Morning Oregonian.

VOL. XL.—NO. 12,339. PORTLAND, OREGON, SATURDAY, JUNE 30, 1900. PRICE FIVE CENTS.

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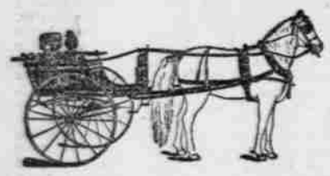

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SHIP SUBSIDY MAY PASS.

Concessions Have Been Made That Will Pacify Pacific Coast.

WASHINGTON, June 29.—During the lull at Republican headquarters, there is more or less general discussion, today the ship subsidy bill coming up. The opinion seems to prevail that this bill will pass at the next session. The friends of the measure now go so far as to assert that the bill will pass regardless of whether the next House will be Republican or Democratic. They say that the only opposition that rendered the fate of the bill doubtful has been placated, as the Westerners who originally thought the [illegible] discriminated in favor of Atlantic [illegible]ng have had concessions made [illegible] will include a fair proportion of [illegible]e ships of American make, to [illegible]ic Coast delegations in support

[illegible]evelt Starts West.

[illegible]K, June 29.—Governor Roose[illegible] the city today from Oyster [illegible]panied, and spent the fore[illegible]ing some private business [illegible] o'clock he left on a Lake [illegible] Oklahoma, where he is to [illegible]gh Riders' reunion to cele[illegible]e of San Juan. He goes [illegible] Referring to the coming [illegible]id:

[illegible] my fight in the campaign [illegible]cord as Governor. There [illegible]h Rider excitement, no [illegible] anything of the sort."

[illegible]mbinan Town.

[illegible], June 29.—A pri[illegible] here today from [illegible]ation at Cartha[illegible]ery grave, that [illegible] that the foreign

[illegible] Canton.

[illegible] President and [illegible] for Canton. [illegible] for several

MENACE TO THEIR SAFETY.

Pennsylvania Farmers Object to the Building of a Dam.

ALTOONA, Pa., June 29.—Farmers of the Quemahoning Valley are armed and guarding a point that has been selected by the Cambria Steel Company for the erection of a dam four miles long and having a depth of 75 feet at the breast. The farmers declare the dam will be a menace to public safety and decrease the value of their lands. The property-owners below the dam claim they will be in constant danger of a repetition of the Johnstown flood. The clash between the civil engineers and the farmers is expected at any time.

Burned by Melted Copper.

PHOENIX, June 29.—John Markey, employed in the smelting works of the United Verde mine, at Jerome, was burned to death and two Italians were severely burned last night. Markey was a skimmer on a converter. He had poured the contents of the converter into the great ladle and the crane was hoisting it when the pail broke, pouring a large quantity of seething copper over Markey and partially over the Italians. Markey's clothing was burned from his body and he lived but a short time, dying in fearful agony.

Daily Treasury Statement.

WASHINGTON, June 29.—Today's statement of the Treasury balances in the general fund, exclusive of the $150,000,000 gold reserve in the division of redemption, shows:

Available cash balances	$152,434,300
Gold	70,331,842

Secretary Root at His Desk.

WASHINGTON, June 29.—Secretary Root returned to the city today after a 10 days' vacation at his Summer home, Southampton, L. I. He relieved Assistant Meiklejohn from active duty, and the latter immediately left the city for his home in Nebraska.

ELDER BACK AGAIN

She Made a Record-Breaking Round Trip.

REPORTS FIND AT PORT CLARENCE

Experienced Fine Weather, and Got Quick Dispatch—Brought 13 Passengers.

The steamer Geo. W. Elder tied up at the Ainsworth dock at 8 o'clock last night, after a voyage of nine days from Nome City, having made the round trip, including five days lay-over in Dutch Harbor and six days discharging cargo at Cape Nome, in 34 days. She brought 13 passengers, none of whom report that they struck it very rich. Her trip is the quickest on record. Two days before the departure of the Elder, the Nome City arrived off the beach, and Captain Randall, of the Elder, believes she will be in Portland again in about 10 days.

The Elder took up 225 passengers, mostly from Portland, and landed them with their belongings safely on the beach. The O. R. & N. Co. had made lightering arrangements, which enabled the Elder to get quick dispatch, and she was much better off in this respect than many of the other steamers. Five ships reached Nome before she did, the first of them being the San Blas. The stampede to Topkuk, the new district where it is reported that $45,000 was taken out, was at its height when the Elder was in port, and another find was reported at Port Clarence, up the beach in the direction of Kotzebue Sound. The day before the Elder sailed a miner came to Captain Randall and offered to guarantee him 320 passengers at $20 a head for a run to this new field. He failed to return again to make good his guarantee, and the captain did not wait for him. Money is plentiful, wages and meals high. Great difficulty was experienced by many of the vessels in getting men to handle the cargoes, and much delay has been experienced on this account. Many of the crews of the boats "jumped" as soon as they reached the beach, and here again the Elder was fortunate, as she lost only four men by desertion, three of whom were from the cabin, where they were not missed, owing to the few passengers carried on the return trip. Smallpox broke out on the steamship Ohio, which took up 700 people from Seattle, and she went into quarantine at Egg Island. She was still there when the Elder left. Other steamers which were in Dutch Harbor at the same time with the Elder came straggling in after her arrival at Nome, having been delayed at Dutch Harbor by the difficulty of getting coal. The price is $12 a ton, which all the captains were more than willing to pay, as they could not get along without coal. There is a great abundance in the yards at Dutch Harbor, but only a limited force of men to handle it.

Crowd to Meet Her.

The news that the Elder had arrived at Astoria brought a great crowd of friends of the officers and the public generally to Ainsworth Dock. The Columbia arrived in first, and great was the disappointment when the people of the wharf learned that it was not the expected Nome ship. They had not long to wait, however, for she tied up at the wharf 15 minutes after the Columbia, and her decks were black with people from the dock as soon as the plank was run aboard.

Captain Randall was much pleased with the quick dispatch he received at the beach. The weather, with the exception of one day, when the wind blew such a gale that the ship was obliged to slip and run to sea, was fine. The ice from the Yukon flats had been blown to sea all Winter, leaving the sea open in front of Nome. Had the captains of the steamers lying in Dutch Harbor known this, they could have sailed right through, but in the absence of any knowledge of conditions they kept to their course and were blocked by the ice. The San Blas, which sailed just ahead of the Elder, was favored by a clear sea, but the ice blew back in front of the Elder, which was keeping close to the coast, and she was obliged to steer for her course.

No Trouble Met With.

"We had no trouble whatever," said Captain Randall to an Oregonian man, "either with lightering or with ice. For a good many miles we ran through soft slush ice, plowing our way through it with no trouble. I saw so much red paint on the ice I thought all of it must be taken off the boat, but she seems to have as much on as ever.

"There was a great scramble for lighters, and some of the boats had a good deal of trouble getting their cargoes off. We anchored about a mile and a half off the beach, and, with every one working, we got rid of our cargo in six days, which was pretty good time. There seemed to be plenty of money in Nome City, and many of the claims were paying well. The sand above tidewater has been worked over two or three times, and is pretty well exhausted, but thus far it has not been worked below the water line, and I think the men who have taken dredging machinery up are going to make a good thing. The big dredge that was built in Portland was got ashore all right, and is probably working by this time. They say they can work in 10 feet of water, and if they can there is no reason why they should not make a good thing, because the gold is there. The surf runs pretty high sometimes, and that may make some trouble with the machinery, but I believe it will be a good thing.

"There was a general stampede to Topkuk when we were at Nome, and some big strikes were reported there. The discoveries at Port Clarence I had no opportunity of finding anything about, as I was obliged to sail without waiting to hear from the miner who wanted to take a crowd of prospectors up there. There will no doubt be a good deal of hardship this Summer, for men must eat, and some of them haven't very much money. A great many men will be ready to come out this Fall, but not all of them will have the money to do it with. However, the beach seems to be fully as rich as reported, and without doubt, a great deal of gold will be taken out.'

Pleasant Voyage Up.

Letters from the passengers who went up on the Elder came pouring in out of the mail brought back last night, and give evidence that they were all delighted with their usage on board. All speak in the highest terms of Captain Randall, who, they say, is a careful navigator and an able seaman, and they are unbounded in their praise of his management of the vessel. Purser Hayward and Chief Steward Darrel also come in for commendation. On many of the ships there was much grumbling and complaint, but none of it on the Elder. There was no serious illness, and but little seasickness, and the passengers enjoyed themselves thoroughly.

[illegible]ll Wanted Mail.

While [illegible] Hayward was glad to get back [illegible] his troubles only began [illegible] gangplank was thro[illegible]ing crowd got abo[illegible] of people besieging him. Some had business, others wanted to hear from friends, and everybody wanted mail. The purser, who is an even tempered man, tried to give each an answer. He had little news for any of them from their friends, as he was very busy all the time he was at Nome City. He had brought down mail for them. It came as United States mail, however, and had to go to the Postoffice, which was a great disappointment to the crowd and a great relief to the purser.

The passengers aboard looked as if they were glad to get back to this part of the world, and many of them had little to say in favor of the Cape Nome country.

The Elder's safe contained only about $1000. It belonged to one man, and is the proceeds of goods sold and not of a Spring clean-up. The purser says that the Alaska Commercial Company's safes are well filled with dust, and that many fancy stories of rich finds are abroad, but that little proof is in evidence, aside from the gold that the Commercial Company has stored for the miners.

Nome City now boasts of from 30,000 to 40,000 inhabitants, most of them living in tents. A good many houses are being put up. They were shipped there knocked down, and carpenters now get $2 an hour for putting them up, and can work 24 hours a day if they like. Longshoremen get $1 an hour, and the many boats arriving keep them busy most of the time, as the freight has to be handled from a considerable distance out.

A beefsteak breakfast was worth $3, and ham and eggs were quoted at $1.50. The weather was cold, with some rain and hail. Those sleeping in tents found it necessary to use a number of blankets, and then they were unusually cold all night long. There is no wood on the beach, coal oil and gasoline being used for fuel. Coal oil is worth in the neighborhood of $1 a gallon, but plenty of it is going in. All sorts of supplies are being shipped in there in great quantities, and no one is in danger of starving.

Failed to Pan Out.

There are said to be many homesick faces seen along the beach, and a good many people now in Nome would rather be at home, and would come if they only had the price.

One man who arrived there about the time the Elder did, unpacked his goods and getting his pan out went a ways up the beach and began to search for gold. He was out of funds and with the prevailing prices for meals and lodging he saw the necessity of making an immediate strike. After working for some time and finding not even a color in the pan, he took out his revolver and ended his life. This is only one of the sad things that happen in Nome City as the days go by.

There was a murder or two while the Elder remained. A man of the name of Lucas, who was acting as watchman on some claims, got into trouble with a claim-jumper named Lyon. The claim-jumper shot him five times, and Lucas then turned and shot his assailant as he fell and expired. Other claim-jumpers were very active, and there were frequent appeals to the six-shooter, though none of the Oregon men were in trouble so far as the officers of the Elder had learned.

None of the passengers who went up on the Elder had got down to business when the steamer left on its return. Their freight was taken upon the Nome City, which did not get there until two days before the Elder left.

Going From Dawson.

The Alaska, the Katherine Sudden and another boat or two were laid up at Nome, having been wrecked on the way up and towed in. There were more than 20 boats there when the Elder left, and others were arriving almost daily. A good many came from Dawson, and 16-dog sleds from Dawson were a common sight in Nome.

The Fulton, of Seattle, left Nome City a day or two ahead of the Elder, but was passed three days ago. Other boats were leaving, but few passengers as yet were coming this way. Many think that the rush this way will set in a little later.

The warehouse problem is one that is troubling those who arrive at Nome City. There is little storage accommodations, and goods are piled up high on the beach in all directions.

L. D. Seal, of Vancouver, Wash., made a quick and successful trip up on the Elder. He took eggs and rubber goods, which he succeeded in selling out clean, and came back on the same boat. Eggs were down to 45 cents a dozen, and it is doubtful if he made any great profit on what he took in.

Old-Timers Come Out.

Seven or eight old-timers came out on the Elder. Some of them have been in there since the first strikes were made, and own claims. They say they have done very well and expect to go back, but no one who was very enthusiastic could

(Concluded on Fifth Page.)

SIXTY-MILE FIGHT

Adventures of the Allies Under Admiral Seymour.

RELATED BY THE ENGLISH LEADER

London Still Without Definite Information as to the Fate of the Foreign Ministers.

LONDON, June 30, 3 A. M.—The adventutres of the hard fighting allies under Admiral Seymour, their reaching Anting, 12 miles from Pekin, the decision to retreat, the capture of rice and immense stores of modern arms and ammunition, affording material for a strenuous defense until relieved—all this is told in a dispatch from Admiral Seymour, received by the Admiralty at midnight, which runs as follows:

"Tien Tsin, June 27, via Che Foo, June 29, 10:05 P. M.—Have returned to Tien Tsin with the forces, having been unable to reach Pekin by rail. On June 13 two attacks on the advance guard were made by the Boxers, who were repulsed with considerable loss to them and none on our side. On June 14 the Boxers attacked the train at Lang Yan in large numbers and with great determination. We repulsed them with a loss of about 100 killed. Our loss was seven Italians. The same afternoon the Boxers attacked the British guard left to protect Lofa Station. Reinforcements were sent back, and the enemy were driven off with 100 killed. Two of our seamen were wounded.

"We pushed forward to Anting and engaged the enemy on June 13 and June 14, inflicting a loss of 175. There were no casualties on our side.

"Extensive destruction of the railway in our front having made further advance by rail impossible, I decided, on June 16, to return to Yang Tsun, where it was proposed to organize an advance by the river to Pekin. After my departure from Lang Yang two trains left to follow on were attacked on June 18 by Boxers and Imperial troops from Pekin, who lost from 400 to 500 killed. Our casualties were six killed and 48 wounded. These trains joined me at Yang Tsun the same evening.

"The railway at Yang Tsun was found entirely demolished, and the trains could not be moved. The force being short of provisions and hampered with wounded, compelled us to withdraw on Tien Tsin, with which we had not been in communication for six days, and our supplies had been cut off.

"On June 18, the wounded, with necessaries, started by boat, the forces marching alongside the river. Opposition was experienced during the whole course of the river from nearly every village, the Boxers, when defeated in one village, retiring to the next and skillfully retarding our advance by occupying well-selected positions from which they had to be forced, often at the point of the bayonet and in the face of a galling fire difficult to locate.

"On June 23 we made a night march, arriving at daybreak opposite the Imperial armory above Tien Tsin, where, after friendly advances, a treacherous, heavy fire was opened while our men were exposed on the opposite side of the river. The enemy were kept in check by rifle fire in front, while their position was turned by a party of marines and seamen under Major Johnson, who rushed and occupied one of the salient points, seizing the guns. The German, lower down, silenced two guns and then crossed the river and captured them. The armory was next occupied by the combined force. Determined attempts to retake the armory were made on the following day, but unsuccessfully. We found immense stores of guns, arms and ammunition of the latest pattern. Several guns were mounted in our defense and shelled the Chinese forts lower down.

"Having found ammunition and rice, we could have held out for some days, but being hampered with large numbers of wounded, I sent to Tien Tsin for a relieving force, which arrived on the morning of June 25. The armory was evacuated and the forces arrived at Tien Tsin June 26. We burned the armory.

"Casualties to date:

"British—Killed, 27; wounded, 75. Americans—Killed, 4; wounded, 25. French—Killed, 1; wounded, 10. Germans—Killed, 12; wounded, 62. Italians—Killed, 5; wounded, 3. Japanese—Killed, 2; wounded, 3. Austrians—Killed, 1; wounded, 1. Russians—Killed, 10; wounded, 27."

No Word of the Ministers.

There is absolutely no authentic word as to the whereabouts of the members of the legations, although abundant reports from Chinese sources say that they were safe a few days ago. The Daily Mail's Shanghai correspondent, telegraphing yesterday, says:

"An imperial decree has been sent to all the Viceroys, advising them that the foreign Ministers were safe in Pekin June 25, and affirming that the government would protect them. This is authentic and reliable. I received it through a high Chinese official having means of communication with the capital to Shanghai by courier to Pao Ting Fu, and thence by telegraph. There is no doubt that the Chinese Government fully recognizes what the safety of the Ministers implies at the present time, and for this reason there is less uneasiness about them."

The Shanghai correspondent of the Daily Express, under yesterday's date, says:

"Chinese officials declare that they have imperial authority for stating that the foreign Ministers left Pekin for Tien Tsin via Pao Ting Fu, June 26. They had passports, and were escorted by a strong body of Chinese troops. It is impossible to verify this statement, and the Consuls here are not disposed to place much faith in it. Jung Lu, former Generalissimo of the Chinese forces, who was dismissed by the Empress Dowager when she designated Pu Chung as heir apparent to the throne, has promulgated an order to all Viceroys and Governors not to obey imperial edicts issued since June 16. This is interpreted to mean that another coup d'etat is foreshadowed, and it is believed that a new Emperor will be proclaimed."

The Canton correspondent of the Daily Telegraph, in a dispatch dated Thursday, says:

"The unexpected arrival of an edict late last night from the Emperor and Empress Dowager prevented the departure of Li Hung Chang northward on the United States ship Brooklyn. Arrangements for his sailing had been quietly completed by United States Consul Robert McWade and Commander McLean, of the Don Juan de Austria. The possibility of a rebellion in Canton and the imperative necessity of a properly armed and reliable corps of 10,000 men are among the chief reasons for the edict detaining Earl Li. One hundred and thirty pirates and Boxers were beheaded yesterday by Li's orders, to terrorize lawbreakers. The United States ship Princeton has been ordered to Canton."

A dispatch from Shanghai of yesterday's date says the position at Chung King is very critical and that the steamer Pioneer had been detained.

Lord Wolseley, in an interview published this morning, says:

"China possesses every requisite for overrunning the world. She has a poulation of 400,000,000, all speaking the same language or dialect readily understood from one end of the empire to the other. She has enormously developed wealth, and still more enormous natural wealth awaiting development. Her men, if properly drilled and led, are admirable soldiers. They are plucky and able to live on next to nothing. Moreover, they are absolutely fearless of death. Begin with the foundation of millions upon millions of such soldiers as these men are capable of being made, and tell me if you can where the end will be."

Li Hung Chang Will Not Go.

NEW YORK, June 29.—A dispatch to the Herald from Canton says:

While the general situation here is unchanged, an uneasy feeling prevails. An imperial mandate from Pekin directs Viceroy Li Hung Chang to remain in Canton for the present. An uprising is feared in case of his departure. The numerous daily criminal executions by order of the Viceroy show his realization of the serious condition of affairs and his firm intention to prevent trouble. He is threatened by the mob with assassination if he should leave the city. Well-to-do residents have offered Li Hung Chang 5,000,000 taels ($3,500,000) for the purpose of organizing a municipal guard in the city. The Viceroy appreciates the confidence and gratitude of the people, and promises to do his utmost to maintain order. The majority of the foreign women and children have left for Hong Kong or Macao. The British gunboat Redpole and the United States gunboat Don Juan de Austria are in the harbor. The French gunboat Comete is expected.

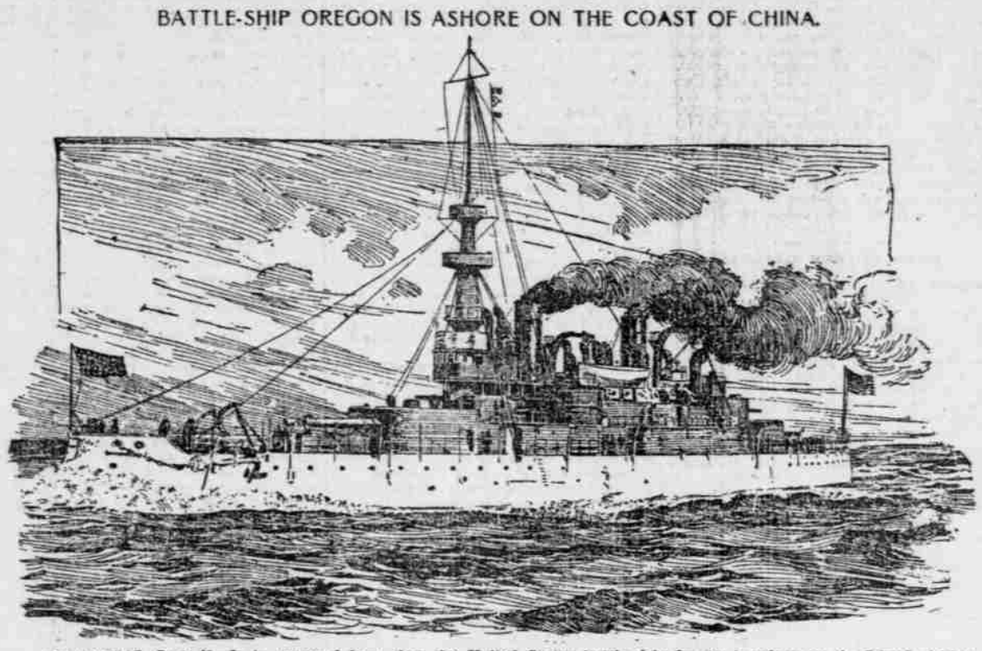
Russian Admiral Will Command.

SHANGHAI, June 29.—It is officially anpounced that the Russian Vice-Admiral Alexieff will take command of the allied forces in the north.

Will Notify Roosevelt.

WASHINGTON, June 29.—Senator Wolcott, who was a caller at the White House today, said that he had just received notice from the National Republican Committee of his appointment as chairman of the committee to notify Governor Roosevelt of his nomination for Vice-President. He said he would be at the Waldorf-Astoria, in New York, the evening of July 11, where he desired to meet the other members of the notification committee. At 10 o'clock the morning of the 12th the committee will proceed to Oyster Bay, where the formal notification to the Governor will take place.

BATTLE-SHIP OREGON IS ASHORE ON THE COAST OF CHINA.



SHANGHAI, June 29.—It is rumored here that the United States battle-ship Oregon is ashore on the Island of Hoo Kie, in the Miatau group, 50 miles north of Che Foo, and that a steamer of the Indo-China Steam Navigation Company has gone to her assistance.

LONDON, June 29.—The Shanghai correspondent of the Times, telegraphing Friday, says: "The battle-ship Oregon went ashore in a fog off Hoo Kie Island, 50 miles north of Che Foo. Messrs. Jardine, Mathieson & Co. are sending her assistance."

WASHINGTON, June 29.—Up to midnight tonight no official news had been received in Washington bearing upon the report that the battle-ship Oregon had gone ashore near Che Foo. Early last week Admiral Remey was directed to send this vessel from Hong Kong to Taku. Captain Wilde is her commander. She left Hong Kong last Sunday night, two days ahead of her expected departure, and had on board, in addition to her regular crew, 164 sailors and marines brought to Hong Kong from Manila by the Zafiro.

WILLIAMS A TALKER

Massachusetts Committeeman Not an Admirer of Hill.

WORKING FOR A SILVER PLANK

Move on Foot to Nominate Bryan on the First Day of the Convention—Lewis' Boom.

KANSAS CITY, June 29.—George Fred Williams, member of the National committee and delegate to the Democratic convention from Massachusetts, arrived here today. Mr. Williams has been among those mentioned as a possible Vice-Presidential candidate, but he says that, having pronounced views and not being afraid to express them, makes it impossible for him to be considered in this connection. He is by far the most breezy and unreserved man that has yet appeared here, and he talks on every subject without, however, committing himself or the New England delegates upon the Vice-Presidential situation, save to say that he believes that Towne would be the strongest man that could be named with Bryan. Mr. Williams talked about ex-Senator Hill in a manner to indicate his entire disapproval of that gentleman.

"What is Hill coming here for?" he asked, and answered the query, "for the sole and avowed purpose of trying to secure a modification of the platform of 1896. He ought to be here in sackcloth and ashes instead of trying [illegible] what to do. New York, as we [illegible] remained silent in the Chicago [illegible] after the majority had declared [illegible] on the platform. Now he comes here [illegible] say 'I'll help you if you do as I s[illegible] If we win he will say, 'I helped you.' [illegible] we lose, he will say, 'I told you wh[illegible] to do and you behold the result.' I do [illegible] like that attitude. Croker and Murp[illegible] come here in a different spirit, willing [illegible] take the platform that is made and ab[illegible] by the result. It is likely that Hill w[illegible] will not be so important when Cro[illegible] and Murphy take charge."

Mr. Williams is one of the men w[illegible] is determined to work for specific decla[illegible] tion for the ration of 16 to 1 in the pl[illegible] form. He says that there must be [illegible] deviation from that declaration.

"If we were right in 1896, why sho[illegible] we change now? We simply reaffirm [illegible] Chicago platform, but that is not su[illegible] cient. Nor would it be enough to declar[illegible] for bimetalism. Every man could declar[illegible] himself a bimetalist and place the ratio at 22 to 1 or 50 to 1 to suit his own ideas, all of which would mean nothing. I do not believe this convention will be satisfied with anything but a specific 16 to 1 declaration. The morale of the party demands it, and if we were right when we polled 6,500,000 votes, we will be right in making the declaration anew. Mr. Bryan could not honorably stand upon a platform that even by implication abandoned the great issue on which the former campaign was fought. [illegible] cannot write ourselves down as bei[illegible] asses or knaves in 1896 by leavi[illegible] the ratio declaration."

Along this vein did [illegible] cuss the issue, and pre[illegible] his attention to Grover [illegible] he denounced for throw[illegible] the Democratic Admi[illegible] the Democratic ticket [illegible]

"To make concession [illegible] "would mean that Cle[illegible] and the greatest man [illegible] party. I do not be[illegible] will do it, and wh[illegible] it will be found [illegible] popular. The me[illegible] are those who w[illegible] cratic party and [illegible] lating position li[illegible] tration; they wa[illegible] par with McKinle[illegible] City convention will not [illegible] that kind."

A story has been in circulat[illegible] cating that plans have already be[illegible] fected to nominate Bryan July 4, e[illegible] the other business of the conve[illegible] such as permanent organization, [illegible] of the committee on credentials and [illegible] the platform should have to be postponed. The few delegates here do not take kindly to the suggestion, and say that the convention should proceed in the usual order.

While there is a sentiment for making the nomination on the Fourth, it is thought it would be carrying sentiment too far. There are a number of contests which must be determined, and it will not be possible to settle on the platform without some consideration. It would be decidedly unusual to make the Presidential nomination the day the convention met, and it might also result in scattering the delegates and crowds who would not care to remain after the Presidential nomination had been made.

The most elaborate decorations for state headquarters that have been seen at any convention are being fitted up for Kansas. The state has secured a very large building on Baltimore avenue, and the whole floor is being gorgeously decorated with bunting, flags, etc. There are many pictures of Colonel Bryan, but one in particular attracted the eye of every visitor, being 12 feet square, with the American flag in an upper corner, a $20 gold piece in one lower corner and a silver dollar opposite. The Kansas men intend to keep open house all the time.

The "running mate" problem is as conspicuous as it was at Philadelphia, and at this distance the guessing is fully as indescribable. There are plenty of candidates, men who want the honor, and one does not hear so much about declinations as there was among the Republicans. Aggressive men are Sulzer, of New York, and Towne, of Minnesota, while in the background for a basis of speculation there are such men as Benjamin Shiveley, of Indiana, and Judge A. B. Parker, of New York, who are considered available. The belief is general that some kind of an indorsement from Colonel Bryan would be sufficient to name the candidate, but it will be a bold man who will dare to proclaim that any one particular candidate is the choice of the man already determined on for President. There are not enough delegates here to give an intimation of what is likely to occur.

An interview with Mr. Sulzer, telegraphed from Lincoln and published here, quotes him as saying that he stands with Bryan on the Boer question and every other question. He also declared that the New York delegation would do whatever is best for the party, and if the convention wants 16 to 1, the delegation will not oppose it.

The greatest activity manifested in the Vice-Presidential canvass before the convention is shown by the managers of Charles A. Towne. General E. S. Corser, of Minnesota, who is now here, is making arrangements for the Silver Republican convention, and at the same time is doing all he can to make Towne's nomination possible.

It is the present i[illegible] to have an early conference betw[illegible] committees of the Populist part[illegible] Silver Republican party and th[illegible] National Committee, with [illegible]

(Concluded on Se[illegible]