

WORLD'S DOINGS OF CURRENT WEEK

Brief Resume of General News From All Around the Earth.

UNIVERSAL HAPPENINGS IN A NUTSHELL

Live News Items of All Nations and
Pacific Northwest Condensed
for Our Busy Readers.

The mayor of Boise, Idaho has been ousted by recall.

Austrian troops are siding the Germans in the Verdun battle.

Carranza's note demanding withdrawal of American troops is considered offensive at Washington.

Twenty persons were killed or wounded in an outbreak at Maracalbo, Venezuela, against General Garcia, who has been appointed president of the state of Zulia.

The planting of 600 acres of land in the Sotherlin, Ore., district to sugar beets has been completed and the growing crop is considered one of the best prospects in the Northwest.

Mrs. Zebiah Evans Cowles, of Los Angeles, has been elected president of the General Federation of Women's Clubs by a large majority, defeating Mrs. Samuel B. Smith, of Tiffin, O.

A resolution asking the President to report on the restrictions imposed by the belligerent nations on importations of food supplies for suffering inhabitants of Poland was adopted by the senate.

Contracts totaling \$150,000 and involving approximately 8000 tons of cherries, gooseberries, strawberries, loganberries, apples, pears and prunes, have been made by the Salem, Ore., Fruit Union.

A Berlin dispatch to the Copenhagen Politiken says that the court which conducted the preliminary examination of Dr. Karl Liebknecht, the Socialist leader, decided that he should be punished for treason.

The Cologne Volks Zeitung says it is reported, although not confirmed, that King Victor Emmanuel and his special staff have departed from the Italian general headquarters at Udine on account of the Austrian offensive and retired to Venetia.

Priority of invention of the hydro-aeroplane was awarded by the District Supreme Court of Washington, D. C., to Albert S. Janin against Glenn H. Curtiss, on the ground that Janin had established a date of conception three years ahead of Curtiss.

Pierre Dreyfus, son of Commandant Alfred Dreyfus, of the famous "Dreyfus Affair," who has been serving on the Verdun front as second lieutenant in the artillery, has just been cited in the orders of the day for having "particularly distinguished himself during the violent engagements of February 26, 27 and 28" in the battle of Verdun.

Representatives in congress from woman suffrage states at a special hearing before the house judiciary committee insisted on a report on the Susan B. Anthony amendment for woman suffrage, so that the issue may be squarely voted on. A number of members opposing suffrage left the room, and the committee was confronted with no quorum.

William Annett and W. C. Reddy, who had been prospecting and trapping on the Arctic Ocean for years, arrived at Dawson and enlisted in the Canadian army for service in Europe. Setting out months ago, the men tramped for hundreds of miles across ice and through snow from the Arctic shore to Fort Yukon, and there awaited the first steamer to Dawson.

Beginning June 1 and henceforth during the continuance of the war and until peace is declared all places licensed for the sale of liquor in the province of British Columbia must close at 10 o'clock p. m. and must not open until 11 o'clock next morning, except in the case of Saturday, when they must close at 10 p. m. and remain shut until 11 a. m. Monday.

The United States cruiser Tennessee has arrived at Santo Domingo from Norfolk with several hundred marines to reinforce the American forces now engaged in polling the republic.

Attended by members of the Yale Corporation, the faculties of the various departments, members of the student body, and distinguished alumni, the funeral of Rev. Timothy Dwight, ex-president of Yale University, was held Wednesday from Battle chapel on the college campus.

Palmer H. Ellingsen was killed near Tacoma, Sunday, when struck above the heart with a pitched ball during an amateur baseball game. He died almost instantly.

The sessions of the 27th General conference of the Methodist Episcopal church, held at Saratoga Springs, N. Y., during the last four weeks, were concluded Wednesday.

Led by Secretary Tamm, employees of the White House will march in the Independence parade on Flag Day, June 14. President Wilson probably will review the parade.

BRITISH CLAIM GERMANY'S LOSS IN NAVAL BATTLE WAS HEAVY

London—The British admiralty Monday issued a statement saying there was the strongest ground for the belief that the British navy in the battle with the Germans off Jutland last week had accounted for a total of 18 German men-of-war, and that there was nothing to add to or subtract from the original announcement of the British losses.

The statement gave the German losses as two battleships, two dreadnaught battle cruisers, four light cruisers, nine torpedo boat destroyers and a submarine.

The pessimism which prevailed as a result of the admiralty's original statement of losses, which is considered to have been needlessly candid and conservative in underestimating the extent of the German losses, as compared with those of Great Britain, has been greatly lessened by the latest statement.

A dispatch from Copenhagen says rumors are current in Hamburg that two additional German warships besides those announced in the German communication—the battleship Westfalen and the battle cruiser Lutzow—were sunk in battle. A wireless dispatch received here Saturday from Berlin said the German admiralty admitted the loss of the Westfalen.

The admiralty statement declares that the German losses in the fight were not only relatively, but absolutely, greater than those of the British. Maintaining its practice of caution, the admiralty still refrains from giving the names of the lost German ships.

The official list of the casualties among officers shows that hardly a single officer of the line escaped from the British cruisers sunk in the battle. An additional casualty list of petty officers shows that 43 of them were saved from the Queen Mary, Invincible, Fortune, Ardent and Shark. None was saved from the Indefatigable, Defiance, Black Prince, Tipperary, Turbulent, Nomad or Nestor.

Great Oriental Freight Cargo and San Francisco Pier Burn

San Francisco—Five thousand tons of freight from the Orient, which were unloaded Sunday from the Shinyo Maru No. 2, a Japanese freighter, and a concrete pier recently erected by the state at the mouth of Islals Creek, were destroyed in a spectacular blaze of unknown origin here early Monday. The Shinyo and the General Forbes, another freighter, which were tied to the pier, were slightly damaged before they could be removed from the fire's reach. Steamship men said the loss would reach close to \$300,000.

The Shinyo arrived Wednesday, but the cargo was not touched until Sunday, when its owners granted the demands of the striking longshoremen. The boat was emptied at 11 o'clock Sunday night, three hours before the fire started.

Two coal barges and several box cars were also damaged. One of the barges, the Metrose, the largest on the bay, which was tied to the pier, drifted out into the stream with her cargo ablaze when her moorings burned. She bumped another coal barge, which was anchored off the pier. Both burned freely until fire raged flooded the coal. Later the two broke loose and drifted down the bay with their cargoes smoldering. Tugs caught up with them off the Ferry building.

Several narrowly escaped being burned. Customs Lieutenant Patrick Barrett and a pier watchman were on the pier when the fire started. The flames spread rapidly and drove the two men aboard the Forbes.

When the fire broke out, Japanese swarmed from the Shinyo's forecastle and spread over the ship, seeking refuge. One jumped overboard, but his mates hauled him back on a life preserver.

From nearby cities and from far out at sea the sheets of fire and the glare could be seen. The blaze was the most spectacular and destructive that has visited the local waterfront in years.

Shackleton Relief Fixed.
London—Plans for the relief of Lieutenant Sir Ernest Shackleton, who, with several of his men, is marooned in the Antarctic, were completed at a meeting of a committee of the Royal Geographical society. A relief ship will sail from London by August 1 for Weddell Sea by way of Buenos Aires and the Falkland Islands. The ship probably will follow the plan of the Aurora, the auxiliary bark of the Shackleton expedition, which drifted from her moorings, and will be fitted out in Buenos Aires.

Ice Sweeps Alaska Town.
Nome, Alaska—Council City was almost completely swept away by floating ice cakes from the Naukluk river late Sunday. Many buildings in the lower part of the town were demolished. The ice jammed in a canyon a short distance below the settlement, causing the water to back up, and, with its burden of heavy ice, to flood the streets. A blizzard raged here also, and sluicing operations which began a few days ago, were suspended.

Marines Are Reinforced.
San Diego, Cal.—The Fourth regiment of Marines, stationed here, has left for New Orleans, where it will embark for Haiti and Santo Domingo on the transport Hancock. It is understood the Fourth regiment will supplement the marines already on duty in the turbulent island republic.

President's Physician and Wife



DR. AND MRS. GRAYSON
Dr. Cary T. Grayson, physician to President Wilson, was married to Miss Alice Gertrude Gordon, of Washington, at St. George's Episcopal church, New York, May 24. The President and Mrs. Wilson, as well as Secretary and Mrs. McAdoo attended.

SENATE PASSES RIVER AND HARBOR BILL BY 35-32 VOTE

Washington, D. C.—The senate passed Tuesday the rivers and harbors appropriation bill, carrying approximately \$49,000,000, by a vote of 35 to 32 after adding many amendments. On the final passage Senators Chamberlain and Lane, of Oregon, and Senator Poindexter, of Washington, voted for the bill, while Senator Jones, of Washington, and Senators Borah and Brady, of Idaho, voted against the bill. The bill as passed carries all Oregon, Washington and Columbia river items as agreed to in the house, and they are now assured at the original figures, including \$1,200,000 for the mouth of the Columbia. The only new Northwest item is \$140,000 for Willapa harbor. Its ultimate adoption is doubtful, in view of Senator Jones' vote against the bill, the amendment having been offered by him. The bill will now go to a conference of the two houses. The fight against it, begun by Senator Kenyon, of Iowa, and Senator Sherman, of Illinois, gained strength until a final effort to displace it with a substitute appropriating a lump sum of \$30,000,000 was defeated by only one vote.

James J. Hill's Wealth Estimated in Hundred Millions

St. Paul—The wealth of the late James J. Hill, who died Monday, is estimated all the way from \$100,000,000 to \$500,000,000. He was worth probably between \$300,000,000 and \$250,000,000.

An estimate of Mr. Hill's wealth was furnished when, at the opening of the European war, he called his bankers together and displayed a mass of his securities. More than \$100,000,000 was said to have been in the boxes he laid before his bankers. "There should be no trouble," said Mr. Hill, "but if there is, this amount is at your disposal."

The First National bank then borrowed from Mr. Hill \$10,000,000 worth of Great Northern railroad bonds. These were placed with the Treasury department in Washington, and \$6,000,000 worth of emergency currency, allowed under the Aldrich act, was shipped at once to the First National bank. It was found necessary to place only \$125,000 worth of this in circulation. In a few weeks the entire amount was returned to Washington.

Mr. Hill had the absolute control of the First National bank and the Northwestern Trust company, which gave a combined capital and surplus of \$6,500,000.

He was a large owner of stock in the Chase National bank of New York, First National bank Chicago, and the Northwestern National bank in Minneapolis. He was a large owner of the Great Northern Steamship company. The greatest portion of Mr. Hill's wealth, however, was in stocks and bonds of the Great Northern, Northern Pacific and Chicago, Burlington & Quincy railroads.

Wreck Theft Up Again.
Marshfield, Ore.—The wreck of the steamship Santa Clara last November was recalled Tuesday by the report that a deputy U. S. marshal is finishing an investigation of the rifling of mail at the time of the wreck, and that a large number have been summoned to appear before Arthur Peck, U. S. commissioner. The secret service had an operator here the week following the wreck who took photographs of the scenes at the salvaging and secured other interesting photographs taken before his arrival.

Assassin's Plot Fails.
Berlin, (By wireless to Sayville, N. Y.)—An unsuccessful attempt to assassinate the Austro-Hungarian minister to Persia is reported in a Constantinople dispatch to the Overseas News Agency Tuesday. The attempt, according to the dispatch, was made by Djemel Bey, "who several years ago was involved in the assassination of Mahmud Scherif Pasha, Turkish grand vizier and minister of war."

NEWS ITEMS Of General Interest About Oregon

Secretary Classifies Lands in Whitman National Forest

Portland—Announcement is made by the district forester, George E. Cecil, Portland, Ore., of the classification, by the secretary of Agriculture, of practically all the lands within the boundaries of the Whitman national forest in north eastern Oregon. A net area of approximately 879,218 acres is embraced in this classification, and a small area of 2742 acres is left for examination later.

The Whitman national forest lies in the Blue mountains, and, according to the report, consists mainly of a large body of positive forest land. The report shows that there is a stand of about four billion feet of valuable commercial timber within the forest, fifty per cent of which is western yellow pine. There is also a considerable stand of young timber and inferior species which has a high value for watershed protection for the streams which are used for irrigation outside the national forest.

This forest, it is said, has little agricultural value, and is isolated, scattered tracts only could be used for farm purposes. The soil, although fertile, is rocky and shallow, and although records are meager, the rainfall is known to vary from 10 to 40 inches, the snowfall from 20 inches to 30 feet—in the higher altitudes the snow comes as late as mid-June or as early as the last of August; the killing frosts occur every month in the year. The temperature is also known to vary from 80 degrees below zero to 120 above. Practically the entire forest is at elevations from 4000 to 10,000 feet. The topography is rough, characterized by deep, precipitous canyons, and jagged peaks. Although over 70,000 acres of alienated land exist within the forest boundaries, taken up under the homestead and timber and stone acts, it is claimed that most attempts at agriculture have proven failures, and a large per cent of the private lands have either been abandoned or are being held for their timber and grazing value.

In view, therefore, of these circumstances, and with the exception of small isolated tracts, aggregating 2742 acres left for later examination, the secretary has classified the entire area of the Whitman national forest as chiefly valuable for forest purposes and not suited to agriculture or livestock under the act of June 11, 1906.

27-Year Wait Is Rewarded.

Marshfield—George W. Suydam, who has a secret preparation for preserving woods, waited 27 long years before realizing on his knowledge of chemicals. Nearly 30 years ago Mr. Suydam, who is a resident of Denmark, Curry county, prepared with his process a number of different woods and placed them away with woods of the same variety to see what time would do with each of his keepakes. Now that the woods have been examined and passed upon by experts, it is found that those which were treated 27 years ago are as well preserved as when they were put away, while the wood which was not treated has rotted away and decayed.

L. E. Swan, of Detroit, Mich., hearing of the successful preservative, came to Curry county and, after an investigation, purchased a half interest in the secret process and will finance its exploitation.

Voters Order Irrigation.

Vale—Land owners in the Malheur valley voted 84 to 11 Saturday to organize an irrigation district, which contemplates construction of a dam at Riverside, holding 200,000 acre-feet of water. Government engineers have reported it to be the most feasible and cheapest project in the West and 25,000 acres of new land will be put under cultivation.

Ten thousand acres are owned by the Oregon Western Colonization company, of St. Paul. Directors are James McLaughlin, R. E. Want, James Harvey, C. W. Mallett, A. W. Trow, and treasurer, T. W. Halliday.

Stockmen Plan Picnic.

Carlton—At a meeting of the executive committee of the Carlton Board of Trade, there were present a number of breeders of fine stock and a temporary organization of the Carlton Stockmen's Picnic association was made and preliminary arrangements were made to hold the first annual picnic in Carlton on Saturday, June 17. The stockmen and the board of trade are co-operating in arranging for the picnic. There will be barbecued beef, mutton and pork, and the usual picnic dinner provided.

Bankers Organize Group.

Ashland—Organization of Group 4, Oregon State Bankers' association, embracing Jackson, Klamath, Curry, Lake and Josephine counties, was perfected here this week and adjourned after electing J. W. McCoy, cashier First National Bank of Ashland, chairman; W. H. Gore, of Medford, vice chairman; Marshall Hooper, Grants Pass, secretary and treasurer. Meetings will be held semi-annually.

NEWS FROM THE GREAT SEA FRONT

Fourteen British, Nine German Ships Admitted to Have Been Sunk.

GREATEST BATTLE IN HISTORY

All-Night Engagement in North Sea Greatly Aided by Zeppelins— Casualties Reported High.

London—Flicking its way from the base in the Kiel Canal, the German high-sea fleet Wednesday afternoon emerged into the North Sea, and, off the coast of Jutland, engaged a British fleet throughout the afternoon and night in what probably was the greatest naval battle in the world's history so far as tonnage engaged and tonnage destroyed was concerned.

When the battle ended Great Britain had lost the battle cruisers Queen Mary, Indefatigable and Invincible, the cruisers Defiance, Black Prince and Warrior and eight torpedo boat destroyers.

The German battleship Pommern was sent to the bottom by a torpedo and the cruiser Wiesbaden sunk by the British gunfire. In addition several German torpedo craft are missing and the small cruiser Pranzelob was seen badly listing and was believed to have gone to the bottom.

These losses have all been admitted by Great Britain and Germany.

Aside from Great Britain's conceded losses, Germany says that the British battleship Warspite, sister ship of the Queen Elizabeth, and one of the largest and most powerful ships afloat, had been sunk; that the battleship Marlborough, a vessel of 25,000 tons, had been hit by a torpedo, and a submarine had been destroyed.

Great Britain also added to Germany's acknowledged losses with the claim that one dreadnaught of the German Kaiser class—vessels of 24,700 tons and carrying a complement of 1088 men—had been attacked and destroyed by British torpedo craft; that another battleship of the same class was believed to have been sunk by gunfire; that one battle cruiser had been blown up and two others damaged and that six destroyers and a submarine also had been sent to the bottom.

Great Britain's admitted loss in tonnage was 114,610 for six battle cruisers and destroyers. That of Germany, excluding the tonnage of the Wiesbaden, of which vessel there is no record, was 18,172.

That the casualties in the fighting off Jutland were heavy is indicated by the fact that of the crew of some 900 on board the Indefatigable only two men are known to have been saved.

Six Zeppelins participated in the naval engagement, according to a dispatch from Copenhagen to the Daily Mail. One of the dirigibles, the L-24, was hit several times and badly damaged, the report says, but she was able to reach the Schleswig coast. Several of her men were wounded, and all of her supplies had to be thrown overboard.

The scene of the battle was in the Eastern waters of the North Sea. It is probable that the German fleet was on one of the excursions into the North Sea, which it has taken from time to time during the war, and met, whether or not by design, with the British fleet.

Skager-Rak is an arm of the North Sea between Norway and Denmark. The point referred to in the official German statement as Horn Reef probably is the reef of the Horn, on the southwestern extremity of Denmark. This would indicate that the battle was fought off the coast of Denmark. From the reef to Helgoland, the main German naval base in the North Sea, is about 190 miles.

A dispatch from Copenhagen declares it is generally stated in Berlin that the activity of the German fleet was due to the energetic demands of Emperor William to his brother, Admiral Prince Henry of Prussia, commander-in-chief of the navy, and Admiral von Capelle, minister of the navy, on the emperor's visit last week to Wilhelmshaven.

Terpedo Boats First in Fight.

Copenhagen—A Danish steamer reports that Wednesday afternoon, 120 miles off Harsholm, it was stopped by two British torpedo-boats to have its papers examined. At the same moment a large German fleet appeared, and the British warships immediately prepared for action. The German fleet consisted of five large modern dreadnaughts, eight cruisers and 30 torpedo boats and destroyers. Suddenly they began firing, and hundreds of shells splashed around the torpedo boats, without, however, hitting them.

Battle Aid to Peace.

Washington, D. C.—Reports of the naval engagement in the North Sea aroused the greatest interest here, not only in naval circles, but at the various belligerent embassies and among administration officials. It was freely predicted that if the German fleet demonstrated a real superiority, ship for ship, the effects on the prospects for peace would be considerable. The particulars received here were inadequate as a basis for judgment.