

# LEXINGTON WHEATFIELD

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LEXINGTON.....OREGON

## NEWS OF THE WEEK

### In a Condensed Form for Our Busy Readers.

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Russia's financial condition has improved greatly.

King Charles of Roumania is reported to be seriously ill.

All the judges of Minnesota have returned their annual railroad passes.

Railway traffic in Eastern Pennsylvania is blocked on account of heavy snow.

The annual cost of repairs and maintenance of the congressional library is \$80,000.

Helen Kellar, the deaf and blind girl, has broken down under the strain of work.

A Belgian professor accuses King Leopold of stealing \$15,000,000 derived from the rubber trade with Congo.

Harriman has secured concessions from the Mexican government and will build 1,000 miles of railroad in that country.

It is now probable that President Roosevelt will be called upon to settle the Moroccan dispute between France and Germany by policing the country with American troops.

The United States sub-treasury at Chicago has detected counterfeit half dollars which are said to have been made in China. The required amount of silver is contained.

The live meat animals imported into 12 of the important countries from the United States is 34 per cent of the total imports of such animals. In the same countries the packing house products from the United States is 45 per cent of the total.

An explosion in a coal mine at Oak-hill, West Virginia, caused the death of at least 28 miners.

The Chicago council has passed an ordinance placing the cost of gas at 85 cents per thousand feet.

On account of the recent turn of affairs in China the powers may not withdraw their troops as had been agreed.

Chicago city council will pass an ordinance against cigarette smoking by minors. Fines are provided which are to be heavier with each succeeding offense.

Congregational, United Brethren and Methodist Protestant churches have completed a plan for a union under the name of the United Church of America.

Young Cudahy has not been able to positively identify Pat Crowe as his kidnaper. Crowe is said to have changed greatly in appearance during the past five years.

The internal revenue report for 1905 shows that the business of the Philippine islands amounted to \$195,000,000 in gold. The amount of taxes collected was \$4,000,000 in gold.

The trial of Pat Crowe, charged with robbing E. A. Cudahy of \$25,000 in connection with the kidnaping of E. A. Cudahy, Jr., five years ago has begun in the District court at Omaha.

The graves of Charles Dickens and Sir Henry Irving, in Westminster abbey, London, were lavishly decorated with flowers in commemoration of their birthdays, February 7 and 6 respectively.

Zero weather prevails throughout the United States east of the Rocky mountains.

Five bodies have been recovered from the wreck on the Northern Pacific near Helena.

A false emperor of Russia and his suite, who have been stirring up the people of the Volga region, have been arrested.

Fire which was started in the match department of a Lexington, Kentucky, wholesale house, destroyed \$150,000 worth of property.

The Canadian Pacific has issued new stock for the Northwest extension.

President Roosevelt condemns hazarding, but says the law proposed by congress is too severe and would cripple the navy. He asks for a modification.

John E. Wilkie, chief of the United States secret service, says that the captain of every steamer which has been wrecked on the Pacific coast in the last three years has been found to have been fraudulently naturalized. Under the law no man can become captain of an American ship unless he is an American citizen.

## THE RATE BILL.

### Provisions of the Measure Passed by the House.

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

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

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

## CHINESE GOOD SOLDIERS.

### Minister Discusses Agitation and Preparations for War.

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

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

The minister was asked if the navy and army reinforcements which the United States is sending to the Philippines in the expectation of difficulties with China might arouse the Chinese dragon. He replied:

"If the American government sends reinforcements, who can say it fears difficulties with China? It is all nonsense. I believe the armaments are prepared against somebody else; I cannot express myself more definitely."

## APPIAN WAY OF AMERICA.

### Perfect Road Will Be Built Straight Across Ohio.

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

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

## Puts Down Siberian Revolt.

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

## Will Act for Castro in France.

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

# IN THE NATIONAL HALLS OF CONGRESS

### Friday, February 9.

Washington, Feb. 9.—Almost the entire session of the senate today was devoted to the consideration of the urgent deficiency bill, which was passed practically as it was reported from the committee on appropriations. The only discussion was over an amendment suggested by Patterson to strike out the provision relieving alien workmen on the canal from the operation of the eight-hour day law. Patterson contended that to require men to labor more than eight hours a day in the tropics was inhuman, and argued that the requirement would do injustice to American labor. Several senators on both sides of the chamber controverted the position. The amendment was voted down without resort to a roll call. The senate adjourned until Monday.

Washington, Feb. 9.—The house today ground out its usual semi-monthly list of private pensions, passing in 72 minutes 429 bills for the benefit of veterans who are barred for one reason or another from coming in under the general statute, and thus made a new speed record for such bills. Seventy-five per cent of the beneficiaries are either blind or bed-ridden. This order, with a number of minor bills and the passage of two amendments to the Philippine tariff act of 1905, constituted the transactions of the day. The tariff amendments place American cotton goods on an equality, so far as the cost of production is concerned, with European goods. Low grades of shoes were admitted at a lower tariff. The house adjourned until Monday.

### Thursday, February 8.

Washington, Feb. 8.—Just enough morning business was allowed in the house preceding the vote on the Hepburn railroad rate bill today to permit delayed members to reach their seats before the roll call ordered the night before began. Three hundred and forty-six members voted for the bill. Seven, all Republicans, voted against it. Applause greeted the announcement of the result by the speaker to the house, which had given its undivided attention to the question of government rate-making for seven days.

Those voting against the bill were: Littlefield, of Maine; McCall and Weeks, of Massachusetts; Perkins, Southwick and Vreeland, of New York; and Sibley, of Pennsylvania.

Sullivan, of Massachusetts, voted "present," and was not paired. There were 28 members paired, but these pairs were generally political ones. None of them was made upon the bill, and consequently did not indicate opposition.

Washington, Feb. 8.—There was a general expectation that today would witness a revival of yesterday's exciting occurrences in the senate over Patterson's caucus resolutions, but it was not realized and the large crowd attracted to the galleries was compelled to leave in disappointment when at 3 p. m. the senate went into executive session, after a day devoted largely to ordinary bills on the calendar.

### Wednesday, February 7.

Washington, Feb. 7.—By continuing its session practically to 7 o'clock the house concluded all preliminary steps to the passage of the railroad rate bill, ordered a roll call on the measure and put off the final action until tomorrow.

The time for amendment came at 4 o'clock, and for three hours following one amendment after another came up, was read, debated in some instances and went down to defeat. So fierce was the struggle to amend that often when a paragraph of the bill was concluded in the reading, a dozen members waved their amendments and shouted for recognition. Not one of these was adopted. They contained all manner of propositions, such as regulating preferences, the long and short haul, free passes, court procedure, whole rate bills and parts of bills, but all "went by the board."

Washington, Feb. 7.—Today for the first time in many years the senate was made the scene of an effort to administer party discipline to a member of that body, and the occurrence was one of so many dramatic details that the many witnesses will not soon forget it. Patterson was the subject of the effort, and Bailey, to whom, in the absence of Gorman, the Democratic leadership is conceded, was the instrument of his party in the incident.

## Wallace Before Committee.

Washington, Feb. 6.—John F. Wallace was before the senate inter-oceanic canal committee today and made a statement regarding the severance of his relations with the Canal commission. In it he spoke of the violent attack of Secretary Taft and Mr. Cromwell, the only basis of which was, he said, a difference of opinion between himself and Taft and Cromwell as to his right to decide when he thought the welfare of the enterprise and his own justified his resignation. He was liable to be dismissed at any time.

### Tuesday, February 6.

Washington, Feb. 6.—The senate did not have an opportunity today to hear the discussion of Patterson's resolution on the action of the Democratic caucus, which was partially promised, but gave the entire day to a review of the prerogatives of the senate in the matter of framing treaties. The question was raised by Bacon in a speech on his resolution requesting information concerning the Algerias conference.

Lodge gave notice of a speech Monday on the railroad rate bill.

Washington, Feb. 6.—Having fixed the end of the general debate on the rate bill at 4:30 o'clock tomorrow, the recognition of the chair was passed around at a lively rate in the house today. Seventeen speeches were made, all of them for the measure. The railroads came in for an unusual amount of criticism.

### Monday, February 5.

Washington, Feb. 5.—The senate was treated to a sensation today by Patterson, Dem., Colo., who followed up his retirement of last Saturday from the Democratic caucus by introducing a resolution in effect declaring the action of the caucus to have been contrary to the constitution of the United States.

Gallinger succeeded during the day in securing the fixing of a date for voting on the shipping bill, the hour named being Wednesday at 3 p. m.

Several bills were passed during the day and Teller made a speech in opposition to the shipping bill.

Foraker announced that he had no intention of attempting to delay action on the statehood bill, which he opposed.

Washington, Feb. 5.—Considerable fault was found with the railroad rate bill in the house today, considering the fact that it is a measure of both parties. Littlefield, of Maine, and Grosvenor, of Ohio, both spoke against the bill.

Ten other speeches were made, all of them by members who will vote for the bill, but some of whom would like an opportunity to amend it. Gaines, of Tennessee, has an anti-pass amendment which he will bring forward at the proper time.

At the conclusion of the day Hepburn, in charge of the measure, said it looked now as though debate would conclude at 3 o'clock Wednesday. The reading of the bill will begin at once, and he thinks it can be concluded, all proposed amendments disposed of and the bill passed that day before adjournment.

### Saturday, February 3.

Washington, Feb. 3.—Various phases of the railroad rate question were threshed over in the house today in the course of nine speeches which occupied six and a half hours. This concludes the fifth day of the discussion, but the end is not yet. Many members on both sides of the house desire to record their views and general debate will be allowed to continue.

Representative Randall today offered a bill that he will offer as an amendment. It makes stringent provisions against the giving or accepting of railway passes or favors by senators, congressmen and judges. He proposes a fine of not less than \$1,000, or imprisonment for not less than one year, or both, and disqualification from ever again holding public office. The agent or official of the company giving the pass or favor, upon conviction, is to be fined not less than \$100, nor more than \$1,000, or imprisoned for not less than six months nor more than one year, or both.

## New Naturalization Bill.

Washington, Feb. 6.—The house committee on immigration and naturalization practically agreed today on the Howell naturalization bill in a slightly amended form.

As the bill stands now, it requires applicants to file their application for final citizenship papers 90 days before the hearing; provides that the court order shall not issue until 30 days after the hearing and allows appeals from court orders.

## Germany Hopes for Agreement.

Berlin, Feb. 7.—It was reported in commercial circles today that a tariff arrangement between Germany and the United States, to last one year, had been agreed upon, but inquiry at the American embassy and at the foreign office established the fallacy of the report. The foreign office, however, apparently is more hopeful now.

## Call on Venezuela to Pay.

Washington, Feb. 5.—W. J. Calhoun, the president's special commissioner in the asphalt controversy with Venezuela, has arrived in Washington, and today called at the State department to consult with Secretary Root in relation to the presentation of facts in his official report. The decision of the president again to demand of the Venezuelan government a settlement of at least a part of the asphalt company's claims, it is said, marks the refusal of the State department to accept the Venezuelan contention.

## FOUR ARE KILLED.

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

Portland, Feb. 7.—In the most disastrous wreck in the history of the Oregon Railroad & Navigation company and the only one in which the life of a passenger on that road has been lost, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:50, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into train No. 3, which was standing on the track at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

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

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

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

## HEYBURN GROWS WORSE.

### Peritonitis Aggravates Illness of Senator from Idaho.

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

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

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

## Italy Will Ruin Padrones.

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

## Two-Cent Fares for Ohio.

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