

ON ITS LAST LEGS

Tagal Rebellion Will Be Suppressed Soon.

CONSIDERED AT CABINET MEETING

General MacArthur Has Mapped Out a Careful Plan of Campaign—Sibutu and Cagayan.

WASHINGTON, Nov. 9.—All the members of the Cabinet except Secretaries Long and Wilson attended the meeting today. They remained in session until nearly 3 o'clock, and discussed the Chinese situation, as well as matters pertaining to Cuba, the Philippines and Porto Rico.

TO CRUSH THE REBELLION.

General MacArthur's Plan of Campaign.

NEW YORK, Nov. 9.—According to a special dispatch from Washington to the Tribune, the operations to crush the Tagal rebellion, which are about to be begun and prosecuted with extreme energy, are to be a thoroughly comprehensive character, the plan of campaign having been prepared by General MacArthur some months ago, after a council of officers. The plan has received the unqualified approval of the War Department without material modification.

BASEBALL DEAL.

American League Will Enter the Eastern Field.

CHICAGO, Nov. 9.—The Times-Herald, before the close of next week one of the most important baseball deals of recent years will have been concluded, according to a statement made by President Johnson of the American league, before leaving for the East.

SIBUTU AND CAGAYAN.

Possession of the Islands by the United States is Necessary.

WASHINGTON, Nov. 9.—Because the success of the Sibutu and Cagayan, of the Philippine Archipelago, must be ratified by the Senate, the officials of the State Department positively decline to discuss the transfer, which was referred to yesterday by the Senate.

INDUSTRIAL COMMISSION.

Bishop Potter, of New York, Testified Yesterday.

WASHINGTON, Nov. 9.—Bishop Henry C. Potter, of New York, testified today before the Industrial Commission. He spoke on areas of arbitration and other questions. He said he had more confidence in voluntary organizations to meet evils that grew out of the sweat-shop systems than in legislation.

Football Player Fatally Injured.

CHICAGO, Nov. 9.—In a football game at the Normal Park School ground today, Edward G. Smith, of Chicago, was fatally injured that he died in a few hours at his home.

For a Cold in the Head.

Lezative Bromo-Quinine Tablets.

CHINESE YELLOW BOOK

FRENCH OFFICIAL CORRESPONDENCE ON ORIENTAL MUDDLE.

CONGRER DID NOT DESIRE TO AMALGAMATE HIS ACTION WITH THAT OF EUROPEAN POWERS.

THE DAY'S RACES.

Yesterday's Winners at Oakland and Eastern Tracks.

SAN FRANCISCO, Nov. 9.—Weather at Oakland, fine; track, heavy. Results: Five and a half furlongs—Daniel won, Ting a Ling second, Mrs. C. third; time, 1:16 1/4.

Races at Aqueduct.

NEW YORK, Nov. 9.—Weather, cold. Results at Aqueduct: Five and a half furlongs—Belle of Orleans won, Lady Conroy second, Biarrestone third; time, 1:32 1/2.

Races at Latonia.

CINCINNATI, O., Nov. 9.—Results at Latonia:

Six and a half furlongs, selling—Rico won, Zasa second, Elnor third; time, 1:24.

Races at Lakeside.

CHICAGO, Nov. 9.—Results at Lakeside:

Five furlongs—Mildred won, George Arab second, Lord Lisa third; time, 1:01 4/5.

Liverpool Autumn Meeting.

LONDON, Nov. 9.—At the Liverpool Autumn meeting the Liverpool Autumn cup of 1200 sovereigns, a handicap for 3-year-olds and upwards, one mile and three furlongs, was won by J. D. Wardell's Pabolist.

Disagreement at Pao Ting Fu.

ROME, Nov. 9.—The Tribune's Pekin correspondent cables under date of November 4, that the Italian and Chinese French commanders have protested against the Italians and Germans attacking the Chinese near Pao Ting Fu.

Chinese Soldiers Surrendered.

LONDON, Nov. 9.—A special dispatch from Tien Tsin, dated November 7, says a detachment of Italian troops returning to Pekin intercepted three battalions of Chinese near Kun in Hester, the latter surrendering without firing a shot.

Renewed Reports of the Death of the Empress Dowager.

PEKIN, Nov. 9.—A Shanghai, Nov. 9.—Four of the leading members of the Fu, including Ting Yang, the acting Viceroy of Pe Chi Li, and General Kung Hing were executed November 8, under the sentence imposed by the tribunal of the allies.

Fortune of a Reformer.

CANTON, Thursday, Nov. 8.—The reformer, Sakin (the leading man in the anti-dynasty party), who was sentenced to death in connection with the recent Yau-nan explosion here, was repeatedly tortured in order to extort a confession from him, but he refused to make a statement in regard to the explosion.

Monterey Back at Hong Kong.

HONG KONG, Nov. 9.—The monitor Monterey has returned here, having failed to reach Canton, owing to an accident to her machinery.

A Big Coal Syndicate.

PITTSBURG, Pa., Nov. 9.—A syndicate composed of Pittsburg and New York capitalists has formed a new coal company, which will be capitalized at \$10,000,000.

A Draw at Woolrich.

LONDON, Nov. 9.—At Woolrich last evening, a seven-round boxing contest between Dave Barry, of Philadelphia, and Harry Berry, of London, was declared a draw.

Football Player Fatally Injured.

CHICAGO, Nov. 9.—In a football game at the Normal Park School ground today, Edward G. Smith, of Chicago, was fatally injured that he died in a few hours at his home.

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WHO BUILD THE CITIES.

A Correspondent Who Disputes Major Sear's Economic Law.

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BUTTE, Mont., Nov. 7.—(To the Editor.)—Two contributions in the Sunday Oregonian, all for more than passing remark: Mr. A. B. Hammond's letter and Major Sear's semicircular discussion concerning the transportation problems confronting Portland. The views of these two gentlemen—each a master in his special domain—are so irreconcilable that a layman may be pardoned for offering some suggestions regarding this important topic.

That the law of "geographic conditions" stated by Major Sear has been a considerable factor in the location and growth of cities I do not controvert; but that he makes a most serious mistake when he says that upon it "Portland may sleep" I have the slightest doubt. Even so late as 20 years ago it might have passed unquestioned; the history of the leading ports of the world seemed to afford conclusive proof; but the enormous strikes in railroads and shipping in the last two decades; the wonderful engineering feats performed; the hitherto apparently impossible problems of transportation which the existing capacity has not easily solved, have produced so much new evidence that the verdict of geographic conditions is likely to be set aside, and a new one based upon the zoning and man-made by the power of capital, is being written on the records of history. There is no disputing the fact that the Columbia gateway is the natural outlet to the west, and that the great Pacific Empire; but it is also a fact that already two great transcontinental railways traverse the State of Washington and climb Cascade Mountains, in order to reach tidewater at Puget Sound, both of which have expended millions of dollars in building tunnels to reduce the grades. It is proposed to say that the existing lines will ever abandon those lines to seek a gravity route to Portland via the Columbia River. Even against the ever-confiding "back" of the great waterway, will continue to haul all the freight they can get to the cities on Puget Sound, and at the same charge as by the downgrade of the O. R. & N. to Portland. True, either of these companies may yet build another line down the Columbia in order to secure a still greater proportion of the increasing tonnage of Eastern Washington and at greater profits than the Cascade haul permits, but they will not have to do it.

The financial reports of the great railway systems show that each year the percentage of expense to earnings is decreasing, and at the present development along such lines no one dare say that the time is not near at hand when the cost of the Cascade haul will be reduced to such an extent that it will be able to compete with the O. R. & N. to Portland. True, either of these companies may yet build another line down the Columbia in order to secure a still greater proportion of the increasing tonnage of Eastern Washington and at greater profits than the Cascade haul permits, but they will not have to do it.

The most interesting dispatch in the book to Americans, is the dispatch which M. Delcasse sent to the French Ambassadors at Washington, St. Petersburg, September 18, as follows: "The Ambassador of the United States, at my reception yesterday, was pleased to recall that since the commencement of affairs in China, France, Russia and the United States have acted together in perfect agreement. He believed that this accord would be maintained, and that the United States would retire from Peking on the same conditions as France and Russia. I told General Porter that the manifestation of this continued accord was calculated to influence the Chinese, and that the opinion of the other powers, such as the opinion of General Porter, who believes Japan will be the first to follow the example."

The French Minister at Tokio September 15 announced that Japan would withdraw her unnecessary troops and her Legation from Peking. The text of M. Delcasse's reply to the Anglo-German agreement, October 30, runs thus: "The government of the republic has for a long time been anxious to desire to see China open to the economic activity of the whole world. This explains the speedy adhesion it gave in December last to America's proposition, which was dictated by the same preoccupations. The government affirms all the more readily the principle of the integrity of China, inasmuch as it made it the base of its policy in the crisis which the common efforts of the powers tend to secure a satisfactory solution. Universal acquiescence to this principle appears to the government a sure guarantee of peace, stability, and, in spite of every expectation, it should be inspired, France would be guided by circumstances in safeguarding her interests and treaty rights."

THE SHAN HAI KWAN INCIDENT.

Alleged Involvement by Russians to British Flag Not Confirmed.

BERLIN, Nov. 9.—The German Foreign Office has not been informed regarding the alleged insult offered by Russian troops to the Shan Hai Kwan to the British flag. It believes that the incident should be promptly adjusted by the higher offices. Nothing has been officially received by the Foreign Office concerning the alleged annexation by Russia of the left bank of the Pei Ho at Tien Tsin.

The correspondent of the Associated Press here today states the manner in which military circles to the effect that Count von Waldersee's plan of campaign principally contemplated forcing the return of the Chinese to the coast by the Empress Dowager to Peking by pushing expeditions nearer to them, cutting off their supplies and preventing large reinforcements from reaching them.

Bank Consolidation.

SAN FRANCISCO, Nov. 9.—It became known in this city today that the Bank of British Columbia, a local institution, is to be absorbed by the Canadian Bank of Commerce. The amalgamation will take place at an early date. The depositors of the Bank of British Columbia have been notified of the proposed change. Manager Walter Powell, of the Bank of British Columbia, confirms the report. The Bank of British Columbia has been for years the agent here of the Canadian Bank of Commerce, which, heretofore, has had no branch south of Vancouver.

Defeated by the Slesher.

CHICAGO, Nov. 9.—Patsey Broderick, of Providence, R. I., lasted but four rounds in front of Benny Yanger, the "Tipton Slesher," in a fight tonight at the Illinois Athletic Club. A left to the stomach and a right to the jaw put Broderick down and out. Broderick was out-closed all the way. Yanger left the ring without even having his hair mussed.

Colonel R. W. Blanchard Dead.

WASHINGTON, Nov. 9.—Colonel Benjamin West Blanchard, once one of the most widely known railroad men in the country, is dead at his residence here. Colonel Blanchard was for many years General Traffic Manager of the Erie Railroad, with headquarters in New York City. He was 67 years of age. Interment will be at Cambridge, Mass.

Won on a Foul.

DENVER, Colo., Nov. 9.—Jack Kane and Eugene Turner (colored), both of San Francisco, fought before the Olympic Club here tonight. Kane winning on a foul in the third round. The bout was scheduled for 10 rounds and Kane had decidedly the best of it and would have whipped his man fairly had the fight continued.

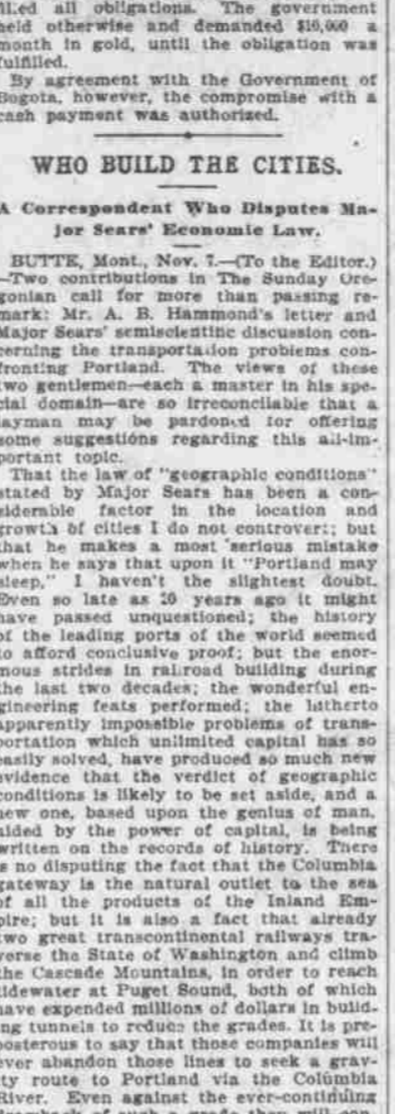
Meal Workers' Strike Ended.

PITTSBURG, Nov. 9.—Officials of the Amalgamated Association of Iron and Steelworkers announce the settlement today of the strikes at the Riverside Iron Works of the National Tube Company and the Bessemer, Ala. plant residence here. Tennessee Iron, Steel & Railroad Company. The resumption of the two plants will give employment to 3000 men.

A Cheap Street Car Franchise.

ST. LOUIS, Mo., Nov. 9.—The first sale of a street railway franchise in this city under the White Charter occurred this morning. The franchise was bought by the Syracuse & Onondaga Lake Railway Company and brought in \$1. A rival company made no bid. It cost \$24 to advertise the sale.

NEW LIFE; STRENGTH; VITALITY.



PAIN'S CELERY COMPOUND

Cures old people of chronic pains and weakness; strengthens the stomach, liver, and kidneys, and makes, pure, rich blood.

Hopkins Fargo, Huntington, Vt., writes: "I am 86 years old. Being all run down physically, so much that I had concluded my days on earth were surely numbered, I was induced by a friend to try Paine's Celery Compound. It has helped me so much that I feel it my duty to make the fact public. It has given me renewed strength and courage to meet the infirmities of old age, and, in short, has made a new man of me."

Central directors today authorized an issue of \$500,000 bonds to make certain payments provided for in the Boston & Albany lease. Part of this money is to go towards improvements. The directors also authorized the double-tracking of the Harlem division, between White Plains and Mount Kisco.

GALE SPENDS ITS FORCE

HEAVY WINDS ON GREAT LAKES ARE ABATING. Storm Was the Worst of the Year, and Wrought Considerable Damage to Vessels.

CHICAGO, Nov. 9.—Professor Cox, Forecast Official of the Weather Bureau, says the gale which broke on the Lakes Wednesday night and proved to be the heaviest storm of the season is abating. On Lake Superior four couriers were torn from their steamers and three of them are still drift or have gone ashore. The schooner Starbuck was wrecked at Good Harbor, Mich., and may be a total loss. The schooner Maumee Valley was driven ashore near Port Colborne. Several large steamers were driven back to Chicago after being exposed to the gale for a few hours, and large boats were generally seeking shelter on Lakes Superior, Michigan and Huron.

ON THE ATLANTIC COAST.

Wind Blew at Rate of 72 Miles an Hour in New York City. NEW YORK, Nov. 9.—A severe storm began last night all over New York State. It is also much colder than yesterday, and in Northern New York snow storms are reported. On the coast the wind became so high that the marine observer in the Sandy Hook tower was forced to leave his post because the building swayed so much that he feared it would collapse. A ship lying inside Sandy Hook lost her anchor and was driven inside the beach. All telegraph wires out of New York were badly crippled by the storm. The wind attained its highest velocity in this city at 1:30 P. M., when it blew at the rate of 72 miles an hour from the Northwest. The gale caused high tides at Coney Island, said to be the highest ever known there. The water extended to the old Gravesend road, fully one mile from Coney Island. The spray dashed high over the strong bulkheads in front of the Brighton Beach Hotel, but no great damage was done there. Sheepshead Bay was also flooded.

ALL NEW ENGLAND IN FRENCH OF STORM.

BOSTON, Nov. 9.—From all parts of New England come reports of extremely unseasonable weather and a storm of surprising strength, in which lightning and hail were mixed, and the wind was blowing generally westward, did not give being generally westward, did not give not inflict such heavy loss to shipping and property as such as had been expected from its seeming violence. The wind being generally westward, did not give mariners a lee shore. In Vineyard and Long Island Sounds, however, there is always danger to navigation. Vessels were frequently in trying positions. One barge was lost in the Sound, but without loss of life.

Walter Baker & Co. Ltd.

THE JUDGES at the Paris Exposition have awarded a GOLD MEDAL to Walter Baker & Co. Ltd. the largest manufacturers of cocoa and chocolate in the world. This is the third award from a Paris Exposition. BAKER'S COCOAS AND CHOCOLATES are always uniform in quality, absolutely pure, delicious, and nutritious. The genuine goods bear our trade-mark on every package, and are made only by Walter Baker & Co. Ltd., DORCHESTER MASS. BOSTON & ALBANY IMPROVEMENT. NEW YORK, Nov. 9.—The New York



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