THE OLYMPIC

VOL. 1. PORT ANGELES, WASHINGTON, FRIDAY, APRIL 21, 1905 NO. 19.

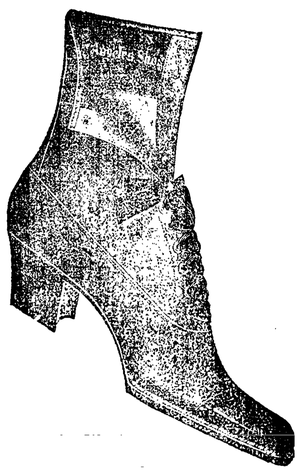
TIMES CLOTHING MART

PORT ANGELES

Oak Tan Bottom

Grain Top, Selected Stock, Warranted Waterproof, Hand Made Throughout, Unlined, Stitched and Pegged,

$2.75



The Society Shoe

Made Specially for Port Angeles Weather, Enameled Toe, Fine Finish Throughout,

$1.75

The Young Lady

The Favorite for School and Sunday Wear.

Strong, but Neat. Spring Heel.

Sizes range from 6 Child's to 2 Misses.

from $1.40

CRAIG FISH PRODUCTS CO.'S PLANT READY

For Business in a Few Days. Ingeniously Designed and Massive Machinery Installed in Specially Constructed Buildings.

$75,000.00 INVESTED

Will Be a Marker from Which Port Angeles Dates Time in the Future.

The near approach of completion of the plant of the Craig Fish Products Co. and the commencement of active operations marks one more substantial step in the commercial progress of Port Angeles. The machinery is practically all installed and nothing remains to be done but to adjust the various parts, and start the wheels going round.

Under the intelligent supervision of Mr. Wood, Port Angeles has become possessed of a model plant for the purpose intended. All the machinery is of the latest and most improved character and is calculated to turn out the best quality of product in the most economical manner. The plans for the plant are the result of years of experience and in every detail contributes to economy and convenience in conducting the business.

The steam tender McKinley, under the command of Capt. Soule, is now equipping for business and General Manager Wood is busily engaged in perfecting the arrangement for taking and transporting fish to the plant.

It is now a matter of but a few weeks until Port Angeles will enter the markets of the world with a new product, and until another permanent payroll is established in our city.

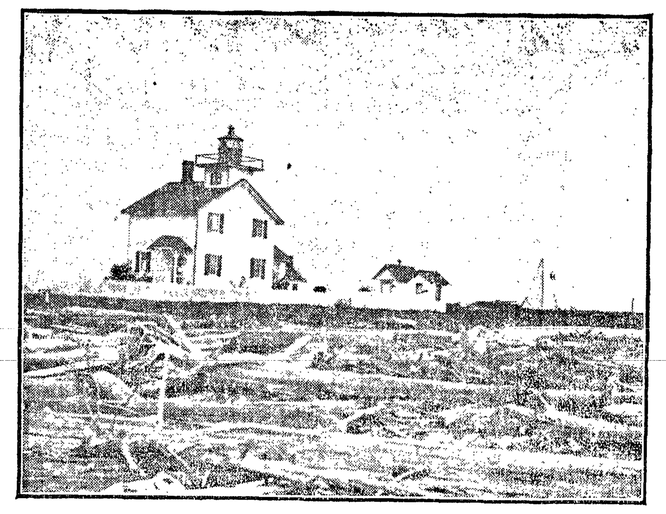
Great credit is due to the enterprise and energy of the gentlemen who are establishing this industry and they are entitled to a bountiful financial return.

A description of the completed plant will be of interest to our readers.

The wharf, built by the Gate City Co., is 550 feet long with a T 30 by 60 feet, and has 25 feet of water at low tide. It is equipped with tracks as are all cannery wharfs, so that the fish can be run in to the buildings in cars. Derricks have been built at the outer end.

The power house is equipped with two 80 h. p. boilers which run two engines; one of 65 h. p. and the other of 30. These boilers and engines, as well as all machinery, are set on massive foundations of concrete. Adjoining the boiler room is the grinding room, which contains two long and very heavy steel cylinders for cooking the fish and pressing out the oil.

The fish will be dumped from the cars into a hopper which has rows of revolving teeth, cutting and grinding the fish practically to a pulp. From the hopper the fish falls into the long cylindrical cooker through which runs a hollow shaft fitted with a screw the size of cylinder; the hollow shaft being filled with steam, as the fish is carried along by the screw it is thoroughly cooked and at the end it passes into the press, another cylinder with revolving screw and hollow shaft. Here the oil is pressed out and caught and the fish passes thru a carrier to the drying room, a separate building.



EDIZ HOOK LIGHT HOUSE & FOG BELL

Situated across the bay from Angeles, at end of spit. Axel Rustad, Superintendent; J. E. Thomas, Assistant.

This building is fitted with a large furnace and a huge cylinder running the length of the building. This cylinder, which revolves, has flanges extending the length of the inside to keep the fish in motion while dried to a powder by a current of hot air forced in by the blower.

Another carrier then takes the fish to the storehouse where it is sacked ready to ship to the fertilizer factories.

The machine shops, at the rear of the main buildings, are equipped with upright boiler and engine, heavy lathe and upright drill, large band saw, forge, and complete outfit of tools for the building and repair of boats and machinery. The material for the new launch was all gotten out here. This launch, which is 26 feet in length, with 8 ft. beam, was built by Will Race, and is now about ready for launching, the 6 horse power gasoline engine being in place and the finishing and painting requiring but a short time.

Everything possible to be done in connection with the plant is to be done on the grounds. A tank is now being built in which to make a liquor for the tanning of nets and hemlock bark is being prepared for the purpose.

A dynamo and electric supplies were received this week and the buildings will be lighted by their own plant.

The superintendent's residence, which stands at the east side of the property, is a large two-story building in dark green and red, with white trimmings. The northerly doors, from both floors, open out on spacious verandas, from which a superb view of water and landscape is to be had. The house has ten rooms, is steam heated, and also provided with unique fireplaces of generous size. Cement sidewalks surround the house, and a high hedge of fir and cedar has been planted to screen it from the other buildings. At the rear is a large orchard of old and young trees, strawberry beds, and vegetable and flower gardens. Pure water is piped from a spring back on the side hill for household and general use; a large water tank having been built next to the boiler house. A concrete sea wall is being put in along the beach which will prevent washing away of the soil and permit of a finished lawn to the water's edge.

An automatic pumping plant has been installed for fire protection; the large duplex pump being capable of handling a much larger system. While it is intended for a five inch intake and three inch pipes, the present intake is four inch and the pipes two. Six hydrants have been installed, and it is only necessary to attach the hose and open valve to have a two inch stream of salt water instantly available.

5,500,000 SHINGLES

Shipped from Angeles Mills in Two Weeks.

The three-stick schooner Guide, of San Francisco, is loading shingles, the product of the Filion and Madison mills, at the Morse dock. She will take to 'Frisco two million, or thereabouts, loading to her full capacity.

With the two million shipped to Tacoma by barge and the one and a third million taken as a deck load by the brig Irwin, nearly five and a half million shingles will have been shipped from Angeles in the two weeks just closing.

LOADS TELEPHONE POLES

Seattle Timber and Supply Co. Buys Poles at P.A.P. Dock

The four-masted schooner Andy Mahoney is loading about 900 telephone poles, which were gotten out some time ago by the Elmira Logging Co. After getting them in her hold, she goes up sound to complete her cargo of lumber and shingles before sailing for California ports.

TOURIST SEASON OPENED

The fishing season at the lakes opened this week, when A. L. Johnson took out two parties in his 4-horse mountain wagon; one consisting of Messrs. E. E. Fisher, P. Grubb, Frank Miller, and Mr. Huggins of San Francisco; the other a party of fly casters from Seattle.

Use our "white wine" pickling vinegar, for salads. E.E.Seevers

FOR STATE HIGHWAY

New Road Will Develop Resources of County More Than Anything Else.

A copy of the road law passed at the recent session of the legislature has just been received here and by reason of the fact that the new law carries an appropriation of $13,500.00 to construct a state road from Port Angeles to Montesano, the county seat of Chehalis county, it is of great interest to our citizens.

The new law creates the office of State Highway Commissioner and a State Highway Board, the Commissioner to be appointed by the Governor and the Board to be composed of the Commissioner and the State Auditor and State Treasurer. By the terms of the act each county is required to appropriate an amount equal to one-half of the sum appropriated by the State Highway Board to be expended within the county; that is, if the State Highway Board should appropriate $1,000.00 to be expended in Clallam county, this county would be required to appropriate $500.00 for the same purpose, making a total of $1,500.00 to be expended. The description of the proposed road as contained in the act is as follows:

(9.) For building a wagon road in Jefferson, Clallam and Chehalis counties as follows, to-wit: Beginning at the city of Montesano, in Chehalis county, running westerly to Aberdeen, thence continuing to Hoquiam; thence northerly over the county road to Humptulips; thence northerly to Quinault postoffice; thence northerly to Bogatciel, in Jefferson county; thence northerly to Forks in Clallam county; thence northeasterly over the county road to Pysht; thence easterly to a connection with the county road leading westerly from Port Angeles on the best and most practicable route to Port Angeles, Washington, the sum of $13,500.

The Commissioners are also in receipt of a communication from the State Auditor relative to this matter as follows:

Olympia, April 18, 1905.
Clerk of Board Co. Com'rs,
Clallam County, Wash.

Sir:—In order that the State Highway Board may intelligently apportion the funds appropriated for building a state highway in your county as set forth in the laws of the state, a copy

Continued on Page 4.

For Bridge Fund

A Decidedly Novel Entertainment, reviving the quaint customs and beautiful costumes of Colonial Days, in a

Colonial Literary May Day

will be given for the benefit of their "Bridge Fund"

By The Woman's Literary Club

on May Day evening. A very excellent program will be given.

Opera House, May 1st

Everybody come out and help along the good cause.

THE OLYMPIC

E. B. WEBSTER, Publisher.

Port Angeles, - - Wash.

Minor Happenings of the Week.

The Daughters of the American Revolution are holding their national convention at Washington this week.

San Francisco is said to be on the eve of a great gas war. Claus Spreckels and the Addicks-Rockefeller people are the principals.

A commercal treaty between Japan and the Indian government has been signed, whereby goods will be imported into each country under a reciprocal customs tariff.

The abandonment of the Esquimalt naval station was completed Saturday with the sale of discarded naval stores, including scows, lighters, torpedo nets, anchors, chains, etc.

The movement to establish a customs distrct for Hungary alone, as distinct from the present Austro-Hungarian tariff, is becoming important in the serious question of Austro-Hungarian relations.

Four thousand condcutors and motormen of the Union Railways Company at St. Louis have been notified that frequenting saloons or race tracks would subject the offender to instant dismissal.

The Union Pacific has announced that hereafter it will not handle cars of other roads which are not supplied with the safety appliances required by law. All Union Pacific cars have been fitted with these appliances.

Several hundred Finnish miners and farmers in the vicinity of Red Lodge, Mont., all ardent Socialists, are planning the establishment of a colony near Havana, Cuba, in which Socialistic doctrines will be carried out to the letter.

Police will enforce the Sunday closing of saloons in St. Louis.

Frank Oliver, new Canadian minister of the interior, is to be returned without opposition.

The county government bill has passed the Hawiian legislature over the governor's veto.

Ex-Senator John B. Thurstoon, of Nebraska, has been retained as chief counsel for Senator Mitchell, of Oregon.

It is stated that the government may abandon its plan to locate a cable terminus at Seward, owing to the high price demanded for land.

The Illinois house has passed to third reading the bill making all pipe lines common carriers and giving the railroad commissioners power to fix rates.

The statement is made from Boston that a new corporation is to be formed to take over the last of the ore lands owned by the Great Northern railroad and develop them.

The Independent Oil company has captured the oil contract for all the Nebraska state institutions. The Standard has hitherto enjoyed the monopoly of this business.

Gov. La Follette has signed the anti-cigarette bill, which prohibits the sale or manufacture of cigarettes or cigarette tobacco or paper or the giving away of cigarette papers in Wisconsin. The act goes into effect July 1.

The federal grand jury at St. Louis has again indicted United States Senator Burton on five counts. Three of the five charges are that he made an agreement with the Rialto Grain company to protect them from postal investigation; the other two that he accepted money for these services.

GOV. BRADY'S REPLY NOT SATISFACTORY

Washington, April 20.—A letter was received at the interior department yesterday, from Gov. Brady, of Alaska, in response to that of Secretary Hitchcock, in which the secretary called on Mr. Brady to repudiate his conection with the Reynolds Alaska Development Company or resign from the government service.

The governor's reply is not satisfactory. Mr. Brady says nothing about either withdrawing from the company or from the government. He said, however, that he had already asked that his letter of indorsement be withdrawn from the company's prospectus, and added that he had asked Mr. Reynolds, president of the company, to call on Mr. Hitchcock and explain his connection with it.

This exasperated Secretary Hitchcock, and he was not in a pleasant frame of mind later in the day when Mr. Reynolds appeared. Mr. Reynolds offered to exhibit the books of the company for the secretary's inspection, but Mr. Hitchcock asked him for a list of the stockholders. Mr. Reynolds refused to show the list.

As soon as the president returns to Washington the secretary will ask him to call for the governor's resignation, unless Mr. Brady should choose to offer his resignation before that time.

Pass Exposition Bill.

Paris, April 19.—The chamber of deputies has passed the bill providing for a workingmen's exposition in 1909.

WASHINGTON NEWS

A creamery is to be established at Twisp.

Seattle is to have a plant for the manufacture of steel and iron pipe.

The state board of highway commissioners, created by act of the last legislature, has organized and will begin business at once.

As a result of the announcement of the intention of the Great Northern to build to that place this summer, real estate around Oroville is booming.

Del Stimson, convicted at Spokane of running a gambling game, was sentenced to one year in the state penitentiary. Stimson has given notice of appeal to the supreme court.

The big sawmill at Port Ludlow has about completed the rebuilding which was begun several months ago, and the plant will be put in operation inside of a month. About 250 men will be employed.

The annual convention of the State Bankers' Association will be held this year in Portland, July 20, 21, and 22. This was decided upon by the executive committee of the association at its meeting at Seattle Saturday.

Quartermaster Grant has received from Washington city authority to award the contract for furnishing the government with 3,150,000 feet of lumber to be used in the Philippines to the St. Paul and Tacoma Lumber company, of Tacoma.

Wenatchee is to have a new canning plant of large capacity.

The Great Northern is to put in a station and sidetracks at Monitor.

Bellingham will do considerable paving this summer, a portion of which will be of asphalt.

A summer school and teachers' institute, continuing for ten weeks, will begin at Everett June 20.

A contract has been let to build about three-quarters of a mile of trestling and bridge incidental to opening up the Pocahontas coal mine near Palmer.

Eighteen carloads of machinery for the big creosote plant at Lowell are expected to arrive on the grounds by April 24. It is planned to have the buildings ready for the installation of the machinery by that time.

Articles of incorporation have been filed at Spokane for the Spokane and Big Bend Railway. An electric line from Spokane through the towns of Crescent, Reardan, Davenport and other places near the mouth of the Spokane river is projected.

The Entiat Improvement Company, of Waterville, owning a large stock and alfalfa ranch at the mouth of the Entiat river, has decided to divide it up into fruit farms. The ranch contains several hundred acres and when divided will make room for at least sixty families.

Cannot Alienate Lands.

Olympia, April 17.—That an Indian cannot alienate, even by will, any property acquired by him by allotment under the treaty negotiated with the Indians by Territorial Governor Isaac Stevens, and that the title is only possessory during the occupancy of the land, is the gist of an opinion handed down by the supreme court in the litigation among the Indians over the estate of John Puyallup, a Tulalip Indian, whose tribal name was Kuds-chaons. The property is given to Peter Jackson, a direct heir.

SEATTLE MARKET REPORT

The following prices are offered to the producer by the local dealers for delivery in round lots f. o. b. Seattle, and are subject to change without notice:

Grain—Oats, $27.@28 per ton; barley, 24. per ton; wheat, chicken feed, 28.50 per ton; bran, $19; shorts, $22.50; corn, $25.

Hay—Eastern Washington, $15@16, per ton; Puget sound, $11@12; alfalfa, $10@11.

Eggs—Strictly fresh ranch, 19@20.

Poultry—Live hens, 11@11½c per lb; old roosters, 10c; ducks, 12@12½; geese, 9c; springs, 13c.

Live Stock—Choice beef cattle, cows, 2½c per lb; steers, 4½c; sheep, 5¼c; hogs, 6½@7c; dressed calves, 7@9c; live, 5@7c.

Hides, Pelts and Wool—Heavy and salted steers, over 60 pounds, 9½c per lb; medium, sound, 8½c; light, sound, 8½c; cows, sound, all weights, 8c; stags, bulls and oxen, 5½c; salted kips, 9½c; calves, 9@10c; culls 1c less than sound; green hides 1c less than salted; dry hides, 11@15c; dry culls, one-third less; sheep pelts, 25c@1.25 each; shearlings, 15@20c each; Eastern Washington wool, 11@16c per lb; Western Washington wool, 19@20c; dirty or timber stained, 16@18c; tallow, 3½@4c; grease, 1½@2c.

Tacoma Quotations

Wheat—Bluestem No 1, 93½c; club No. 1, 86c.

Poultry — Turkeys, dressed, 22c; chickens, spring, dressed, 17c; ducks, dressed, 15c; geese, dressed, 16c. Live —Hens, 13c; ducks, 12c; geese, 12c; turkeys, 20c; spring chickens, 15c; squabs, $2.50@3.

Butter—Washington creamery, 25c; ranch, 15@22c.

Eggs—19@20c.

Oats—$27.50@29.50; rolled oats, $29.75@30.50

Hay, Alfalfa, etc—Wheat hay, $13.00@14.00; timothy $16.50@17.50; mixed, $13.50@15; clover, $13.00@14.00; alfalfa, $11.50@12.00; Puget sound $12@14.

Feed—Corn, $25.; wheat, $32; barley, whole grain, $25; rolled, $26.50; bran, $21.50 Shorts, $22½@23½.

FRENCH NEUTRALITY

QUESTION CONSIDERED IN LONDON TO BE SERIOUS.

Russian Ships Coal in Kamranh Bay. Should Occasion Arise Japan Will Regard Anchorage of Russian Fleet as Its Base and Act Accordingly.

London, April 19.—Japanese diplomats and others in London regard the alleged breaches of neutrality by France in allowing the Russian second Pacific squadron to remain over time on the Cochin China coast as one of the most serious developments in the situation.

Minister Hayashi and Baron Suyematsu, former Japanese minister of the interior, were both seen by the Associated Press, but they were disinclined to give a hasty expression of opinion or to anticipate official advices giving the facts as to the period the Russian ships may stay in French waters.

Minister Hayashi was particularly reticent, and he said he preferred to await confirmation of the reports which have appeared to indicate a serious breach of neutrality.

Refuses to Believe It.

Baron Suyematsu, who took a view that was very far from alarming, said that if the reports were true Japan would have good cause to complain. Japan, however, had no intention of seeking a quarrel with France, and added:

"Japan is far from coveting Cochin China, as has been imputed in some quarters. I do not think that France is encouraging the Russian squadron to misuse French friendship. On the contrary, I believe that France is really anxious to avoid trouble on account of the Pacific squadron. In fact, I think responsible Frenchmen regard the squadron as an unwelcome guest, and therefore I am fully convinced that France will manage the matter in such a way as to avoid being compromised."

The latest news from the far East shows certainly that a portion of the Russian second Pacific squadron was still coaling at Kamranh bay Saturday morning, April 15.

This news was brought to Singapore by the British steamer Sui Sang, and to Hongkong by the French steamer Phuyen. The former merely reported passing the Russian ships at 11 o'clock in the morning. The Phuyen's officers saw twenty vessels coaling in the bay, and it is suspected that the remainder of the fleet was inside the harbor. According to the Daily Mail's correspondent at Singapore the Sui Sang, which was not molested by the Russians, sighted a big French warship two hours later fourteen miles to the Southward, evidently proceeding to Kamranh bay.

Forces Are Divided.

The piecemeal character of the news excludes the possibility of any accurate estimate of the movements of Vice Admiral Rojestvensky's squadron, but it would seem to show that the vice admiral has divided his forces, a portion of which went Northward before Saturday. What has happened since then it is impossible to say, and there is no clear evidence even that the Russians have been within the three mile limit, which would bring them, according to international regulations into infringement of French neutrality. The fact that they were visible to passing ships would appear to show that they were outside the limit.

Japanese sentiment, however, is greatly disturbed. The correspondent at Tokyo of the Daily Telegraph, says he has no hesitation in declaring that should occasion arise and her preliminary protests be ignored Japan will regard any anchorage occupied by the Russian fleet as its naval base and deal with the situation accordingly. A dispatch from Saigon states that a quantity of goods purchased there have been delivered to a portion of the Russian fleet off the coast of Indo-China.

It is impossible to locate Sampelac point, off which, according to the Daily Mail correspondent, sixteen Japanese cruisers and other craft were scouting on Tuesday morning; but the Daily Mail thinks the Japanese fleet was maneuvering to prevent the Russians from entering the Pacific between the Philippine islands and Formosa.

POSSIBLY DECLARE WAR ON FRANCE

Tokyo, April 20.—In some quarters it is asserted that Japan is contemplating declaring war on France and calling on Great Britain for support. This action, it is said, follows the sending of a formal protest to France against the use by the Russian Baltic fleet of Kamranh bay as a rendezvous, and the coupling therewith of a statement that if France refrained from acting Japan would send a fleet of war vessels to attack the Russians in the shelter of the neutral port.

A conference of elders was held last night, at which the entire situation was discussed. Immediately afterward it is declared the mikado was notified that the leaders believed the time had come when France should be forced to live up to her declarations of neutrality, and the note of protest was drafted and forwarded.

A dispatch from Sassebo states that a Japanese squadron is getting in readiness there to sail for Kamranh bay and attack the Russians there while Admiral Togo continues to hold the passage toward the Pacific.

It is reported that an American and a British squadron are in touch with the Russians watching for violations of neutrality or the endangering of British shipping.

The belief is growing here that the stay of the Russian fleet in Kamranh bay is prearranged.

The report that Admiral Rojestvensky is maintaining a patrol and examining neutral shipping off Kamranh bay increases the irritation toward France for permitting the use of that port as a base of operations.

The Japanese government continues silent regarding the representations on this subject which have been made to France. The press, however, continues its agitation against France, demanding vigorous action.

"Strongly Worded Protest"

Chicago, April 20.—A special cablegram to the Daily News from Tokyo says:

"At a conference of the elder statesmen and the principal cabinet ministers a strongly worded protest was sent to France regarding its frequent violations of neutrality in providing shelter for and rendering assistance to Russia's Baltic fleet at Madagascar, and now at Kamranh bay."

British Public Anxious.

London, April 20.—The British public is now only beginning to realize how much depends on Togo's skillful conduct of the approaching contest.

Until Vice Admiral Rojestvensky actually arrived in the Straits of Malacca there was a disposition to ridicule the efforts of the Russian squadron, but now that there is seen a growing likelihood of Vice Admiral Nebogatoff joining Rojestvensky before the fatal struggle opens, interest is deepening into anxiety.

According to the Tokyo correspondent of a news agency, a momentous war conference lasting five hours was held there Wednesday, attended by the elder statesmen, the premier and ministers. It is not difficult to conjecture the nature of the deliberations. Tokyo correspondents assert that Japan has addressed a protest to France on the Russian Pacific squadron's presence in Kamranh bay, but France has not yet replied.

TOGO WILL TRY TO AVOID BIG SEA FIGHT

London, April 20.—Baron Hayashi, the Japanese minister to Great Britain, expressed the opinion to the Associated Press that Admiral Togo would not give battle to Admiral Rojestvensky with his entire squadron, but would continue the cautious tactics which characterized his attacks on the Port Arthur squadron, not because he feared defeat, but owing to his desire to inflict the greatest amount of damage on the Russians with the least loss to himself. While confident to accomplish the total destruction of the Russian squadron in a big battle, there would be danger of Togo losing one or two of his big ships. Therefore Baron Hayashi believes Togo will employ his torpedo boats and torpedo boat destroyers, which number more than a hundred and are vastly superior to the Russian torpedo boat flotilla, in harrassing the Russians while gradually picking off the Russian warships He said the coasts of Japan, Korea and Formosa lend themselves to night work with torpedo boats, while the narrow channels will make the maneuvering of large warships difficult and dangerous.

RAILWAY CONSTRUCTION FIGHT.

Great Northern and Milwaukee Crews at Yankton Clash.

St. Paul, Minn., April 20.—By a clever move yesterday afternoon, the Great Northern beat the Milwaukee in its obstructive tactics at the approaches to the Missouri river at Yankton, S. D.

According to advices from Yankton, the two roads have locked horns and for three days have fought and countered each other's moves in an effort to get first to the river. The Great Northern started building to the river early in the month, and Monday the Milwaukee suddenly shot a spur track over the hastily built line of the other road, and by keeping a locomotive standing on the crossing prevented the supply trains of the Great Northern from reaching the point where the road was laying track.

All day Tuesday the Milwaukee locomotive kept its place in spite of demonstrations by the forces of the other road and the threats of injunctions and other legal and equitable proceedings. Last night, however, word came to the effect that the Great Northern had completely beaten the other road by slipping a crossing past the tracks of the Milwaukee, both before and behind the Milwaukee engine and blocking the crossing with loaded cars.

The move, while temporary, is the winning one in the combination, for it affords time for the Great Northern to run its construction trains forward and close the small gap to the river.

The whole trouble is the result of the rivalry of the roads and their concerted move to cross the river to Nebraska.

Alabama Cement for Panama Canal.

Birmingham, Ala., April 17.—C. S. Bacheller, of Salt Lake City, and W. H. McIntyre, of St. Louis, have been given permits from the state to mine cement from the Alabama reservoir near Mobile. A large plant is to be erected and the cement shipped down from the reservoir to the gulf and thence to the Panama canal.

CUT OF 50 PER CENT

GOVERNMENT REDUCES RATES VIA PANAMA.

It Will Probably Mean a Great Shaking Up of Transcontinental Freight and Passenger Rates. Panama Road to Be Double-Tracked.

Seattle, April 19.—If the avowed policy of the war department is carried out in the operation of the Panama railroad and its steamship connections, transcontinental rates, both freight and passenger, will receive such a shaking up as has not been known for many years, if ever.

The latter part of last month Gen. Joseph L. Bristow, special commissioner of President Roosevelt, arrived in Seattle, and for a couple of days addressed himself to acquiring information that he was to incorporate into a report to President Roosevelt and Secretary Taft, bearing upon the commercial relations of the cities of the Coast with the Panama railroad, and the contract of the Pacific Mail line. He also pursued his inquiries at other cities on this Coast.

The result of his and other reports to Secretary Taft was the announcement of a policy that will probably set rate makers to thinking.

Correspondence reached Seattle yesterday that Secretary Taft had announced that the intention of the government was to make a reduction of something more than 50 per cent in traffic rates via the isthmus. The correspondence further predicts that this will deal an unexpected blow to the transcontinental railroads, and that the effect of the cut can hardly be estimated.

Facts Briefly Stated.

The facts, as briefly as can be stated, are that on Monday the United States came into full and active control of the Panama railroad, following the annual meeting of the directors of the road, and that now, instead of owning only the controlling shares, its possession is absolute, every share of stock having passed into the hands of the United States, including the steamships plying between New York and Colon and forming an extension between the road and Atlantic coast ports.

According to Secretary Taft one of the first acts of the new directorate will be to put the reduced rates into effect, all of which will be in accordance with the recommendations of the congressional committee in February, based upon its investigations at that time, as to the operation of the Panama railroad. The committee reported its recommendations that the government retain and operate the road, and also cut in two the existing tariff rates.

Under the outgoing management of the Panama Railroad Company, which has worked in harmony under a traffic agreement with the transcontinental railroads, freight rates from New York to San Francisco via Panama varied from $5 to $12 a ton. Secretary Taft's plan is to make a flat rate open to everybody of not more than $4 a ton, and perhaps as low as $3 a ton, according to the Wall Street Journal. Passenger rates from New York to Panama are now—first class—$85 to $100, and New York to San Francisco, $115. These rates will probably be fixed in the new schedule at $45 to Panama and $65 to San Francisco. Even at these low rates it is stated that the railroad and steamships will earn all fixed charges and a small dividend on the capital stock, $7,000,000.

Great Effect Expected.

It is expected that these reduced rates will have a great effect upon transcontinental business, and in support of this belief it is said that speculation as to the possible report of the committee and its adoption by the government, took a queer turn. Shipments to be placed as soon as the new rates become effective are already so large that the Panama railroad company, prior to Monday, when it was absorbed by the government, had engaged four extra steamers, or, in other words, doubled its capacity. Chief Engineer Wallace has reported that in anticipation of this increased business, the road will be double tracked and orders have already been placed for a number of heavy freight locomotives and several hundred cars.

It is also stated that the government is now inclined to follow the recommendations of the congressional committee that the government install its own line of steamers on the Pacific between Panama and San Francisco. The country is, says the correspondence, thus now face to face with the first trial of government ownership of railroads.

Bellingham to Offer College Site.

Bellingham, April 17.—Bellingham has agreed to give a site for the Lutheran college which it is proposed to build at some point on the Sound. This guaranty was made by the trustees of the Chamber of Commerce. A meeting of the special committee delegated to select a site is now in session to decide upon the location. If Bellingham is selected the work of securing the site will at once be taken up.

New York to Build Good Roads.

Albany, N. Y., April 14.—The proposed constitutional amendment, appropriating $10,000,000 for building good roads, under state aid, has passed the senate. Having passed the assembly last year, the proposition will now be submitted to the people at the November election.

TO ACCEPT THE GIFT.

Prudential Committee Decides Rockefeller Money Is Good.

Boston, April 17.—A statement is made public by the prudential committee of the American board of commissioners of foreign missions, which Tuesday voted to accept the $100,000 offered to the board by John D. Rockefeller.

Two weeks ago the prudential committee adopted the report of a subcommittee recommending the acceptance of the money, but in view of the strong protest made by the Congregational clergy final action was deferred until Tuesday, when a supplementary report was adopted by the subcommittee. This report, together with that of two weeks ago, was adopted.

The supplementary report takes up the objections of the protestants and asserts that they are not sufficient to prevent the board from accepting the money. It says in part:

"One of the principal points raised in the report is the claim of the committee that the American board cannot now legally return Mr. Rockefeller's money, because the decisions of the highest courts are to the effect that trustees who have once accepted a gift and assumed certain obligations have no power to return the gift and to absolve themselves from these obligations.

"The committee holds that by returning the gift, as suggested by the protesting clergymen, the American board would be made responsible not only to those for whose benefit the gift was designed, but also to the present officers' successors.

"This statement refers to the fact that the board already has used one-half of Mr. Rockefeller's gift, which was actually accepted February 14.

'The committee holds that the action proposed by the protestants, namely, the return of the gift, would have been wrong, for it would have expressed 'disapprobation and condemnation of a man when he was doing an act of benevolence.'"

The committee also contends that the board is not organized to decide on questions of temperance, economy or socialism. It is held that the return of the money would be the passing of judgment upon the character of the donor and the business methods he is alleged to have used, and that this would be a wrong to the church of which he is a member.

Dr. Gladden Will Appeal.

Columbus, O., April 17.—When informed of the final action of the prudential committee accepting the Rockefeller gift, Rev. Washington S. Gladden said: "The prudential committee has placed itself on the broad and intelligible position that all gifts must be received, no matter what may be the character of the giver nor by what immoralities or crimes his gains have been gathered. From this decision an appeal will be taken to the conscience of the Congregational churches and the conscience of Christendom."

STEAMSHIP MINNESOTA HOLDS PACIFIC RECORD

Seattle, April 19.—The steamship Minnesota reached port last evening shortly after 7 o'clock, 13 days, 21 hours and 5 minutes from Yokohama.

She is now the proud possessor of the transpacific record, having completed without accident of any sort her maiden round trip voyage from Seattle to the Orient.

Apprised of the fact that the Minnesota was due, a large number of people went out to Smith cove for the purpose of witnessing her arrival. They watched, with many exclamations of admiration, the ease with which her huge bulk responded to every movement of her helm during the delicate task of making a landing. Not an accident marred the trip across the Pacific, and from the lips of the passengers, as they came down the gang plank and greeted friends who had assembled to meet them, came nothing except words of praise for the big floating hotel which for a fortnight had been their home.

All told the Minnesota brought 162 passengers, 47 of whom were first class, 22 intermediate and the balance steerage. She had 7,036 tons of freight, consisting of hemp, silk, raw and manufactured, rice, curios and a miscellaneous consignment of Oriental articles. She also brought 142 packages of mail. The greater part of the Minnesota's freight cargo was for Pacific coast consignees, fifteen of whom are Seattle firms or individuals.

MANDATE PROMULGATED.

Federal Supreme Court Makes Final Order in Securities Case.

Washington, April 19.—In accordance with the previous announcement by Chief Justice Fuller, the mandate of the supreme court of the United States in the Northern Securities case was issued yesterday. It was directed to W. P. Clough, chief counsel for the securities company, and the essential part of it is as follows:

"Whereas, in the present term, the cause came on to be heard before the supreme court and was argued by counsel, it is now and here ordered, adjudged and decreed by this court that the decree of the United States circuit court of appeals in this cause be and the same is hereby affirmed with costs; and that the said appellants, Northern Securities Company, recover against the said appellees $20 for its costs herein expended and have execution therefor; and it is further ordered that this cause be and the same is hereby remanded to the circuit court of the United States for the district of New Jersey.