

The Willamette Farmer.

SUPPLEMENTAL TO THE WEEKLY OREGON STATESMAN, SALEM, OREGON, FRIDAY, APRIL 14, 1899.

A FAIR DEAL IS DEMANDED

Portland Merchants Sue a Railroad Line.

To Prevent Overcharges on Freights.

Many Big Systems of Railroads Are Building Extensively—The Mileage by States.

PORTLAND, April 6.—Allen & Lewis acting for the merchants of Portland, today commenced a suit in the United States court, to enjoin the Oregon Short Line railroad company from charging more, per ton, per mile, on freight originating in Portland, destined for points on its lines, than for the same kind of freight received from the Southern Pacific, at Ogden, for the same destination. The O. R. & N. Co. is made a party to the suit, by reason of the fact that the tariff sheet is a joint one.

Portland merchants allege that the Oregon Short Line railroad company discriminates against them in the matter of rates, in favor of San Francisco merchants. By this alleged discrimination, the Portland merchants claim, San Francisco merchants are enabled to control a large portion of the trade of Southern Idaho, which, they claim, should go to this city.

BUILDING NEW ROADS.

Chicago, April 6.—The Railway Age, in its next issue, will publish the following: There is every indication that not less than 5,000 miles of new railway will be built in the United States in 1899, representing an investment of about \$150,000,000. At the present time over 4000 miles are either under contract, or actually under construction. The following states have over 100 miles of new line under contract, or under construction:

Pennsylvania, 160 miles; West Virginia, 140; Virginia, 100; North Carolina, 182; Georgia, 146; Florida, 153; Alabama, 109; Louisiana, 144; Michigan, 171; Illinois, 185; Minnesota, 135; Iowa, 291; Indian and Oklahoma territories, 394; Arkansas, 216; Texas, 108 (including 82 miles of grade, most of which was completed last year); California, 175; Idaho, 207; Oregon, 127; Washington, 138.

Many important extensions and connecting links are being undertaken by some of the largest systems in the west which have money on hand to complete the work. Among those are the Illinois Central; Chicago & North Western; Chicago, Rock Island & Pacific; Chicago, Milwaukee & St. Paul; Great Northern; Northern Pacific, and Oregon Railway & Navigation Co.

A MONSTER ELEVATOR.

ST. PAUL, April 6.—The first contract in the construction of the largest grain elevator in the world was let today by the Great Northern railway. The elevator is to be located at West Superior, and will be built of steel, at a total cost of \$2,000,000. Its capacity is to be 6,500,000 bushels of grain, or 2,500,000 bushels more than the largest existing elevator.

REDUCING THE SCHEDULE.

New York, April 6.—An Evening Post special from Montreal says: The Canadian Pacific railway is to establish a fast system between this city and the Pacific coast some time during May. It is understood that at least eight or twelve hours will be gained under the new arrangement; the trip across the continent now occupies upwards of six days.

With the new time table in force it will be possible to cover the distance between this city and Vancouver in five and a half days.

BRIGHT PROSPECTS.

Chicago, April 6.—E. L. Lomax, general passenger agent of the Union Pacific railroad, who was in Chicago, said today: "The existing general conditions west of the Missouri, notwithstanding the severe cold weather and a late spring, indicate that the prospects for the immediate future were never brighter."

PEACE DELEGATES.

SECRETARY HAY NAMES AMERICAN REPRESENTATIVES.

Who are to Attend the Czar's Disarmament Convention at The Hague in May.

WASHINGTON, April 6.—The secretary of state has announced the personnel of the United States delegation to the disarmament convention, which will meet at The Hague in the latter part of May. The delegation consists of Andrew D. White, United States ambassador at Berlin; Mr. Newell, United States minister to the Netherlands; President Seth Low, of Columbia university; New York; Captain Crozier, ordnance department, U. S. A.; and Captain A. T. Mahan, retired,

U. S. N. Frederick Holls of New York, will be secretary of the delegation.

WHITE ACCEPTS.
Berlin, April 6.—When United States Ambassador Andrew D. White yesterday told a correspondent here of the Associated Press that he knew nothing of the report that he had been appointed to represent the United States at the peace conference, his appointment had really not arrived. After speaking to the correspondent yesterday, Mr. White sent a cable dispatch accepting, and today informed the correspondent that he believed that the conference will meet May 18, and said that the report that the delegates were to be instructed in a certain way was premature, and that in any case nobody thinks of asking the United States to reduce the size of its army. Mr. White also remarked that the United States is deeply interested in arbitration features to be discussed at the conference.

BURIED AT HOME.

VICTIMS OF CUBAN WAR IN ARLINGTON CEMETERY.

President McKinley and Cabinet at the Interesting Ceremonies—In Consecrated Ground.

WASHINGTON, April 6.—With full military honors, in the presence of President McKinley and his cabinet and a multitude of people, the bodies of 336 dead heroes, who gave their lives for their country in Cuba or Porto Rico during the Spanish war, were consigned at 2 o'clock this afternoon to their last resting place in Arlington cemetery.

In accordance with the directions of the president, every honor, military and civil, were shown to the nation's heroes. The government department were all closed at noon, and flags over the government buildings were half-masted. The military escort comprised all the artillery troops of Washington barracks, a troop of cavalry from Fort Myer, a battalion of marines from the navy yard, and the National Guard of the District of Columbia.

About the graves were formed the military in imposing array, while in a group stood the president, members of the cabinet and other distinguished functionaries. Back and around these was a vast concourse of people, while through the trees towered the glittering shafts and monuments, reared to the memory of the distinguished dead of the great fratricidal war.

The customary volleys were fired, taps was sounded, and military dirges were played by the bands. The religious services were simple. The committal service of the Episcopal church was read by Post Chaplain Freeman of Fort Monroe, and in order that the soldiers who died as Catholics might be buried in consecrated ground, at the request of Cardinal Gibbons, the consecration service of the Catholic church was conducted by Rev. Joseph F. McGee, of St. Patrick's Catholic church, who officiated at the burial of General Garcia.

Interment of the bodies began at the conclusion of the ceremonies, and the departure of the military, but as each metallic casket weighs almost 500 pounds and required eight men to handle it, the lowering of the bodies was necessarily slow, and it will probably require two or three days to inter all of the dead.

The body of Captain Dodge, of the Twenty-fourth Infantry, was buried at 3 o'clock, in the officers' section.

BOUND FOR ALASKA

GOVERNMENT EXPLORING EXPEDITION STARTS OUT.

The Army Will Do the Work—Scurvy in the Copper River Section Is Subsiding.

SAN FRANCISCO, April 7.—A special freight train, consisting of four cars left San Francisco this evening for Seattle, laden with supplies, tools, implements and complete outfits for two exploring expeditions which will be conducted through Alaska by United States army.

Steamer Excelsior arrived tonight from the Copper river, Alaska, with fifty passengers. They report that the scurvy epidemic was abating. There were nineteen cases in the hospital at Copper Center, and ten in the various cabins in that vicinity.

PLANS APPROVED.

Washington, April 7.—The secretary of the interior has approved the plans of Director Walcott for the continuation of the surveys in Alaska during the summer of 1899. One party will locate the sources of the Copper, Tanana and Habema rivers, while the second party will explore the principal waters of the Koyukuk within the arctic circles.

TO KILL SEA LIONS.

The California Waters to Be Freed From the Pest.

San Francisco, April 7.—The California state fish commission is about to undertake the task of exterminating the sea lions, that infest the California coast, and which destroy enormous quantities of fish. Many fishing firms have complained of the increasing herds, and a meeting has been arranged to advise the most humane method of ridding the California waters of the pestiferous animals.

Gold coins are in circulation twice as long as copper ones.

Three pints of liquid a day are sufficient for the average adult.

DEWEY NEEDS MORE STORES

Engineering Supplies for Six Months

Wanted by the Hero of Manila.

The Cabinet Has Confidence in the Forces of Otis—A Transport with Sick Troops.

WASHINGTON, April 7.—Admiral Dewey has cabled the navy department, asking that six months' engineering supplies be sent to him at Manila. The department will probably use the Buffalo, now on her way from Manila for the carriage of these stores. The admiral's request is that an indication of his belief that it will not be possible to materially diminish the American fleet in the Philippines in the near future.

A CABINET SESSION.

Washington, April 7.—At the cabinet meeting today the situation in the Philippines was discussed, and a telegram was read to the effect that Aguinaldo was reorganizing his army south of his late capital. The confidence of the government, however, in the ability of General Otis' forces to successfully meet the situation is not in the least disturbed.

RETURNING SOLDIERS.

San Francisco, Cal., April 7.—The transport Scandia arrived at quarantine today, from Manila, with sixty-four time-expired and discharged soldiers, and the bodies of four officers who fell fighting in the Philippines. The remains brought back are those of Colonel Smith, of the Tennessee regiment, who died of apoplexy while leading his men in the attack on Manila; Capt. D. E. Elliott, of the Twentieth Kansas regiment, killed February 29th, at Calocan, by sharpshooters; Major McConville, of the Idaho regiment, who fell while charging at the head of his men on the trenches before Calocan, and Lieut. French, of the First Montana, who was killed at the same place. Captain Murphy, of the Fourteenth Infantry, is also on board; the latter is under orders to proceed to Washington.

Following is the number of men from the various regiments who were on the Scandia: Oregon, five; Fourteenth Infantry, four; Fourth cavalry, four; Idaho, two; Washington, one.

Following are among the volunteer soldiers returned on the transport:

First Washington—S. P. Drake, and Corporal M. J. Craig, company L. Second Oregon—F. M. Becker, company K; G. F. Jennings, company L; Sergeant Major Jas. Rintoul Jr., and J. D. New, company H; E. Stranburg.

DEWEY MAY COME HOME.

Chicago, April 7.—A special to the Tribune from Washington says: Within a few months Admiral Dewey will be back on American soil, if all goes well, and will then be given the welcome he earned nearly a year ago in Manila Bay.

He will not be recalled, as such action might be construed as a mark of dissatisfaction with his recent actions, and might encourage the Filipinos. An intimation has been conveyed to him, quite unofficially, of course, that the work of the navy in the Philippines is over, so far as fleet movements are concerned, and that the minute he asks for shore duty the request will be granted.

It is understood Admiral Dewey is ready to come home so far as naval duties are concerned, but he prefers to finish the work of the Philippines commission and come home with Chairman Schurman and ex-Minister Denby. Within a short time the rainy season will prevent active military operations, so that the commission will settle down to a consideration of the civil administrative features of the problem.

It is believed that the commission will be ready to sail, possibly by July 1, and certainly before September 1.

MATTERS OF TRADE

BUSINESS QUIET ON ACCOUNT OF BACKWARD SEASON.

Less Excitement in the Iron and Steel Industry Through Lack of Supplies.

NEW YORK, April 7.—Bradstreet, tomorrow, will say:

The quieter tone of the distributive trade is even more marked this week, than last, testifying to the unfavorable effect upon the retail trade, and indirectly upon the jobbing distribution, of the cold, backward, spring and the less favorable wheat crop advices. While reports as to damage to the winter wheat are most numerous from southwest influences of a backward

season, the frost in the ground and other unfavorable conditions have tended to moderate the hitherto very cheerful tone of advices from the spring wheat states.

Other features of the week are the quieting down of the excitement in iron and steel, though the lack of supplies, and not the lack of consumption, is assigned as the chief reason. The strike of the iron miners in the Lake Superior district seems likely to complicate the ore supply question. The strikes, involving 15,000 men, have been features of this week's operations.

PECULIAR CONDITIONS.

New York, April 7.—R. G. Dun & Co's Weekly Review of Trade tomorrow will say:

The failures in the first quarter of 1899 were, in number 2,772, against 3,347 last year, and the liabilities \$27,529,931, against \$32,946,565, a decrease of 15.6 per cent. The geographical aspects make the return peculiar, with a slight increase of defaults in New England, and an increase of 16 per cent in the southeast, and 20 per cent in the center west. There was a decrease of nearly 40 per cent in the Pacific and southwestern states, 41 per cent in the western states, and 48 per cent in the middle states. No other year, of the fourteen covered by Dun's quarterly reports, has shown as small failures during its first quarter (excepting 1883 and 1881, and no other except 1880 and 1884 as small liabilities per failure.

The failures for the week have been 141 in the United States against 232 last year, and eighteen in Canada against thirty-two last year.

NAMES OF WARSHIPS

WHAT THE NEW NAVAL VESSELS ARE CALLED.

Cost and Armament of the Great Cruisers and Battleships Under Construction.

WASHINGTON, April 7.—The president has authorized the battleships, and armored cruisers, which the law requires to be named after states, to be named Pennsylvania, New Jersey, Georgia, West Virginia, Nebraska and Colorado. The six cruisers which are to be named after cities, are to be named Denver, Des Moines, Chattanooga, Galveston, Tacoma and Cleveland.

Three seagoing coast line battleships, carrying the heaviest armor and the most powerful ordnance for vessels of their class, upon trial show a displacement of about 13,500 tons, are to be sheathed and coppered and to have the highest practicable speed and a great radius of action, and are to cost, exclusive of armor and armament, not exceeding \$3,600,000 each.

The armored cruisers are similarly described, except that they are to cost \$4,000,000 each, and are to have a displacement of 12,000 tons. The cruisers Denver, Cleveland and the others are described as "protected cruisers" of about 2,500 tons displacement, to be sheathed and coppered, and to have the highest speed compatible with good cruising qualities, a great radius of action, and to carry the most powerful ordnance suited to vessels of their class, and to cost, exclusive of armament, not exceeding \$1,141,800 each.

NORAH'S IDEA OF DIETING.

She Stopped Drinking Tea, But Kept Taking the Sugar.

The Irish wit contains almost always the element of the unexpected, and it is this which keeps us from tiring of the many examples of it that we hear. An Irish cook in a neighbor's family is blessed with more savoir-faire than she enjoys, and the losing of a few pounds is a rare and joyful occasion with her. This year when Mr. Jackson's sister came to make her annual visit to her brother, she was told that Norah had lost seven pounds and that congratulations were in order. So the first time she saw the cook, after greetings and compliments had been exchanged, she said: "How thin you've grown, Norah."

"Do you think so?" said Norah, a smile on her broad face. "A matter of seven pounds."

"How did you do it?" said Miss Jackson, duly impressed. "Have you been dieting?"

"What's dieting?" asked Norah. "Dieting? Why dieting is eating certain things and going without certain things. Some people when they wish to grow thin eat no sugar," explained Miss Jackson.

"That's it," said Norah, "that's it. I used always to be drinking tea and two big lumps of sugar I put in every cup and now I never touch tea and only take one lump of sugar to the cup."

One day Mrs. Jackson noticed that August, the coachman, was much depressed. He was a bright young fellow she had brought in from the country and not understanding his sudden loss of interest in life, she sought information from Norah.

"Cook, what is the matter with August?"

"Oh," said the kind-hearted soul, "Gus, he feels bad about a girl he left up in the country. He liked her very much and as soon as he left, she married another man."

"Poor boy," said Mrs. Jackson. "You needn't be worrying," said Norah. "I saw he was feeling it and gave him some warm milk and he'll be all right now."

MACARTHUR'S OPERATIONS

He Keeps the Filipinos on the Move.

The Monadnock Patrols the Bay.

Spoiled Rations Destroyed in Havana—A Portion of the Porto Rico Consignment Included.

MANILA, April 7.—4:50 p. m.—General MacArthur's operations consist, temporarily, in daily reconnaissances in various directions, for the purpose of keeping in touch with the rebels and ascertaining their movements. The Fourth cavalry and two guns were out all morning in the direction of Bairoasain, a little north of Malolos.

In the meantime the dredgers are busy clearing the channel of the Rio Grande to Panapa. The United States double turreted monitor Monadnock is patrolling the bay in the vicinity of Bakoar, keeping the rebels in motion and dropping occasional shells among them in response to their musketry fire.

Saul, reported to have been bombarded by the Baltimore, is merely a suburb of Dagupan, which, as cabled to the Associated Press Thursday morning last, was bombarded by the United States cruiser Charleston last Saturday, because one of her boats was fired upon and an officer wounded while in shore making soundings.

BEEF DESTROYED.

Havana, April 7.—The Regla warehouse has been destroyed by Major J. C. Mulliken of the subsistence department, and the beef, which will have to be destroyed, formed a part of the old Porto Rico consignment. Chief Commissary A. L. Smith's instructions from the acting commissary general, permit him to destroy small quantities of spoiled beef without action on the part of boards of survey, but large quantities of spoiled beef are to take his usual course.

SAMPSON'S SHIPS.

Caracas, Venezuela, April 7.—The American warships, commanded by Rear Admiral Sampson, have been received with enthusiasm at La Guayra.

WHERE THEY FIXED THE POUltICE.

There is a time to keep silence, but it was evidently not the right time in the case of a boy who lives in a country town, says Tit-Bits. He got a splinter into his foot, and, in spite of his protestations, his mother and grandmother decided to place a poultice over the wound. The boy resisted vigorously.

"I won't have any poultice," he declared vigorously. "Yes, you will, Eddie," declared both mother and grandmother, firmly; and, there being two to one, at bedtime the poultice was ready. If the poultice was ready, the boy was not, and he proved so refractory that a switch was brought into requisition.

It was arranged that the grandmother should apply the poultice, while the mother was to stand with the uplifted switch at the bedside. The boy was told that if he "opened his mouth" he would receive that which would keep him quiet. As the hot poultice touched the boy's foot he opened his mouth.

"You—" he began. "Keep still," said his mother, shaking her stick, while the grandmother applied the poultice. Once more the little fellow opened his mouth.

"I—" But the uplifted switch awed him into silence. In a minute more the poultice was firmly in place, and the boy was tucked up in bed. "There, now," said his mother; "the splinter will be drawn out, and Eddie's foot will soon be well." As the mother and grandmother moved away triumphantly, a shrill, small voice came from under the bedclothes, "You've got it on the wrong foot!"

IN SLOW NEW YORK.

One in authority with the trolley system in New York said to a Sun reporter:

"Our conductors report that New Yorkers are slow to learn the use of the electric buttons on cars. The buttons were put in to accommodate passengers, who are not always able to catch the conductor's eye when they want the car to stop. A conductor can not always be in one place. But thus far the push signal in our system has been a failure. Passengers rush out to find the conductor or grab the bell rope, or sometimes the rod that rings up the fares. There is an electric button at every window. When it is properly used the car will stop at the next crossing."

Esteem it a great thing always to act as one and the same man.—Seneca.

MR. MEDILL AND MR. HERR.

The Convenient Ear Trumpet of the Great Editor.

When Harrison was first nominated for president the convention was held in Chicago. Gresham was a strong candidate for the nomination. There was a general understanding after Mr. Medill had secured Chicago as the place in which the convention should be held that it should be considered as neutral ground and that the Chicago dailies should not make editorial comment on the doings of the convention, says the Chicago Times-Herald. Nevertheless after Mr. Medill had an editorial favoring Harrison and smashing the other candidates. Finally Congressman Herr of Michigan, a strong Gresham man, accompanied by a delegation of protestants, called at Mr. Medill's office to urge him to desist. After they had entered and Mr. Herr had begun to protest Mr. Medill laid down his ear trumpet. Mr. Herr talked earnestly for 30 minutes, using every argument possible to change the policy of Mr. Medill in this matter. When he had finished Mr. Medill picked up his trumpet and asked: "Did you say something, Mr. Herr?" The delegation fled at this reception, and Mr. Medill continued to do with the Tribune as he pleased, a privilege which he maintained to the last.

TAKING A "LIFE MASK."

One promising young sculptor has changed his boarding house and is living somewhere in Chicago—that somewhere being still unknown to his roommate, though he has made every effort to find him. They were fast friends up to last Thursday, when the roommate yielded to the sculptor's entreaties and allowed him to make a "life mask" of him. The operation was in the line of "practice" and was considered no more seriously by the victim than posing for a sketch, which he had often done for the sculptor's friends.

The quills were placed in the model's nostrils for breathing purposes and he patiently submitted to having his face covered with a mass of moist plaster of paris, and then he passively waited for it to harden. It did, in time, and then the sculptor tried to remove it. But something had gone wrong—no one knows what, in the absence of witnesses—anyway, the mold would not come off. The face may not have been properly oiled, or the plasters mustache might have become attached to the plaster—whatever the reason may have been, it was sufficient, and after trying all known means to remove the cast, which attempts were continually rendered more difficult by the molded one's change from a passive state to one of violent action, the sculptor fled—and is now supposed to be somewhere. At any rate, his roommate, being unable to yell or scream, had to help himself out, which he did by cracking his shell with a hatchet. And now he preserves that hatchet and yearningly awaits the absent one.—Chicago News.

A PROGRESSIVE RAILROAD.

The Rio Grande Western railway, otherwise known as the "Great Salt Lake Route," is and has been, since the opening of the "Ogden Gateway," the popular transcontinental route between the Pacific Northwest and the East. To add to its popularity, arrangements have been made to make its train service and equipment superior to any of its competitors. Already the running time of its several express trains has been cut down so that the passengers from Portland reach Chicago in less than four days, and New York in less than five days. Effective May 1st, a perfect dining car service will be established. This will make the trip via Salt Lake City the ideal one. To further add to the comfort of its patrons, handsome excursion tourist cars are being built for the run between Portland and Chicago. With the dining car service established and the new tourist cars running, there will be little to be added to make a perfect train.

For information as to rates, etc., apply to the nearest ticket office of either the O. R. & N. Co. or Southern Pacific Co. or address

J. D. MANSFIELD, General agent, 142 Third Street, Portland, Oregon.

PATRIARCH OF RAILROADERS.

The patriarch of railway life has probably been discovered in the person of Samuel Watts, who has just retired from the position of station-master at the Great Northern railway and Great Eastern railway joint station at Godmanchester. He says he has been at railway work for 51 years, which, he claims, is the longest term of service so far discovered. He began work under Hudson, the notorious railway king, in a period when third-class passengers were only allowed one train up and down a day, consisting of a series of trucks without seats or roofs. Railway porters at that time wore top hats, like the early cricketers. They were sworn in before magistrates as constables, and carried truncheons and handcuffs as well as ligatures. The guard had a supply of rockets in case of emergency. The unfortunate postal clerk who accompanied the mails had a seat outside the carriage, in the open air.

COULDN'T HELP SAYING IT.

"Dearest," asked the confiding girl, after her usual manner, "am I really your first and only love?" "No, darling," said the young druggist, "but you are something just as good."—Indianapolis Journal.