows of Oregon's victorious athletes last night on the triumphal return of Smithson, Gilbert and Kelly from the Olympic games in London.

All Oregon joined in the demonstration, and no Olympic winner, even in the days when poets sang of heroes and of men who sailed from the shores of Troy to bring back honor, ever received a more royally enthusiastic welcome on his homecoming. On their journey across the continent honors and attentions were heaped upon them, and on their entrance into the borders of their native state admiring multitudes contended to do them homage.

In Portland last night enthusiasm reached a climax in a gorgeous pageant, rivaling in spectacular brilliancy and display any similar scene that has been presented in this city. Aged men and women participated, children took part and small boys yelled themselves hoarse in an intoxication of admiration.

The most spectacular feature of the demonstration was the big parade. Thousands of persons witnessed it and thousands cheered it as it passed. In every street through which the parade passed sidewalks were lined, while windows and every available point of vantage were crowded.

In addition to the individual trophy presented by the City of Portland to the boys, each has also been the recipient of a handsome trophy—the gift of each respective Oregon town claiming one of the boys as a native. Baker City on Sunday night presented Dan J. Kelly with a loving cup of beautiful design, and last night Forrester C. Smithson received a similar trophy as the gift of the Multnomah Amateur Athletic Club. Charles L. McNary, of Salem, on behalf of the citizens of the capital, presented Alfred C. Gilbert with another handsome cup.

As an additional honor, Dr. Morrison, on behalf of the Multnomah Athletic Club, announced that that institution had voted a life membership to each of the victorious trio.

REPUBLICANS WIN.

Majority in Maine Much Reduced in Four Years.

Portland, Me., Sept. 15.—The Republicans carried Maine yesterday by about 8,000 plurality, as against 26,816 in the last presidential year, and 8064 in 1906. At midnight returns for governor from 468 out of 519 cities, towns and plantations give Bert M. Fernald (Rep.), 72,177; Obadiah Gardiner (Dem.), 64,992. The same places in 1904 gave Cobb (Rep.), 75,334; Davis (Dem.), 49,416. The remaining places in 1904 gave Cobb 1630, Davis 730. The missing towns, which are small, four years ago cast 1630 Republican votes and 730 Democratic.

The Democratic vote increased more than 13,000 over that of 1904, while the Republican vote fell off about 2530. The Republican plurality is the smallest recorded in a presidential year in 25 years.

The two parties split even in the 20 cities, each capturing 10. The voting was particularly heavy in the rural districts, owing largely to the popularity of Mr. Gardiner among the farmers as head of the State Grange, Patrons of Husbandry, the Democrats making large gains.

All four Republican candidates for congress were elected, and for state auditor Charles P. Hatch, Republican, of Augusta, defeated his opponent.

Cholera Proves Deadly.

St. Petersburg, Sept. 15.—It is announced officially that from noon September 12 until noon yesterday there were 256 cases of cholera and 64 deaths in this city. The mortality since the beginning of the epidemic is over 25 per cent. One of the victims yesterday was a tenor belonging to the famous choir of St. Alexandre-Nevsky, who was stricken after the service. A council of physicians has recommended the closing of the saloons at 5 o'clock on workdays, as alcoholics are especially susceptible to the disease.

Take Evidence on Merger.

Salt Lake City, Sept. 15.—In the federal court here an order was entered yesterday appointing Sylvester G. Williams, of Denver, special examiner to take evidence in the suit of the United States government against the so-called merger of the Harriman Pacific railway lines.