

CURRENT EVENTS OF THE WEEK

Doings of the World at Large Told in Brief.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

Dr. Cook is again in New York City. Prize scores of grand opera worth \$50,000 were stolen in New York. "Jack the Slasher" is again at work in San Francisco, slashing women's dresses. Missionaries in China are calling for relief for 3,000,000 natives left starving by floods. A woman's club at Eli, Neb., has declared that baldheaded men make much the best husbands. Railroads are making every effort to settle the controversy with conductors and trainmen regarding a raise in wages.

A Los Angeles iron plant, involved in a wage controversy and strike, was partially wrecked by a dynamite explosion. Senator Curtiss, of Kansas, seeks harmony and will propose Governor Stubbs for vice president in 1912, with Taft for re-election. The compromise offered by Commissioner of Labor Neill is accepted by both sides and the threatened strike of 37,000 locomotive engineers is averted.

Aviator Hoxsey, at Los Angeles, reached an altitude of 7,299 feet and disappeared toward sea. He next appeared by diving through a cloud over the aviation grounds. The commission form of government is proving a great success at Baker, Or. An explosion in the Little Hulton colliery at Bolton, England, entombed 230 miners.

Russia is aroused over the numerous attacks on the Cosacks by Chinese in Manchuria. About 20 Philadelphia firemen and police were killed by falling walls at a fire in that city. Robert S. Lovett, successor to E. H. Harriman, favors government supervision of railroads. Fire at Cincinnati destroyed one of the best blocks in the city, causing a loss of about \$2,000,000.

Government officials believe that fraudulent refunds on sugar exports at New York will reach millions of dollars. Customs officials are holding goods valued at \$600,000 imported by Duveen Bros., art dealers, of New York, for alleged undervaluation. St. Johns, Newfoundland, experienced one of the worst storms in many years, and it is feared many coasting vessels are lost.

James T. Harahan has resigned the presidency of the Illinois Central and will be succeeded by C. H. Magham, formerly of the S. P. A shipment of oysters from New Jersey will be seized upon arrival at San Francisco. They are reported to have been taken from polluted waters. An insurance expert says New York City is at the mercy of the fire fiend, should some accident burst a water main and start a fire at the same time.

After lying unconscious for 18 months a Greek laborer in Portland, who had been injured by a blow on the head, was relieved by a surgical operation, and is now recovering. United States authorities seized a large consignment of tomato paste in San Francisco. The stuff was shipped from New York and is said to contain large quantities of decomposed vegetable matter. A Trenton, N. J., burglar, groping in the dark for valuables, was caught in a steel trap.

Considerable opposition to the exoneration of Senator Lorimer has developed in the senate. A Pasadena, Cal., millionaire will construct the finest office building on the Coast in Portland. The lifeboat of the lifesaving crew at Rockaway Beach, N. Y., turned turtle and two of the crew are missing. A San Jose, Cal., lawyer will wed the daughter of one of his clients who has been sentenced to a term at San Quentin. Customs authorities have discovered an oil painting believed to be a famous masterpiece stolen in Berlin some years ago.

A Mexican government supply train and 500 men have been trapped in the mountains by revolutionists and captured. A Dayton, Wash., duck hunter carried a charge of buckshot in his thigh for a week before he would consent to call a surgeon. With a gift of \$10,000,000 John D. Rockefeller has completed his aid to the University of Chicago. He has given about \$35,000,000 to the institution.

The new lift span bridge at Portland is thrown open to the public. Karl Hagenbach, the animal showman, is not dead, as reported. Arvoona appeals to the people of the United States to protest against Diaz' alleged tyranny. The railroad machinists' strike in St. Louis has been settled, the men receiving more pay. The commercial and labor organizations are planning to drive "loan sharks" out of Chicago.

COMPROMISE REACHED.

Locomotive Engineers Get Increase Aggregating \$4,000,000 a Year.

Terms on Which Engineers Settled Fight. Amount of increase in yearly wages, \$4,000,000. Average increase, 10-13 per cent. Average demand by engineers, 15 per cent. Original demand, 17 per cent. Increase offered by roads, 9 1/2 per cent. Increase asked on Mallet type engines, 100 per cent. Increase granted on Mallet engines, 75 cents to \$1 differential. Other increases granted were: Forty cents per day in passenger, suburban, or through freight service. Twenty-five cents differential on engines 215,000 pounds on drivers. Engineers or helpers on wrecking trains, snow-bound or mixed trains, increase of 40 cents per day. Switching rates, 50 cents increase in yard and transfer service. Twenty-five cents increase per day for hostlers of the Brotherhood of Locomotive Engineers. Controllers of motor-cars, 40 cents increase. Roads involved, 61. Engineers affected, 37,000.

Chicago—Four millions of dollars a year was what the officials of 61 Western railroads put in the stockings of the locomotive engineers. The gift brought "peace and good will" and averted what might have proved one of the most disastrous strikes in the history of the country.

Commissioner of Labor Charles P. Neill played the part of Santa Claus to the engineers. For seven days he worked to bring the railroads and the engineers together and with his work accomplished he left in the afternoon for his home in Washington to spend Christmas with his family. In spite of their repeated assertions that they had reached the limit, the managers made concessions in the face of a threatened strike. Concessions were made by the engineers also, but they established two of the chief points for which they contended—jurisdiction over motor-trucks and an increased schedule for the Mallet type of engine. The increase granted the men runs as high as 14 per cent on certain engines and as low as 8 per cent on the higher-paid runs. The average increase to the payrolls of the railroads is 10-13 per cent.

TWELVE LIVE ON \$1.35 A DAY. Pittsburg Family Holds Record for Thrift. Pittsburg—A tale of comfort and thrift contrary to the usual ones of distress was unfolded in the juvenile court here by Miss Nance Oppenheimer, a probation officer, to the court and spectators. A family of 12 is supported on an income of \$1.35 a day, but how it is done has not been disclosed. Miss Oppenheimer told the story when she requested Judge Cohen to allow Antonio Elf, 10 years old, to go home. He was arrested for being in the streets late at night. "He has a splendid home, your honor," said Miss Oppenheimer. "His mother," pointing to the woman standing by the lad's side, "is a splendid housekeeper, and they have 10 bright children, of whom the oldest is a girl 13 years old."

"I don't know how they do it," said Miss Oppenheimer, later, "but they are nice people and better home conditions couldn't be asked for. Everything is neat and orderly, and there is no lack of wholesome food for the entire family. The father is a laborer and earns one dollar and thirty-five cents a day. That man is a credit to any community." Without further ado the boy was allowed to go home with his mother.

Son of Rich Man Starves. New York—Half delirious from starvation, John Smith, who says he is a descendant of Joseph Smith, founder of the Mormon church, and the son of Charles Smith, a wealthy retired publisher of Princeton, Ill., is in Bellevue hospital critically ill. Twice an hour he is fed warm milk like a baby. His greatest desire is to sleep, but in lucid intervals he gave his name and descendants with a history of family troubles, wandering days and no work. For 21 days he says he had little to eat.

Wolves Barely Miss Feast. Duluth—While wolves howled around the Darrah cabin, Mrs. Walter Darrah, 34 years old, gave birth six days ago to a baby in a partially roofless shack near Pelican lake, in this county. With the woman in the cabin was only her four-year-old daughter, Mrs. Darrah claims she was deserted by her husband some weeks before. It was only today that the woman, her baby and the little girl were found. All were temporarily removed to a farm house.

Germany Soon to Import All Meat. Washington—In the course of a few years Germany, in all likelihood, will consume nothing but imported meat, according to consular reports. There is an immense decrease noted in the number of animals for slaughter, according to the last count, made on October 10, 1910. The especially noticeable decrease is in young animals. As a result, prices of animals for slaughter are expected to rise very high.

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

MODEL ROAD UNDER WAY. MODEL ORCHARD.

Crater Lake Highway to Be Wonder in Its Way. Benjamin E. Heidel, connected with the office of the Public Roads of the United States Department of Agriculture, was in Portland recently to attend the Oregon Good Roads convention. Mr. Heidel was sent to the Medford people by the government to take charge of the work of constructing the road to Crater Lake, "45 miles of macadamizing through the greatest scenic section in the world."

Freewater.—A model orchard of 160 acres is being established near this place. J. H. Hall, of Freewater, and C. M. Hall, of Walla Walla, are financing the project. A large force of men has been engaged for several weeks planting the tract to Jonathan, Winesap and Rome Beauty apple trees. This section can now boast of a single tract containing over 12,000 trees. Water for the land will be taken from a large well with ample water to supply the entire tract. The water will be forced all over the project by a pumping plant run by electric power, arrangements for which have been completed.

Growers Hold Hops. Portland—With only a handful of hops remaining in control of the growers, and with the visible supply in all hands in this state extremely limited, growers are asking 20c a pound for their hops, and some have entirely withdrawn them from sale. "The market is entirely blocked at this time," says Herman Klüber. "Growers will not let go. Some are asking 20c a pound, while others will not sell just now at any price."

BIG DITCH TO OPEN SOON.

Baker County Prepares for Settlement of Vast Acreage. Baker.—One of the biggest Carey act irrigation projects under way in the Northwest will soon be thrown open for settlement. This big tract covers about 73,000 acres, all of which is in Baker county. Its 150 miles of main canals will cover the entire tract, making it easily the largest project of its kind yet undertaken in Oregon. It involves the immediate construction of two immense storage reservoirs, with possibly a third one later. Flood waters of both Eagle and Powder rivers will be held in quantities that will guarantee an ample supply all the season.

TRADEMARK LAW FAULTY. Legislature Will Try to Correct Defect in Statute of 1882. Salem.—Among recommendations to come before the next session of the legislature, will be one for amendment of the trademark registration law. This law has been in force since 1882 without amendment, and the secretary of state's force is of the opinion that it should be changed for the protection of those who have trademarks or trade names to register.

United Ry.'s Net Operating Loss, \$554. Salem, Ore., Dec. 17.—For the year ending June 30, 1910, the United Railway operated at a net loss of \$5,544.09. The operating revenues equaled \$53,131.05, while the operating expenses were \$58,675.14. Taxes and interest on the bonded debt amount to an additional expense of \$30,654.31. The cost of the United Railways line to June 30, 1910, was \$4,762,052.48. Of this sum the road cost \$4,553,578.69, equipment cost \$58,100.73, and other expenditures equaled \$150,373.06. The cost of the line per mile up to June 30, 1910, was \$40,711.52.

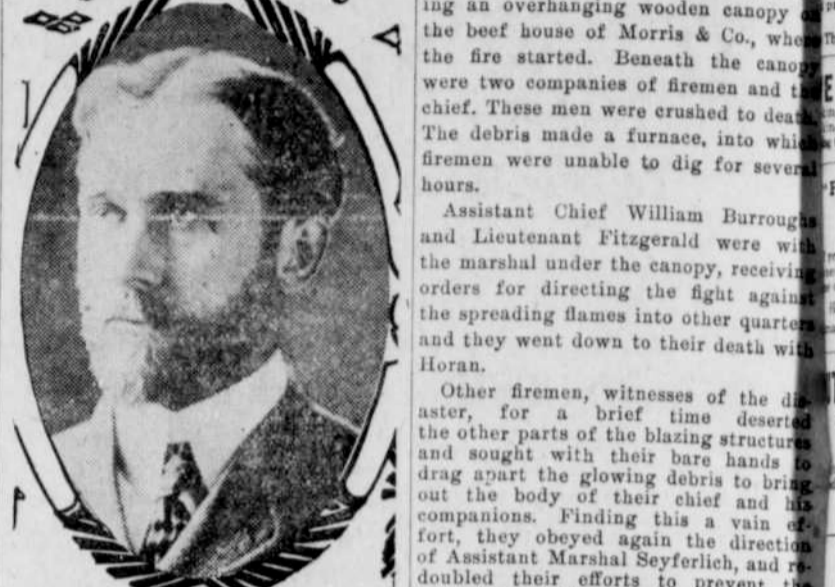
Filtration Plant at Eugene. Eugene.—By January 1 Eugene people will be quaffing city water which has percolated through filters, preparations for whose installation are being rapidly pushed forward to completion at the city waterworks plant. At the rear of the pumping station and beside the filter plant excavation is being made for the erection of a building 20x20 feet in dimensions for housing the centrifugal pump, which will draw the water from the river while the engines of the big plant perform the function of filtering.

Hillman Prepares to Boost. Hillman.—The town of Hillman, situated in the heart of the Deschutes valley, Crook county, has organized a commercial club, electing N. H. Elliott, president; W. R. Davidson, vice president; E. A. Cleland, secretary and treasurer. An organization of this sort speaks well for a town just starting in a new country.

STRIKES MUST END.

French Government Takes Steps to Enforce Arbitration. Paris.—The text of the government measures formulated for the purpose of preventing general strikes with particular reference to the employees of the public service corporation was made public here.

The measures constitute a comprehensive plan for ending the strike evil on the railroads and in other public service by means of a conciliation commission composed of representatives of the men and companies. The commission will meet at regular intervals, and when conciliation fails, compulsory arbitration is provided, the principle being introduced that where the arbitral sentence imposes an additional charge, the corporation can indicate the method whereby the railroad or other service



Commissioner of Labor, who was the principal figure in settling the trouble between the railroads and engineers and averting a big strike.

can secure compensation, either by raising the rates or by other means. The report accompanying the measures is a remarkable document. It quotes the declaration of the rights of man to prove that public services have been instituted for the public good, not for the benefit of those to whom they have been confided, from which it deduces the conclusion that the interruption of public service is a crime. At the same time it admits that public service employees, like other workers, have a right to amelioration of situations, and in conciliation and arbitration it is proposed to give them a weapon "as powerful as the strike."

SHOOTS FROM AEROPLANE.

Aviator Latham Kills Duck for Game Dinner. Los Angeles, Dec. 23.—When Hubert Latham, the French aviator, sat out to dinner tonight, wild duck served as the honor dish of his menu. It was a little duck of the "scap" species, and familiarly called "bluebill" by hunters of water fowl. And the bird was killed by Latham himself.

Robber Holds Up Train. El Paso, Tex.—The Sunset express, the Northern Pacific passenger train to New Orleans, was robbed in the heart of the city. The robber boarded the observation car as it was leaving the station. With two drawn revolvers, he forced a porter to walk ahead of him through the Pullman and command the passengers to stand at the rate of 50 miles an hour, at the Bolsa Chica Gun Club, at noon today. The bluebill dropped into the ocean 50 yards from the beach, but was carried ashore by the surf and picked up after a frenzied dash by a score of persons.

Germany Gets English Spies.

Leipzig, Germany.—Two British officers, Captain Bernhard Frederick Trench, of the Royal Marine Infantry, and Lieutenant Vivian H. Brandon, of the Royal Navy, were found guilty of espionage on the German fortifications at Borkum and sentenced each to four years' imprisonment in a fortress. The British spies were arrested at Borkum on August 22 and 23. Brandon is a brother-in-law to Sir William Bull, M. P. Trench is a grandson of Lord Ashington.

Aviator Lost at Sea.

Dover, England.—The greatest anxiety is felt concerning the fate of Cecil Grace, a member of the Royal Aero Club, who, in an attempt to win the Baron de Forrester prize of \$20,000, flew over the English Channel from Dover, reached the Belgium frontier only to be turned back by adverse winds, landed near Calais on the return trip, started from there on the homeward flight across the channel and has not since been heard from.

Steamer Lost With Twenty-one.

Hamburg.—The French steamer Savona, owned by Slean & Co., of this city, is believed to have been lost with her crew of 21, while bound from this port for Naples. The Savona is a sister ship of the Palermo, which was recently lost.

THIRTY FIREMEN MEET DEATH.

Chicago Packing Houses Burning and Hydrants Frozen.

Chicago, Dec. 22.—Fire Marshal J. Horan and 25 and 30 firemen were killed and 40 others injured today in a fire which at an early hour caused \$1,500,000 damage, and at 1 o'clock still threatened the whole of the stockyard district. A wall fell, crushing an overhanging wooden canopy of the beef house of Morris & Co., which the fire started. Beneath the canopy were two companies of firemen and the chief. These men were crushed to death. The debris made a furnace, into which firemen were unable to dig for several hours.

Assistant Chief William Burroughs and Lieutenant Fitzgerald were with the marshal under the canopy, receiving orders for directing the fight against the spreading flames into other quarters and they went down to their death with Horan. Other firemen, witnesses of the disaster, for a brief time deserted the other parts of the blazing structure and sought with their bare hands to drag apart the glowing debris to bring out the body of their chief and his companions. Finding this a vain effort, they obeyed again the direction of Assistant Marshal Seyferlich, and redoubled their efforts to prevent the spreading of the flames.

The blaze was discovered at about 1 o'clock by a watchman in the Morris beef house, at Forty-third and Loomis streets. An ammonia pipe, bursting, started combustion that spread so quickly that the watchman barely had time to turn the alarm before the flames began bursting from the buildings. Fire Marshal Horan, at his home on the West Side, heard the second call apparatus, and went to the stockyard in his automobile. By the time of his arrival his assistants had abandoned the effort to save the beef house and were endeavoring to head off the rush of fire toward other buildings. Flames were coming from several structures near by. The awning which later became the destroyer of a score of lives seemed to offer a shelter from the flames. Under this the crews fled for shelter, led by Horan, Burroughs and Fitzgerald.

On top of the canopy another group of firemen played streams of water into the heart of the fire. Suddenly Lieutenant Joseph Mackey, leader of the band above, felt the wall giving, and shouted a warning to those below. He jumped with his men and escaped death. But below the canopy found victims. Meanwhile firemen who knew nothing of this, and augmented by constantly arriving aides, were standing in the path of the flames. They stood the ground at building after building, only to be driven back.

UPPER BERTHS REDUCED.

Prices Also Soon to Be Less for the "Lowers." Washington.—Formal orders were announced by the interstate commerce commission reducing the price heretofore exacted by the Pullman company for upper berths in sleeping cars. An order also was issued providing that after February 1, 1911, certain specified reductions in the charges for lower berths northwest of Chicago should be made by the Pullman company.

In the decision announced it is held in the Loftus case "that the maximum rate for a lower berth from St. Paul to Seattle shall not exceed \$11, and for an upper berth \$8.80; from St. Paul to Chicago the upper berth rate shall not exceed \$1.60; from St. Paul to Superior the upper berth rates shall not exceed \$1.25, and from St. Paul or Fargo to Grand Forks, the upper berth rate shall not exceed \$1.60. In consonance with this holding, an order is made requiring the Pullman company to put in effect these rates not later than February 1, 1911, and to maintain them for at least two years.

Workmen Fall to Death.

Los Angeles.—Hurled from the seventh to the ground floor of the new Hotel Alexandria Annex by the breaking of a work elevator, Ernest Pearman and J. Lawrence are dead, Charles Tents and Steve Smith, two laborers were injured, but saved their lives by clinging to the sides of the elevator shaft until rescued. The men had started from the ground floor with several barrels of putty, and when they reached an upper floor, increased their load to a total of about 5,000 pounds. It is said this weight was greater than the elevator was built to carry.

Explorers Ashore, Angry.

Victoria, B. C.—The steamer Kainan Maru, carrying Admiral Shirase and the Japanese expedition to seek the South Pole, which left Japan two days before the sailing of the steamer America, which arrived here, had an auspicious start, going ashore in Toki Bay following a dispute among those heading the expedition. Before starting all hands proceeded to the imperial palace to give three banzaais to the emperor and then proceeded to a Shinto temple to be "purified."

Thirty Firemen Escape Death.

New York.—Thirty firemen narrowly escaped death in a \$250,000 fire which destroyed the six-story factory and warehouse of Joseph Libman & Co., paper manufacturers. The structure was supposedly fireproof, but the highly inflammable nature of the contents gave plenty of fuel for the flames.