

UNPREPARED FOR WAR

Admiral Walker Corroborates Miles Testimony.

OUR NEED FOR A NAVY GREAT

At Least Seven More Battleships Should Be Built—The Coast at an Enemy's Mercy.

WASHINGTON, Nov. 15.—Admiral Walker adds his testimony to that of General Miles concerning the weakness of the government fortresses.

"I am a good American," said he, "but I cannot shut my eyes to cold facts. We are not prepared today to engage in war with any first class power. We are in the position that China occupied in her recent struggle with Japan. We have a vast population, great wealth, boundless resources and endless patriotism, but we cannot maintain an offensive or defensive attitude against any one of a half dozen foreign countries.

"What General Miles says about the defenseless condition of our coast cities is entirely correct. It is true that New York and San Francisco are better protected than other commercial cities, but even they would be helpless against the assault of a dozen powerful ironclads. So far as the remaining cities are concerned they have no protection whatever.

"Congress, ought to make liberal appropriations for coast defenses and for additional ships of war. More than anything else we need a navy. If we had a dozen battle-ships of the Indiana class on the Atlantic coast we could defy as powerful a country as Great Britain. We have now four battle-ships building and two others have been appropriated for. We need at least seven more.

"With anything like a fair system of coast defenses, we could be beyond the probabilities of war. There would be no more Corinto incidents; no more talk of foreign aggression on American soil. The United States would be pre-eminent on the American continent. The greatest protection against war is to be fully prepared for it."

"Then you do not think we are prepared for war at present?"

"We are far from it. Our ships are the best of their class in the world, but we have not enough of them. We need more fighting ships—battleships. The battleships is to the navy what the infantry is to the army. It is the fighting part of the navy, but it should be supplemented with torpedo-boats, coast-defense vessels and swift cruisers, just as the infantry is made more effective by the employment of cavalry and artillery. The battleship is not needed in times of peace, but it is indispensable in times of war. When not actively engaged it can be laid up in ordinary, and the police work of the ocean can be performed by small gunboats, which would not be effective in battle, but which are useful to carry the flag.

"This is the policy pursued by Great Britain, who sends her gunboats abroad, while her powerful ironclads, which are more expensive to keep in commission, remain on the home stations."

"Do you think England of other power would have us at a disadvantage?"

"Undoubtedly. It is useless to talk of war with any European country in our present condition."

EXTENSIVE TROLLEY SYSTEM.

Number of New York Towns to Be Connected.

NIAGARA FALLS, Nov. 15.—One of the most extensive suburban trolley systems in the country is to be constructed near the frontier, with this city as the central point.

Philadelphia and New York capitalists are back of the scheme, which is to construct electric trolley lines to Sanborn, Wilson, Lockport and Youngstown. These with the present roads to Lewiston, Tonawanda and Buffalo, will form a large network of roads covering nearly 100 miles of track. The power for the projected lines will be received from the Niagara Falls Power Company. The roads are designed for passenger and freight traffic.

WILL HAVE A TICKET.

The Populists to Enter Next Year's Contest.

OMAHA, Nov. 15.—Senator William V. Allen, Nebraska's senior representative in the United States senate, and a recognized leader of the populists in both houses of congress, has been in Omaha previous to going to Washington to be in attendance at the opening of the

national legislature. "It goes without saying," said the senator, "that the populist party will have a presidential ticket in the field and that it will be the only one of the old parties that will be outspoken for free coinage of silver at a ratio of 16 to 1. As to the organization of the senate, I do not think the populist senators will cut the figure that has been predicted for them. I believe the republicans and democrats will agree upon a plan of organization that will not depend upon populist assistance. I do not believe the populists will care to enter into a negotiation for a division of senate spoils."

War News by Way of Spain.

MADRID, Nov. 17.—It is reported that General Campos is about to introduce numerous reforms into Cuba.

Advices from Havana state that General Maximo Gomez, the insurgent leader, is now within five hours' marching distance of Campos' headquarters.

The Herald's Havana correspondent says General Campos denies all reports of the armistice or any suspension of hostilities against the insurgents.

Reports have been received stating that during the last voyage of the steamer Catalina to Havana, 170 convicts and 300 volunteers mutinied, and tried to capture the vessel. The marines succeeded in suppressing them, after a severe conflict, in which many were wounded. Twenty of the principal culprits have been sent back to Spain.

Blakeley & Houghton, the druggists, will tell you that no one is better qualified to judge of the merits of an article than the dealer, because he bases his opinion on the experience of all who use it. For this reason they wish us to publish the remarks of other dealers about an article which they handle. Messrs. C. F. Moore & Co., Newberg, Ore., say: "We sell more of Chamberlain's Cough Remedy than all others put together, and it always gives good satisfaction." Mr. J. F. Allen, Fox, Or., says: "I believe Chamberlain's Cough Remedy to be the best I have handled." Mr. W. H. Hitchcock, Columbus, Wash., says: "Chamberlain's Cough Remedy sells well and is highly praised by all who use it."

Cheap Traveling Now.

PORTLAND, Nov. 15.—The conference in San Francisco between the Southern Pacific company officials and those of the O. R. & N. regarding the rates between San Francisco and Portland having come to naught, the O. R. & N. Co. has decided to cut the first-class steamer rate from \$15.50 to \$10 and the steerage rate from \$7.50 to \$5. The new rate will go into effect tomorrow. The O. R. & N. Co. has also made an agreement with the Pacific Coast Steamship Co. to carry their passengers from San Francisco to Los Angeles and San Diego, and the new rate by water from Portland to Los Angeles will be \$22.50 as against \$35 by rail. The cut in rates by the O. R. & N. will affect all northern trans-continental railroad business from the East to San Francisco, via Portland.

Electric Bitters.

Electric Bitters is a medicine suited for any season, but perhaps more generally needed in Spring, when the languid exhausted feeling prevails, when liver is torpid and sluggish and the need of a tonic and alternate is felt. A prompt use of this medicine has often averted long and perhaps fatal bilious fevers. No medicine will act more surely in counteracting and freeing the malarial poison. Headache, indigestion, constipation, dizziness yield to Electric Bitters. Only fifty cents per bottle at Blakeley & Houghton, Druggists.

Its Chief Feature.

CHICAGO, Nov. 18.—A special from Washington says: President Cleveland in his annual message will recommend the retirement of greenbacks. This recommendation will be the chief feature of the message, so far as domestic affairs are concerned.

Bucklen's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Blakeley & Houghton, druggists.

A Union Soldier.

MINONK, Ill., Nov. 18.—John C. Cleary, who hauled down the first Confederate flag from a masthead during the late war, died here Sunday. He served in the navy for four years.

Acts at once, never fails, One Minute-Cough Cure. A remedy for asthma, and that feverish condition which accompanies a severe cold. The only harmless remedy that produces immediate relief.

RATES ARE CUT AGAIN

O. R. & N. Bulletins \$5 and \$2.50 to San Francisco.

TRAIN FARES ALSO COME DOWN

The Steamboat Company Takes the Aggressive—Transcontinental Schedule May Be Affected.

PORTLAND, Nov. 17.—The knife was again stuck deep and hard into Portland-San Francisco passenger rates yesterday evening, by the O. R. & N. Co., following a slash made by the Southern Pacific in the morning to offset the cut made by the former company Friday night. It is a fight to a finish, which probably means the hottest rate war yet seen on this coast. Both companies seem determined to win, and the traveling public will have no reason to complain, for a time, at least, at the prices exacted for transportation either by steamer or train between Portland and San Francisco. Following are the rates as announced last evening by both companies, either north or south-bound, between the two cities:

	First Class.	Second Class.
O. R. & N. (steamer)....	\$ 5.00	\$ 2.50
Southern Pacific (train)....	15.00	7.50

The railroad rates appear to be for the five-day train only. Friday the O. R. & N. Co. announced a reduction by steamer from \$15 to \$10 first-class, and from \$7.50 to \$5 second-class. The Southern Pacific yesterday morning reduced its train rate from \$20 to \$15, first-class, and from \$10 to \$7.50 second-class, partly to meet the cut by steamer. Last evening the O. R. & N. Co. went the Southern Pacific one better, as the following dispatch from San Francisco from General Passenger Agent W. H. Harburt, who is in that city with Receiver McNeill, to Victor A. Schilling, assistant general passenger agent, shows:

"Let change appear in tomorrow morning's Oregonian, fixing the tariff at just half what was wired last night—\$5 and \$2.50."

The Southern Pacific has not taken action on the latest cut of the O. R. & N. Co., owing perhaps to the most recent reduction being made late last night. It is reasonable to believe, however, that the railroad will come down a few pegs lower. The rates by steamer include meals and berths, both first and second-class. The rates by train include berths in first and second-class sleeping-cars. Meals must be paid for at eating stations.

The slash in rates does not affect the Portland-San Francisco business only. Both companies announce reductions between Portland and Los Angeles: The O. R. & N. Co., in conjunction with the Pacific Coast Steamship Company, is out for the Portland-Los Angeles passenger business by steamer, and has bulletined the following rates: First-class, \$17.50; second-class, 11.50. Baggage will be checked through from either end. The regular first class fare by the Southern Pacific from Portland to Los Angeles is \$35. The reductions made, however, between Portland and San Francisco materially affect this business, and rates have come down a good deal. Just what rate the railroad company will establish between Portland and Los Angeles to meet the very active steamship competition is not known yet.

Receiver McNeill, General Passenger Agent Harburt and General Freight Agent Campbell, of the O. R. & N. Co., are still in San Francisco, as are also Manager Koehler and Passenger Agent Rogers, of the Southern Pacific lines in Oregon. It is not known when they will return. That they have had a stormy session in San Francisco, at the headquarters of the Southern Pacific Company, is well known Receiver McNeill is a fighter, and so is Manager Koehler. But they were not alone in the contest.

Reductions will at once be made from San Francisco to St. Paul and other Northwestern points including Idaho and Montana. The Southern Pacific cannot avoid it. The present rate from San Francisco to St. Paul, second-class \$47.00. From Portland to St. Paul it is \$40. The old second-class steamer rate between San Francisco and Portland was \$7.50. Now the second-class steamer rate is \$2.50, which, added to the \$40 rate from Portland to St. Paul, will make a rate of \$43.50 from San Francisco to St. Paul by steamer and train. The Southern Pacific will, of course, meet this reduction. In this same way the second-class rate from San Francisco to Butte will come down to \$35.10 from \$43.60.

WOOLEN MILL BURNED

The Calamity Which Has Overtaken Salem.

LOSS EIGHTY THOUSAND DOLLARS

The Fire Thought to be the Work of Incendiaries—The Fire Department Helpless.

SALEM, Or., Nov. 18.—This morning at 5 o'clock Salem experienced the greatest fire calamity in her history. At that hour her woolen mill, built in 1889, and equipped with modern machinery of the most improved style, was wiped out of existence by fire, entailing a loss of nearly \$80,000, with but \$20,000 insurance. The fire was first discovered in the dryhouse at 5 o'clock by the watchman, who claims it must have been the work of an incendiary. When the discovery was made the fire had gained such headway as to prevent him from reaching the main wheel. Could he have saved this in motion, he could have saved the building with the fire hose of the mill.

The city fire department arrived in time to have saved it, but their supply of coal gave out and before they could replenish it from their engine-house half a mile away, the work of destruction had progressed to an irresistible point.

This catastrophe is a hard blow to Salem. The mill was the only one on the coast running night and day, through all the hard times. It gave employment to from 50 to 60 hands, and expended large amounts of money throughout the Northwest. Thomas Kay, the projector and manager of the mill, is at Waterloo, so it is impossible to ascertain the probabilities of its re-establishment. Salem people subscribed \$20,000 bonus to get this mill established.

MAKING SLOW TIME.

Bad Roads Impede the Horseless Carriage From New York.

POUGHKEEPSIE, N. Y., Nov. 18.—The horseless carriage, which left New York Friday for Chicago, is quartered here for the night. It has made slow progress on account of rough roads and steep grades. Frank McPherson, who is in charge of the carriage, said he found the roads much worse than he anticipated, and is now six hours behind the schedule. He has experienced much difficulty with horses along the roads. The machine frightens the animals, and there have been several narrow escapes from accidents. A man mounted on a bicycle now goes ahead of the machine to warn drivers or horses and to prevent runaways. Mr. McPherson expects to reach Chicago in time for the races Thanksgiving day.

WISHES IT WERE TRUE.

Harrison Did Not Invest in South African Stocks.

NEW YORK, Nov. 18.—Ex-President Harrison read the story from St. Louis about the fortune he had made in South African mining stocks, and said he was sorry it was not true.

"I wish it was a fact," he added; "but the only money I ever made was the result of hard work. Some ten years ago I did buy a few shares of Montana mining stock, but I have never heard anything about them since, much less made any money out of the investment."

Labor Congress Opposes It.

CHICAGO, Nov. 18.—Bible reading in the public schools was the subject of a short but animated controversy at the meeting of the Chicago labor congress last evening. Delegate Hopps, secretary of the congress, introduced a resolution protesting against the suggested innovation, on the ground that the schools should be devoted to the teaching of economic principles and things of practical life, leaving the matters of religion to the choice of the individual. He urged that instead of "select passages from the Bible," the school board should cause "choice selections from writers on trade-unionism" to be read to the pupils. The resolution was adopted with little opposition.

Sunday Closing Observed.

CHICAGO, Nov. 18.—Sunday closing was generally observed yesterday among the barber shops in downtown districts and hotels. The only hotel that kept the shops open were the Great Northern and Tremont, although a number of principal hotels kept a number of barbers in reserve, and no guest of the house was compelled to go unshaved. At several of the large hotels it was stated that if the law closing the shops was found constitutional, contrary to the decision of Judge Gibbons rendered Saturday, the

law would be complied with, but it was plan to see that there was a hopefulness that the law would be knocked out.

Against Sunday Papers.

RICHMOND, Va., Nov. 18.—The committee on Sabbath observance of the Virginia Methodist conference today submitted a vigorous protest against the Sunday newspaper, which was described as aiding to make mental and moral dyspepsia. Especially were the practices of filling the paper with descriptions of theatrical performances, concerts, prize fights, society news, sporting and all other features calculated to keep persons from Sunday school and church strongly condemned.

The Two Hendersons.

DUBUQUE, Ia., Nov. 18.—Colonel Henderson left Washington today and will champion the candidacy of General Henderson, of Illinois, for door-keeper before the republican caucus. The colonel goes early to combat the New York-Pennsylvania combination against his namesake. Speaking of the prospect of legislation, he said the republicans would present no general revision of the tariff, but would stand ready to assist the administration in increasing the revenue.

News From Antelope.

[TO THE EDITOR:] Rev. Gilman Parker, general missionary, of the Baptist Society of Oregon stopped in Antelope on his way home from Prineville and again preached an able sermon to a crowded house. Mr. Parker's visits here have been a rare treat to the christian people of Antelope and his sermons were greatly appreciated. While on his trip Mr. Parker appointed Rev. Bailey of Prineville and Rev. Moor of Mitchell as joint missionaries for Wasco, Sherman and Crook counties. They will begin their work about December first.

William Farre, a former merchant of Antelope has been spending a few days in town accompanied by his wife, the guests of C. V. Lane.

Leslie Kelsay, of Buck Hollow is stopping at the Union house and attending school. Hugh McCreer is also stopping in town to attend school.

Mrs. A. M. Kelsay of The Dalles arrived in town Thursday to visit her mother Mrs. W. D. Jones who is quite sick.

Some unknown party set fire to and burned 80 tons of hay for Phil Broghan, Thursday a posse is out and have found the man's tracks.

Born, Thursday, to the wife of Thomas Harper, a daughter.

Mrs. Frank Irvine gave a party to the young people Tuesday evening in honor of Frank Cram. An elegant supper was spread and the parlor was tastefully decorated with flowers brought from The Dalles for the occasion. Those present besides Mr. and Mrs. Irvine were: Frank Cram, Nettie Gilman, Peter Kirchner, May Pridy, Fay Newton, Belle Reese, Lewis Dem, Lillie Hinton, Mrs. Lane, Mrs. Farr and Bertha Irvine.

Born, Thursday, to the wife of J. W. R. wider, a son.

HORNETTE.

Antelope, Nov. 17, 1895.

Master Breeces.

The long wished for rain came at last, and was welcome to the farmers. The snow was not generally expected.

Mr. S. W. Starker has recovered from the injuries he received a few weeks ago, which were caused by a team running away and throwing him on the double trees of the wagon, where he received a few internal bruises.

Mr. L. D. Davenport has returned home from Portland.

Miss Nellie Davenport remained in Portland, where she intends to spend the winter with her sister.

The Salem nursery delivered a fine lot of fruit trees at Mosier where they were distributed by the agent, Mr. Watts.

Mrs. F. M. Hunter, who was visiting her friends and relatives here, returned to Portland Saturday.

Miss Nora Hunter has gone to Portland on a visit.

We hear that a surprise party was given Miss May Laphear. It was her 15th birthday. When the crowd had gathered at the house and thawed out they played games and passed away the time joyfully, after which the baskets were brought in and the contents were displayed in grand style. We all hope that Miss Laphear will enjoy many such parties.

Highest of all in Leavening Power.—Latest U.S. Gov't Report

Royal Baking Powder
ABSOLUTELY PURE



GOOD FOR EVERYBODY

Almost everybody takes some laxative medicine to cleanse the system and keep the blood pure. Those who take SIMMONS LIVER REGULATOR (liquid or powder) get all the benefits of a mild and pleasant laxative and tonic that purifies the blood and strengthens the whole system. And more than this: SIMMONS LIVER REGULATOR regulates the Liver, keeps it active and healthy, and when the Liver is in good condition you find yourself free from Malaria, Biliousness, Indigestion, Sick-Headache and Constipation, and rid of that worn out and debilitated feeling. These are all caused by a sluggish Liver. Good digestion and freedom from stomach troubles will only be had when the liver is properly at work. If troubled with any of these complaints, try SIMMONS LIVER REGULATOR. The King of Liver Medicines, and Better than Pills.

EVERY PACKAGE Has the Z Stamp in red on wrapper. J. H. Zeilin & Co., Phila., Pa.

Teachers' Examination Questions.

By request of a number of people—some of them teachers—THE CHRONICLE will publish a list of the questions asked at the teachers' examination, which closed yesterday. Following are the questions asked in mental arithmetic, orthography and penmanship:

MENTAL ARITHMETIC.

1. How many cents are ten melons worth, if 5 melons are worth 10 oranges and 4 oranges are worth 12 cents?
2. A man sold a cow for \$25 and thereby cleared one-fifth of his money; how much will he have gained if he had sold it for \$30?
3. A's money added to B's, being on interest for 5 years and 4 months, amounts to \$660; which sum has each, if A's is 4 times B's?
4. A lady, wishing to buy some ribbon, found that if she bought that at 10 cents a yard she would lack 9 cents of having enough to pay for it, but if she bought that at 7 cents per yard she would have 9 cents remaining. How much money had she?
5. A can dig a ditch in 5 days and B in 6 days; in what time can they dig it working together?
6. In a drove of 100 animals, consisting of horses and cows, there are 40 cows; how many horses must I sell that there may be 5 horses to 4 cows?
7. A man, dying, divided \$5000 among his 3 sons, whose ages were 9, 11 and 17 years, respectively, so that the different shares, being on interest at 5 per cent, would amount to equal sums when they became of age; what were the shares?
8. A man lost four-fifths of his money and then found $\frac{3}{4}$ as much as he lost and then had \$20; how much money had he at first?
9. A being asked the time of day, replied that one-sixth of the time to midnight equals one-half of the time past noon; what was the time?
10. The sum of two numbers is 55, and the greater equals 3 times the less, diminished by 5; what are the numbers?

ORTHOGRAPHY.

1. Indicate the pronunciation of the following: Docile, ask, neuralgia, elite, heinous.

2. What are synonyms, homonyms? Give example of each.

3. In what does the analysis of a word consist? Define and give an example of prefix and suffix.

4. Make the following diacritical marks, and tell us the use of each: Macron, breve, tilde, cedilla, circumflex.

5. Define and illustrate diphthong, monosyllable, derivative word.

PENMANSHIP.

1. What position do you recommend for pupils in writing? (a) Feet, (b) body, (c) arms.

2. How many spaces below the line does the letter J, p, q, f extend?

3. Analyze, in accordance with some system of penmanship, the following letters: s, r, w, t, n.

4. Give three characteristics of good penmanship.

5. Make the principles used in the Spencerian system.

6-10. "Lives of great men all remind us We can make our lives sublime, And departing, leave behind us Footprints on the sands of time." —Longfellow.

Give the foregoing as a specimen of your writing.

An Heir to Bulgaria's Throne.

Sofia, Nov. 17.—A son has been born to Prince Ferdinand and his wife, Princess Marie Louise of Bulgaria.

RUSTLER.