

NO CHARGE FOR DEVEY

Ogden Gateway Discussed by Railroad Officials.

TO CLOSE OR NOT TO CLOSE?

No Immediate Consolidation of Local Offices Representing the Lines in the Union Pacific System.

A private car of the Oregon Short Line arrived from Salt Lake City this morning, bearing S. W. Eccles, general traffic manager; D. E. Burley, general passenger and ticket agent; J. R. Tuttle, general livestock agent; and J. R. Ryves, assistant general freight agent of the Oregon Short Line. These officials went at once to the general offices of the O. R. & N. Co., and they spent the day with Traffic Manager C. W. Eccles. They spent a short time with W. E. Conan, local agent of their line, just before dinner. At 9 o'clock they left on their return trip to Salt Lake City. The officials admitted they had had a busy day, that their conference here had been satisfactory, but they said only routine and technical matters had been under consideration, and that there was nothing to give to the public.

Mr. Burley was asked last evening if anything was to be done regarding the off-removed consideration of the Portland agencies of the three lines now embraced in the Union Pacific system.

"I can say nothing about that," said he. "You'll have to ask Mr. Eccles about that. He has charge of all traffic matters and the maintaining of outside offices rests with him."

"I have had no instructions at all relative to that matter," said Mr. Eccles, when seen just as his train was about to leave. "The present arrangement will not be disturbed immediately. It is possible some readjustment will be decided on between now and the 1st of January. I don't think the Union Pacific office here will be withdrawn. The O. R. & N. will have a large part in deciding what, if any changes shall be made here. We did not consider this question today."

Mr. Eccles said the Short Line officials were much pleased with the trip made by Portland toward the line and the Union Pacific system. "We look upon the Union Pacific as peculiarly Portland's transcontinental line," said he, "and I am gratified to find the same prevailing to so large an extent among Portland business men. We are getting a large volume of traffic from this country. We expect this to grow rapidly with the development of the state and the increase of Oriental trade, and we are preparing for it."

Considered the Ogden Gateway.

It is understood that the subject under discussion was the question of closing the Ogden gateway. The data that has been compiled was gone over and the men who come in close contact with the business flowing through that gate were present to discuss it. It is not yet determined by mathematical calculation alone. It is not merely the opening off of a certain volume of traffic at Ogden and taking on the corresponding volume further east. Many factors are to be considered, among which are the fact that the Utah-Colo. line is now actively soliciting business and carrying it to the Union Pacific system for a large part of the haul in order that they may get it for the remainder of the distance; that the Colorado scenery is a strong agent in pulling passenger traffic rapidly toward that part of the business now delivered to the Oregon Short Line at Ogden would be diverted and never reach any part of the Union Pacific system if that gate were closed. Another important thing is the fact that the Burlington-Northern Pacific route recently opened a new gate at Denver, and is making a strong pull for Pacific Northwest trade. If the Missouri Pacific, the Rock Island and the Santa Fe should see it to deliver to the Burlington at Denver their Northwest business, shut out at Ogden it might result in a diverted loss to the Union Pacific system to close the Ogden gate. But, as well as west-bound business is to be considered and the whole constitutes an intricate traffic question. The financial affinity of the various lines involved is by no means to be overlooked.

It does not lie in the power of the traffic officials of the system or any of its parts to determine whether the Ogden gate will remain open or be closed. They are the ones to digest the data and discuss the conditions and make recommendations, but Mr. Harrison will say what shall be done with that gate. What conclusion, if any, was arrived at yesterday, was not, of course, given out.

It has been suggested that the Union Pacific might find more profit in opening an additional gateway at Denver than in closing that at Ogden. This would depend in a large measure upon the affinity of the lines affected. If Mr. Harrison had obtained control of the Southern Pacific, as he is reported in some quarters to have done, he may be in position to act arbitrarily as to the interior gateways; and particularly if Mr. Hill, who is Mr. Harrison's associate in the Chicago & Alton and Baltimore & Ohio, shall gain control of the Northern Pacific. Then the position of the transcontinental will be indeed strong, for they can open and close gates at their own sweet will.

UNION PACIFIC EARNINGS.

Also including Statement of the O. R. & N. and Oregon Short Line.

SEATTLE, Nov. 1.—Secretary Alex. Hill, of the Union Pacific system, including the O. R. & N. and Oregon Short Line, has just issued the following comparative statement of the business of the lines for the month of September and for the first quarter of the fiscal year:

1900. Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Co. Total. 1900. Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Co. Total.

	1900.	1900.	1900.	Total.	1900.	1900.	1900.	Total.
Gross receipts	\$1,230,000.00	\$400,000.00	\$250,000.00	\$1,880,000.00	\$1,230,000.00	\$400,000.00	\$250,000.00	\$1,880,000.00
Expenses, including taxes	1,400,000.00	450,000.00	280,000.00	2,130,000.00	1,400,000.00	450,000.00	280,000.00	2,130,000.00
Surplus	\$190,000.00	\$450,000.00	\$270,000.00	\$910,000.00	\$190,000.00	\$450,000.00	\$270,000.00	\$910,000.00
Miles operated	2,500.00	1,475.00	1,000.00	5,000.00	2,500.00	1,475.00	1,000.00	5,000.00
Three months to September	\$1,400,000.00	\$450,000.00	\$280,000.00	\$2,130,000.00	\$1,400,000.00	\$450,000.00	\$280,000.00	\$2,130,000.00
Gross receipts	\$1,400,000.00	\$450,000.00	\$280,000.00	\$2,130,000.00	\$1,400,000.00	\$450,000.00	\$280,000.00	\$2,130,000.00
Expenses, including taxes	1,600,000.00	500,000.00	300,000.00	2,400,000.00	1,600,000.00	500,000.00	300,000.00	2,400,000.00
Surplus	\$200,000.00	\$450,000.00	\$280,000.00	\$930,000.00	\$200,000.00	\$450,000.00	\$280,000.00	\$930,000.00
Miles operated	2,500.00	1,475.00	1,000.00	5,000.00	2,500.00	1,475.00	1,000.00	5,000.00

(a) Including St. Anthony Railroad, from Idaho Falls to St. Anthony, Idaho, 150 miles. (b) Including operations of water lines.

Pennsylvania Railroad Dividend. PHILADELPHIA, Nov. 1.—Board of Directors of the Pennsylvania Railroad today declared the usual semi-annual dividend of 2 1/2 per cent and an extra dividend of 1 per cent upon the capital stock of the company, payable on and after November 30, 1900, to the stockholders as registered on the company's books at the close of business yesterday.

Boston & Albany Change.

NEW YORK, Nov. 1.—November 15 is the date finally set by the New York Central for taking possession of the Boston & Albany road, says dispatch to the Times from Boston. The assertions are made upon authority that the officers of the Boston & Albany are to remain in Boston. Immediately after the Boston & Albany road comes into the

hands of the New York Central, the scheme of terminal-improvements will be set on foot. The company will immediately have plans drawn for the double track of the Grand Junction Railroad from Cottage Farm, and work will be begun upon the improvement of the East Boston docks.

Low Rates for Veterans.

CHICAGO, Nov. 1.—The Central Passenger Association has authorized a special rate to veterans desiring to return home to vote, of one fare for the round trip. Tickets will be sold November 4, 5 and 6, and be good returning not later than midnight of November 6. The Western Passenger Association also granted a special rate of one fare for the round trip to voters in its territory, including Colorado and Utah. Persons desiring to take the railway ticket office, the certificate of the chairman of a state or county committee that they are bona fide voters and require transportation for the purpose mentioned.

REAL ISSUE OF CAMPAIGN.

Bryanism vs. a Record-Achieving Administration.

WASHINGTON, Oct. 31.—Secretary Long, like all other wise Republicans, realizes that the efforts of the Democratic leaders to make "imperialism" the paramount issue of the campaign has failed; failed because it was seized upon to divert public attention from the real issues of the campaign, "which is Bryanism," said he, "and the conduct of the present Administration." This is the way the Secretary expresses it in a letter addressed to the Harvard Republican.

He points out that President McKinley's Administration has been one of rare prosperity, good times, labor employed, capital active, and laborers getting better wages and full time. "Our revenues are full, manufactured products find ready markets abroad, with the balance of trade more and more in our favor as time progresses. In other words, the country has been rescued from a deplorable currency and put upon a sound financial rock," writes the Secretary.

A war has been fought and won, reflecting immense credit on the Administration. The management of our foreign relations has merited universal praise, and our conduct in the Chinese situation has merited and met with unqualified approval, and even drawn from leading Democrats hearty commendation. In the Philippines, he says, the Administration has had constantly in mind the establishment of peace and order and the people in every way, looking to their advancement to a condition of self-government as soon as they can qualify themselves for it.

Secretary Long then points out the weak points of the Kansas City platform and shows how Bryan, though once clamoring for a free-silver plank, now avoids that issue as much as possible. "He declares, and can never honestly be made a party question, although Bryan is using them now in his efforts to array labor against capital, and generally arouse class prejudice. After showing the utter ridiculousness of 'imperialism' as an issue, Secretary Long continues: "I have no essential principle of life, of communities, and of great nations. With this material growth comes also the institutions of education, humanity, and general civilization. Our country has grown in wealth, in strength, in all, but in beneficence. That is the real 'imperialism' if anybody cares to use the misnomer, upon which you have entered. This is the higher outlook which the statesman and true patriot should take. Anything else is provincialism."

"The second class of anti-imperialists, the great number and only number that compose the greater part of Mr. Bryan's following, imperialism is being used by them merely as a party shot; it is a weapon of single combat, and should be dropped. It may be said that at heart the great bulk of the Democratic party, who, from their leader down, admit that they are expansionists, are not anti-imperialists, but are only using the word, except, of course, for campaign purposes only."

WEDDING RINGS FOR MEN.

Such Distinguishing Badges Would Prevent Awkward Situations.

That there should be some badge by which one might distinguish married men from single ones has long been conceded by women. Masculinity professes it does not see the necessity for such a mark, but then perhaps there's some pride in the declaration. At all events, a maid who not long ago visited an Army post where she met a large number of officers is still trying to straighten out the goats from the sheep; that is, the married from the unmarried, says the Baltimore News.

There were only about three women at the place where the two regiments were stationed, and these did not know enough about the officers to tell the girl whether or not they had a better half hidden away somewhere in the East, so she had to decide this momentous question for herself.

At first she asked them the plain and somewhat impudent question, but when all but one with beautiful uniformity declared that they were not married, but hinted that they were willing to be, she began to suspect that they were unvarnished.

Then she weighed their words carefully and discovered that when a man says "I am not married," he means he is not married, but when a woman says "I am not married," she means she is not married, but when a man says "I am not married," he means he is not married, but when a woman says "I am not married," she means she is not married.

sort of relation, in fact, a well-earned cognate. The girl only remained a couple of weeks. Perhaps if her stay had been longer the benefits would have been bestowed to be such. But when she was leaving she got each man to "push" on his brother officer, and then she discovered that every one of the gallants who had taken her walking and riding and brought her such good things to eat as were within reach was married except one, and this single man was a young fellow who had described his wedding to her with great circumstantiality and was forever talking about his beloved wife.

Such is the contrary of man, and such is the reason, therefore, that the wedding ring for men or the button or some such mark is favored by many of the weaker sex.

VOTE OF TRAVELING MEN

REPORT THAT IT WILL BE FOR BRYAN IS UNFOUNDED.

Few Lost Positions as Result of Trusts, and These Are Aware That Politics Had No Connection.

WASHINGTON, Oct. 31.—All through the campaign a great deal has been heard about the dissent among the traveling men, and that they are going to leave the Republican party in a body, and vote the Democratic ticket. The promoters of these rumors have asserted that the Republican party is responsible for the growth of the trusts, and the trusts have taken away the employment of the traveling men. A prominent New Yorker, a man who has for years been intimately associated with traveling and business men, and who knows the sentiment among them, was recently speaking of this matter, and said:

"Have you seen any hotel that has complained because the commercial travelers and ceased to visit that town on account of trusts? For the last four months he had been on the road a great deal himself, and had as yet failed to find such a hotel. I have never been able to find that any considerable number of traveling men lost their places on account of the trusts," he continued. "Quite a number of men were deprived of their positions through the tobacco trusts, but a good proportion of the men who were displaced are now in the same positions as before. I know, to be sure, of a few cases, but they are not many."

He says that in this case, as in every other, the Democrats are grasping at straw, and are endeavoring to array the traveling men as a class against the Republicans, simply because a few have been thrown out of employment by the trusts, for which the Republican party is no more responsible than the trusts are. "The traveling men as a class against the Republicans has been able to find no dissatisfaction with the Republican party, and failing to ascertain any just grounds for the assumption that the traveling men are going to vote solely for Bryan."

Among the cities he visited was Baltimore. There is a great unanimity among the business men of that city, he says, for McKinley's record. The same traveling man was in Lincoln, Neb., during the Kansas City convention, and had considerable dealings with the business men of that city. He acknowledges that they have a bitter feeling against Mr. Bryan personally, and as a citizen, but there their admiration ceases. They do not take any stock in his political doctrines; in fact, are afraid of his doctrines, and are almost entirely without sympathy in publicans. While they are from Bryan's own town, they are not going to vote for him from any sentimental reasons, but recognize first their business conditions, and will support the party of prosperity and general good times.

Cannot Be Made a Party Issue.

A commercial traveler of Pennsylvania recently passed through Washington, and was asked how the "drummers" would vote. "I have traveled through West Virginia, and Maryland, and a great deal during the past two months," he replied, "and in that time I have only met two commercial travelers who were Bryan men. All the rest of the traveling men are McKinley men, and the McKinley men are in the majority. In the Buffalo the other night, I noticed in the local paper a call to traveling men to meet at a certain place in order to form an anti-trust league. The meeting was held, and the organization composed of traveling men and hotel men. When I arrived at the meeting, there were 21 men present. The fellow who called the meeting was making a Bryan speech. This was objected to. A debate followed, and a committee of five was appointed to draw up resolutions. Three men on the committee proved to be Republicans, and they were in the majority. The resolutions were up for consideration, and of the 21 men present, 20 voted for McKinley. They were all in the majority, mind you. There was no anti-trust league formed at that meeting."

This same gentleman said that while there was a general sentiment among commercial travelers to support McKinley, yet they did not hold the Republican party responsible for their formation any more than the Democrats. They realize that trusts are not formed or harbored by parties, but are an evil in themselves, and that the party which cannot properly be made a party issue.

WEST VIRGINIA FOR MCKINLEY.

Many Democratic Farmers and Laborers Will Vote His Ticket.

WASHINGTON, Oct. 31.—Only a few weeks ago the Republicans were very careful lest they should lose the West Virginia in the coming election. Today they are not only confident of carrying the state, but set claim to a majority ranging anywhere from 800 to 10,000. General Thomas H. Anderson of the city, who recently returned from a 10 days' stumping tour of the First and Second Congressional Districts of the state, says that the state will roll up a majority for McKinley and Roosevelt of from 12,000 to 15,000.

General Anderson found the Republicans fully awake to the importance of the campaign, and absolutely confident of carrying the state for McKinley. Just how the great fight is being made on the Loyalist ticket, which means the election of a successor to Senator Ekins, and the redistricting of the state, to hold good for 25 years to come.

A great many Democratic farmers and working men, he says, will vote the Republican ticket because of the universal prosperity that has come to the state by reason of the development of its natural resources. Everywhere there is demand for labor, and in the more important industrial enterprises it is impossible to get a sufficient number of men. He thinks Senator Ekins will be his own successor in the Senate.

Effects of Texas Storm.

DALLAS, Tex., Nov. 1.—Reports have been received from Northern and North Central Texas that Tuesday night's storm wrecked houses in Kaufman, Ellis, Hill, Collin and Grayson Counties. Three men were killed and several seriously injured. Crops suffered severely.

The Gaylor Hearing.

NEW YORK, Nov. 1.—The Gaylor hearing was continued before United States

Commissioner Shields today. The cross-examination of Engineer H. C. Ripley, the expert for the defense, by United States Attorney Macdonald, supporting the government, was continued. The questions and answers were technical.

SCHOOL WORK OF NATION.

Report of the Chief of the Bureau of Education.

WASHINGTON, Oct. 31.—Aside from a few pages of statistical matter relative to the schools in the several states, the annual report of Hon. W. T. Harris, Chief of the Bureau of Education, in this year taken up almost entirely with a discussion of the schools in Alaska and in our newly acquired island possessions. Of the schools in Alaska, the report says:

"During the year there have been maintained in Alaska 55 public schools under the immediate supervision of this bureau, with 29 teachers and an enrollment of 172 pupils. In addition to supporting the above public schools, this office continues to pay the salaries of five teachers in the Sitka Industrial School, giving instruction in the branches of carpentering, domestic science, painting, stitching, netmaking, boatbuilding, and in the common English branches—the total number of pupils under instruction being 143."

"On account of the very large accession to the population of Cape Nome region, by reason of immigration of miners with their families, it has been found important to create the position of Superintendent of Schools for the Cape Nome district. To this position a citizen of Nome has been appointed. "Owing to the friendly co-operation of the priests of the Russian-Greek churches throughout Southwestern Alaska, in urging the children of their parishioners to attend the public schools, the seating capacity of the school building in that region has been severely taxed. It has been necessary to enlarge the school building at Kodiak and to send additional teachers to that place to take charge of the children of the parishioners."

"In several sections of Alaska, the influx of white men has resulted in an increased interest in schools on the part of the adult native Alaskans. Realizing the advantages to be obtained by such a knowledge of the English language as will enable them to trade intelligently with the white men, they have made requests for night schools. At Cape Nome, it has been possible to comply with such a request, and the result has been very satisfactory. At Gracina, Saxman and Wrangell native Alaskans are efficient members of local school boards, and have aided this bureau in the management of the schools."

"By section 53 of the Alaska bill, 53 per cent of the lowest money collected within the limits of each incorporated town is returned to it for school purposes; but only three towns in all Alaska have so far been incorporated. The money received from the sale of land in all parts of Alaska, therefore, devolves upon this bureau for the present. In my estimates for the year 1901 I have requested the sum of \$400,000 for this purpose. "The Congressional appropriation for the education in Alaska is entirely inadequate and inasmuch as the money received from all of the towns and villages in Alaska with the exception of the three towns which have incorporated is now covered into the United States Treasury, I have the honor to recommend such legislation as will set aside 50 per cent of the money received from the sale of land in all parts of Alaska outside of incorporated towns to be expended for school purposes in Alaska, under the direction of the Secretary of the Interior. This would result in the same educational advantages as are now possessed by the three incorporated towns."

Schools in the Philippines.

The schools in the Philippines are briefly reviewed, as follows:

"Spanish statistics for 1899 show that there were 103 schools for boys and 62 for girls in the archipelago, with an attendance of 9,751 boys and 7,353 girls. These were public schools. The number of private schools was 12, with an attendance of 1,200. During the disturbances of 1896 and 1897 it is probable that little schooling was done. After the Americans had taken Manila the schools of that city were reopened, and the same policy was followed in the other islands. Through an order which made attendance compulsory, Father McGinnon, chaplain of the First California Volunteers, and the Jesuits, who were in the Philippines, and were energetic in running the teachers and pupils, and reopening the public schools. He was compelled to rejoin his regiment in another part of the archipelago, and was succeeded in several months, and was succeeded in June, 1899, by Mr. George P. Anderson, who was a member of the Second Oregon Volunteers, and a graduate of Whitman College, and was also of Yale. By September 30, 1899, the total attendance in the Manila schools, including the high school called the Ateneo, the girls' municipal school, and the schools of the city, was 25,000, the school population being some 50,000."

"Secondary education had been provided for by the College de San Juan de Letran, a Jesuit school, and by the Manila, colleges and academies in the capital cities which professed to fit their scholars for the University of St. Thomas. The Philippines are the most Spanish priest-ridden communities in the world. It is well known that the revolt in the Philippine Islands against Spanish tyranny was largely because of the domination of the friars. Under the Spanish system the friars got possession of a great deal of property in the Philippines, and have possession of it now, and under the terms of peace which the United States has made with the Philippines, the United States is bound to keep the friars in possession of this property. This is a fact which caused the Philippines to be the most Spanish of the great nations of the world. It is one of the things that they are fighting for. Certain it is that if Bryan should be elected and should withdraw the American troops from the Philippines, and give Aguinaldo and his Tzars control, the friars would be the first people to be dispossessed, and the church would suffer more than any other portion of the Philippine people."

Although this must be very apparent to anyone who has been in the Philippines, yet in his efforts to win more out of the Republicans he has insisted upon greater concessions and has gotten them in numerous instances, not written letters to numerous members of the Catholic hierarchy suggesting that they use their influence against the McKinley Administration in order to bring it to terms as election approached. Of course, this is a dangerous method and is apt to be a two-edged sword, for the American people will get tired of anything of that kind as quick as any people on earth, and will resent it in a most emphatic manner if it once gets started. It is to be hoped that the stories about Archbishop Chapelle have been exaggerated.

As a matter of fact, it was believed up to a few weeks ago that the church dignitaries favored the law-and-order and business interests represented in the Republican party rather than the socialism and hoodlumism represented by Bryan and his followers. It was also understood that the action of the present Administration in the matter of friars in the Philippines was in a measure satisfactory. It is known that orders were given to the people to get out of the Philippines to see that these people were protected and not allowed to be deprived of their lives, liberty, property and rights, as threatened by the Filipinos under Aguinaldo whenever they fell into the hands of the insurgents.

The expenditures for the two years ending December 31, 1899, were \$775,555.

"Tommy, how did you get all the back of your neck sunburnt?" "Pulin' weeds in the garden." "But your hair is all wet, my son." "Your vest is wrong side out, too." "Put it on that way a-purpose." "And how does it happen, Tommy dear, that you have got Jacky Howard's trousers on?" "Tommy (after a long pause): 'Mother, I cannot tell a lie. I've been a swimmer!'" —Exchange.

Every day increases the popularity and sale of Carter's Little Liver Pills. The reason is that when once used relief is sure to follow. Don't forget this.

UP TO THE TIMES ALL THE TIME.

Men's Clothes

Clothes mean Overclothes, Underclothes and lots in between.

Clothes of the Ben Selling kind mean the best ready-to-wear that can be had.

Overclothes means Overcoats. Where will you find a greater variety of the fashionable kind? The smart, short Topper, the Broadway Box, the Raglan or the Cravanette—every up-to-date style is here.

The Oxford Grey is one of the most popular of the season. We show Oxfords in all styles and lengths, full silk lined or silk faced; plain or welt seams; hand-made buttonholes; regulation or vertical pockets, \$15, \$16.50 and \$20.

Kerseys are keeping pace for popularity; our \$12 blue kersey with velvet collar is a choice garment for the money.

The Broadway Box in fancy Scotch overplaid of the newest shades is a swell garment; vertical pockets and with or without Raglan shoulders; full box back; \$20, \$22.50 and \$25.

Outer Clothes

Men's Suits come in this class.

We may not have any better styles than some other makes—but other makes cost more, and it's when you dive down into the life of the garment that you'll find the difference.

The linings, the canvas, the padding, the tailoring, the thread—these are the points that count in the Ben Selling kind.

Suits run \$10 to \$30.

Some swell things at \$12, \$15 and \$18.

Under Clothes

In Men's Underwear every thing is here.

You will appreciate this large, clean stock with its unprecedented values.

Cotton and wool mixed if you want it.

All-wool if you want it.

All cotton if you want it.

All silk if you want it.

Cotton-ribbed or fleece-lined in fast colors at 50c a garment.

Natural wool, fancy Jersey-ribbed or plain balbrigen in a variety of weights at \$1.

Underwear from 50c to \$6.

Hats

And what's more needed just now than a new hat?

It's unusual to find in a town even larger than this such a stock of hats to choose from.

It's unusual to find so many styles.

It's unusual to find such Hat values.

The "Brewer" Hat comes first, both styles, Derby or Fedora; \$3.

Our \$2.50 hat is the equal of any \$3 hat in Portland.

Derbys or Fedoras at \$1.90.

Men's Golf Caps from 50c up.

S. E. COR. FOURTH AND MORRISON

Ben Selling

THE RELIABLE CLOTHIER

WOULD HAVE BRYAN WON

POSITION CREDITED TO ARCHBISHOP OF CHAPPELLE.

Is Desires of Gaining Concessions in the Philippines for the Catholic Church.

WASHINGTON, Oct. 31.—The attitude of the Catholic church in National politics is giving the Republicans considerable concern. Archbishop Ireland has an opinion which ought to have had considerable weight, when he said that the Pope was very well satisfied with the conditions in the late Spanish possessions, and that he "himself was enthusiastically in favor of the Philippine one of the greatest difficulties through an order which made attendance compulsory. Father McGinnon, chaplain of the First California Volunteers, and the Jesuits, who were in the Philippines, and were energetic in running the teachers and pupils, and reopening the public schools. He was compelled to rejoin his regiment in another part of the archipelago, and was succeeded in several months, and was succeeded in June, 1899, by Mr. George P. Anderson, who was a member of the Second Oregon Volunteers, and a graduate of Whitman College, and was also of Yale. By September 30, 1899, the total attendance in the Manila schools, including the high school called the Ateneo, the girls' municipal school, and the schools of the city, was 25,000, the school population being some 50,000."

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