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Wholesale Grocery Trust.

NEW YORK, Aug. 6.—A special to the Tribune from Philadelphia says:

A gigantic combination is about to be formed, with a capitalization of $100,000,000, to be known as the National Wholesale Grocery Company. It is said there are about 2700 leading grocery jobbers in the United States, and the plan is to unite under one control 10 per cent of the entire number. A general meeting is to be held in New York in September to complete a permanent organization. The proposed union of the extensive tea interests in this country and Japan, to regulate the output of all teas imported from Japan, and also to establish rules for the betterment of the trade, is interesting the leading tea-importing houses of Philadelphia. It is said that all the tea firms in the United States having firing-houses in Japan are to be taken in.

To Save the Vermont.

NEW YORK, Aug. 6.—According to the Tribune the latest proposition concerning the old receiving ship Vermont, which comes as a result of a number of protests to the Navy Department against the conversion, on sanitary grounds, of the old boat into junk, is to establish a naval museum or trophy-room, the claim being made that some of the most valuable war relics are exposed to the open air absolutely unprotected from the weather. The room now used as a museum is small and it is needed for offices.

Standard Oil Declared Dividend.

NEW YORK, Aug. 6.—The directors of the Standard Oil Company of New Jersey have declared a quarterly dividend of 8 per cent. This compares with a declaration of 12 per cent in June and 20 per cent in March.

LOOTED A SMELTER

Selby Plant, Near San Francisco, Lost $280,000.

ABSOLUTELY NO CLEW LEFT

A Tunnel Was Driven Beneath the Vault by Skilled Mechanics Familiar With the Smelter and the Gold Was Loaded on a Boat.

SAN FRANCISCO, Aug. 6.—The Selby Smelting & Lead Company has been robbed of $280,000 worth of gold bullion. The theft occurred some time last night, and was not discovered until morning. The thieves tunneled from outside the building under the vault at the Selby Works, which are located on the bay shore, about 30 miles from San Francisco. They got away with nearly 1200 pounds of fine gold worth $20 an ounce without leaving a trace of their identity.

Most Remarkable Robbery.

The robbery is the most successful and remarkable ever accomplished on the Pacific Coast, and was evidently the work of skilled mechanics. The whole affair was most skillfully planned and as skillfully executed. It is supposed that when the robbers secured their loot they loaded it into a boat that was waiting and disappeared in the fog that had come over San Francisco Bay.

In their haste to get away they left two gold bars, worth nearly $50,000, lying on the bank at the water's edge. The police at all the bay cities were notified of the crime, but all they could discover were a few of the tools that the robbers had used.

The Selby Smelting & Lead Company is the largest concern of its kind on the Pacific Coast. Ores are sent from all over the Western country to be smelted and refined, and the gold is then turned over to the mint. A steamer makes special trips between San Francisco and the works, carrying the ores one way and bringing back the refined gold.

Precaution Taken By Robbers.

This morning when the workmen entered the vault to prepare the gold for loading on the steamer the robbery was discovered. The thieves had taken the precaution of fastening the door of the vault from the inside, so that it would be difficult to open from the outside in case they were interrupted in their work.

Probably preparatory engineering extending over several weeks was done before the robbery could be accomplished. Close to the wall of the building in which the vault is located a shaft was sunk below the foundation. Then a tunnel was run to the vault, and holes were bored in the iron floor until a hole sufficiently large to admit a man was made. It was then easy work to pass down the treasure into the tunnel and load it into a boat. The robbers sprinkled red pepper in the tunnel to make things as uncomfortable as possible for anyone who might attempt to pursue them.

Weight and Value of Gold Bars.

There were four fine gold bricks in the vault which the robbers looted. Each was 10 inches long, five inches wide and four inches in height. They were all stamped with number, weight and fineness, and ran thus:

Number 1236, containing 1190.37 ounces; No. 1237, containing 1127.43 ounces; No. 1238, containing 1123.22 ounces, and No. 1239, containing 1073.29 ounces. All these bricks were 998 fine, and weighed $20 60 per ounce.

In addition to this there was stolen from the bullion vault crude gold in all shapes and sizes, and some of it in bars of different lengths.

"It is the boldest robbery in the history of the state," said Chief of Detectives Seymour this afternoon, "and from all the information that can be obtained at this time there is absolutely no clew to the robbers. In fact, we do not know whether the crime was committed by one man or five. The probabilities are, however, that more than one man was concerned in it.

Measures to Capture Thieves.

"We have taken all precautions to capture the robbers. Telegrams have been sent to every Sheriff in the central part of the state, ordering him to search for the missing gold, to overhaul every boat and steamer within his jurisdiction, to search every railroad train and stage coach passing through his county, and to examine every one taking passage at the different railroad stations throughout the state. We can do no more than this, and, I think, that with the precautions we have taken no stranger can leave the state unexamined. Surely, if any attempt is made to ship the bullion by any of the ordinary modes of conveyance we will discover it. On the whole, I believe the chances are good for capturing the robbers."

Official Makes Statement.

An official of the Selby Smelting Works made the following statement to a representative of the Associated Press regarding the robbery:

"The robbers must have succeeded in entering the vault some time between the hours of midnight and 5 o'clock this morning. They got in through a hole about the size of a manhole in a boiler, and the indications are that the robbers had been working on the scheme for some time. Over 150 holes were bored in the bottom of the vault, and the workmanship shows that mechanics of more than usual ability superintended the job. The holes were bored to within a hair's breadth of the surface, and when the proper time came the plate was forced up, thus giving the robbers access to the treasure.

The plotters first excavated a hole alongside the building, directly in line with the vault. The work of excavating must have taken some time, and at the end of each night's work a cover of laths, rubber sheeting, and sacks was made, the whole being concealed with a layer of dirt. What became of the excavated dirt we have been unable to find. It must have been removed in sacks. The covering was not strong enough to hold a man, but the digging was done so close to the building that the men never walked over it. We are satisfied that the plotters were aided by some one thoroughly familiar with the system employed at the works, and one fully informed as to the construction of the vault.

"Last night one of the watchmen employed about the premises heard noises inside the vault and informed his fellows that the devil or ghosts were inside the vault. They laughed at him and made no investigation, and thus the robbers were left unmolested at their work.

"The weight of the gold carried out of the vault aggregated 1200 pounds, and it must have taken several trips for one man, or several men must have been employed in carrying the metal to the boat which was waiting for them.

"Inside the vault were several sacks containing $110,000, but these were not touched. It may have been that the men became alarmed. They also left two bars of great value on the beach in their haste to embark.

"It is impossible for us to say at this time what way the men went. If they used a steam launch to leave the scene of the robbery they could have gone in any direction, but if they escaped in a rowboat they would doubtless have taken the direction in which the tide was running.

"Several broken drills and an oil can, such as is used by cyclists, have been found in the hole.

"Every possible clew is being followed, but I am unable to say that we have been at all successful thus far, but we hope later to make the announcement that the robbers have been apprehended. I believe that they secured about $280,000."

PANAMA TRAIN STOPPED.

First Interruption of Traffic by Colombian Revolutionists.

Government Officials Captured.

WASHINGTON, Aug. 6.—Consul Gunther, at Panama, today cabled the State Department the following:

"Liberals detained for one hour passenger train at Matachin this morning; captured some Government officials; no looting; no damage."

The dispatch of Consul Gudger may prove of some importance in determining the course of the United States toward the Colombian uprising, as Matachin, the point mentioned where the revolutionists stopped a train, is directly on the line of the Panama Railroad and the proposed site of the canal. It is the first official indication that there is an interruption of traffic across the Isthmus. The United States is bound by treaty to keep this traffic open to the world. Whether any positive steps will be taken depends largely upon the extent to which the revolutionists are able to interfere with free transit across the Isthmus. As Mr. Gudger's dispatch indicates that the delay was only one hour, and, moreover, that no damage and no looting occurred, it is hardly likely that this would be such an interference with free transit as to call for energetic steps by this Government. It is an indication to officials, however, of the boldness of the revolutionary element and of their strength along this vital artery of commerce across the Isthmus.

ARREST OF MURILLO.

Done to Prevent Him From Joining Uribe-Uribe.

NEW YORK, Aug. 6.—The Atlas line steamer Altai, which has arrived here from Colombian ports, is the first one from Cartagena since the arrest there on the steamer Alleghany of Colonel Murillo. According to the mail advices and newspaper dispatches, Colonel Murillo is not incarcerated in the underground dungeons of Cartagena. He is imprisoned in the City Jail, and it is said he is well cared for. The arrest of Colonel Murillo, it appears, was to prevent him from joining General Uribe-Uribe in his new rebellion. It is claimed that not only was this his intention, but the officials suspected that he even had important verbal messages for his chief.

Passengers on the Altai report a desperate state of affairs in the interior of the country. As a result of the revolt and the uncertainty of the future, business is at a standstill. Gold is at a premium of 3000 per cent, which is unprecedented, even in Colombia, and several large failures are reported from Bogota.

Another danger which is said to threaten is the renewed activity of the followers of Dr. Manuel A. Sanclemente, who was deposed from the Presidency a year ago by the coup d'etat of Vice-President Marroquin. Dr. Sanclemente still insists that he is the legal head of the government, and it is feared that his adherents will out of revenge join the revolution of the Liberals.

No Reason to Interfere.

NEW YORK, Aug. 6.—A. Diaz Guerrera, agent in this city of the Colombian revolutionists, who has recently received advices from South America concerning military movements there, in an interview upon the situation said:

"There will be no cause for the United States of America interfering because of the revolution in Colombia. The insurgents will not disturb the operation of the railroad or the digging of the canal at the Isthmus. They were up in that section of the country, and these operations were not disturbed."

Had Enough of War.

NEW YORK, Aug. 6.—Senor Caesar Zumeta, who was Venezuelan Vice-Consul in this city during the administration of President Ignacio Andrade, arrived here on the steamer Philadelphia, from La Guayra. Senor Zumeta does not anticipate a war between Venezuela and Colombia. Venezuelans, he says, have suffered so much from internal wars during the past several years that they want peace. Neither an insurrection nor a war, he said, would find favor with the people.

GOVERNMENT OF MANILA.

Commissioners Will Take Charge of Municipal Affairs Today.

MANILA, Aug. 6.—The military government of Manila ceases tomorrow, and municipal affairs will be taken over by three commissioners, similar to the government in the District of Columbia. The President is a Filipino, Colonel Herrera, and the others are Messrs. Baldwin and Tutherly.

Secretary Root's order cutting off the use of commissary supplies by civilian employes is causing consternation among the minor clerks, whose expenses are thus doubled. Many of them claim they had an absolute understanding before leaving the United States that they would be entitled to use commissary stores. The order became effective August 1. Unless the salaries of the junior employes are raised, many resignations are likely to be tendered.

General Chaffee has received word that General Sumner's troops are in close pursuit of the insurgent leader, Malvar. They captured Malvar's camp while his breakfast was still hot.

Sailing Dates of Transports.

SAN FRANCISCO, Aug. 6.—It is officially announced that the transport Meade will sail for Manila, August 6, and the Sheridan will sail September 1. It is probable that the Warren will sail for Manila on September 16, and the Logan on October 1.

Brutus Arrives at New York.

NEW YORK, Aug. 6.—The United States collier Brutus arrived today from Manila, which port she left last April. The Brutus brought the body of Captain Allibone, of the cruiser Wilmington, who died at Manila.

St. Louis Fair Site Case.

ST. LOUIS, Aug. 6.—The suit to restrain the Louisiana Purchase Exposition Company from using Forest Park as a site came up today in Judge Zachritz's branch of the Circuit Court. After the arguments Judge Zachritz took the case under advisement and announced that he will hand down a decision next Monday.

LIST IS COMPLETE

Howison Appointed to Schley Court of Inquiry.

HE WILL ACCEPT THE DETAIL

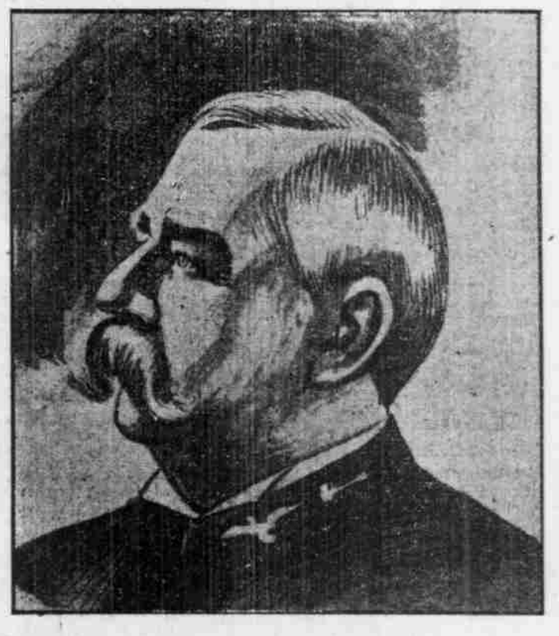
Admiral Has Maintained a Neutral Position—Witnesses Who Will Be Summoned Now on Foreign Stations.

WASHINGTON, Aug. 6.—The vacancy in the Schley court of inquiry caused by the inability of Rear-Admiral Kimberly to serve on account of ill-health has been filled by the selection of Rear-Admiral Henry L. Howison, whose appointment was announced by Assistant Secretary Hackett today. At the same time it was announced that this appointment would be agreeable to Admiral Schley. The department, before taking action, had submitted a list of names to Admiral Schley, which included that of Rear-Admiral Howison, and Admiral Schley had indicated his entire willingness to accept any officer on the list. The department also communicated the selection to Captain Parker before making it public. Assistant Secretary Hackett, before issuing the announcement today, communicated with Admiral Howison, who is at present at Saratoga Springs, N. Y., and ascertained from him that he had given utterance to no expression of opinion regarding the merits of the Sampson-Schley controversy.

The department states that Admiral Howison will accept the detail. Admiral Dewey was notified of Admiral Howison's selection, and the department sent to the latter a copy of the precept, together with Admiral Schley's letter relative to the fifth paragraph of the precept and the department's response thereto, which correspondence is part of the official record.

A preliminary list of the witnesses who will be called to appear before the court has been prepared at the Navy Department. Some of these officers are on foreign stations, and will be obliged to leave for home almost immediately in order to arrive in time. Admiral Schley has submitted a list of witnesses, some of whom are on foreign stations, and these also will be ordered home. Among the witnesses desired by Admiral Schley is Lieutenant Benjamin W. Wells, Admiral Schley's Flag Secretary throughout the Spanish War. There are no Spanish officers on Admiral Schley's list.

WILL SERVE ON THE SCHLEY INQUIRY BOARD.



ADMIRAL HENRY L. HOWISON.

Admiral Henry L. Howison has to his credit a record of which any man might well be proud. A native of Indiana, he was graduated at Annapolis, in 1858, near the head of his class, and received his Lieutenant's commission five days after Sumter was fired on. From 1861 till 1864 he served with the North Atlantic squadron, participating in the battle of Port Royal and the several attacks on the defenses of Charleston, but was assigned to the Bienville, of Farragut's fleet, in time to perform conspicuous and gallant service in the battle of Mobile Bay. Since the Civil War he has held important posts afloat and ashore, has been several times on duty at the Naval Academy, and from 1888 till 1893 was president of the steel-inspecting board. He reached the rank of Commander in 1872, and that of Captain in 1885. From 1893 till 1896 he was Commandant of the Mare Island Navy-Yard, and then for a year held command of the Oregon. He received his commission as Commodore in March, 1897, and was made Commandant of the Boston Navy-Yard. On the retirement of Admiral Sicard, September 30, 1898, he became Rear-Admiral, and at the close of the Spanish war was assigned to the command of the South Atlantic station. Admiral Howison is one of the youngest retired officers of his grade.

SEVEN BODIES FOUND.

Searching the Ruins at the Scene of the Philadelphia Explosion.

PHILADELPHIA, Aug. 6.—Seven dead, two or three probably fatally wounded and more than 60 other persons hurt more or less seriously is the latest revised record of last night's explosion in the row of buildings on Locust street. How many more victims, if any, are still in the ruins will not be known until the debris has been cleared away, which will require many more hours of hard work. The latest find was made at 8 o'clock tonight, when the badly burned remains of a colored man were found in the wreckage on the sidewalk. The list of dead follows:

Elizabeth Mountain, aged 38 years.

Frederick Lee, aged 40, colored.

Unknown colored child, aged about 3 years.

Unknown colored woman, aged about 28.

Three unknown colored men.

The most seriously injured, who are likely to die, are: Mrs. Patrick Quigley; Samuel Gates, colored; Lizzie Watkins, colored; Morris Rosenthal.

Temporary electric lights have been erected at the scene of the explosion, and tonight 200 men are vigorously pursuing the search. The police and fire officials hold to the theory that gasoline stored in one of the three grocery stores did the damage.

Ran Into a Washout.

PRESCOTT, Ariz., Aug. 6.—The southbound freight train, on the Santa Fe, Prescott & Phoenix Road, ran into a washout at Point of Rock, north of this place. The fireman, engineer and head brakeman were injured, the fireman probably fatally. Very heavy rains in the north have caused great damage along the line of the Santa Fe.

ALBUQUERQUE, N. M., Aug. 6.—Six passenger trains are stalled here owing to washouts on the Atchison, Topeka & Santa Fe Railroad. Over two inches of rain fell in Santa Fe in two hours yesterday. Telegraph wires are in bad shape.

Deaths in Butte Mines.

BUTTE, Mont., Aug. 6.—William H. Thomas, one of the oldest miners of Butte in point of service, was found dead in shaft No. 5 of the Boston & Montana this evening. He was engaged in reconstructing the pumps and is supposed to have fallen and been suffocated in the mud and water.

John Uytto, working in the Rarus, fainted or fell against the wall while going up on the cage from his work and was instantly killed.

WOOD CAUSED A SENSATION

Filed on a Claim Extending Through the Town of Lawton.

FORT SILL, O. T., Aug. 6.—John Wood, of Wetherford, O. T., who drew No. 1 in the Lawton district, created a sensation at the land office today when, in filing for his claim, he chose 160 acres running the entire length of the townsite on the south. According to the Government plat, the two most valuable sections in the whole reservation were made to adjoin the townsite on the south. Miss Mattie Beals, the Wichita, Kan., telephone girl, who had drawn No. 2 from the wheel, had counted on selecting one of these, but when Wood made the selection noted, she had to content herself with a tract south of Wood's and two sections away from the townsite. Wood's claim is valued at about $50,000.

Claim Filing at the Two Towns.

EL RENO, O. T., Aug. 6.—The last act in the opening of the Indian lands in Kiowa-Comanche reservation began today, when the winners in the lottery were permitted to file on their claims. The filing began in El Reno for the El Reno district, and at Fort Sill for the Lawton land district. At each place 125 of the lucky ones were permitted to file in the order that their names were drawn from the wheels. The filing at the rate of 250 will continue daily until the entire 13,000 claims have been disposed of. It is estimated that at least 2000 or 3000 claims drawn at the lottery will never be filed on. There will undoubtedly be a lively scramble for them by the thousands of people who did not win in the lottery. Today also the auction sale of the Federal Government town lots at Anadarko, Hobart and Lawton began. At each place thousands of people have waited for days the opportunity to purchase lots and begin business.

Rough Trip on Torpedo Boats.

NEW YORK, Aug. 6.—The torpedo-boats Cushing and Winslow, which have reached this city, had a difficult passage from Norfolk. They are on their way to join the North Atlantic Squadron. Lieutenant Douglass was in command of both boats, and Lieutenant Stone in command of the Winslow. The Winslow developed leaks in her fresh-water tanks, and about 2 A. M. on Sunday the water gave out. The Cushing then ran lines to the Winslow, a ticklish job at sea, and towed her for five hours. At that time Lieutenant Douglas discovered that the Cushing had only fresh water enough to get her into port. So the lines were cast off and the Winslow ordered to go ahead with salt water for her boilers, although it is injurious to the pipes. The Winslow will probably be laid up at the yard for repairs for a week. The Cushing is expected to leave at once. The crews of both boats were completely fagged out.

Imports at Manila.

WASHINGTON, Aug. 6.—The Division of Insular Affairs of the War Department is in receipt of its regular monthly report from the Collector of Customs at Manila, which shows that the imports at that port for the month of May, 1901, amounted to $2,460,431. A noticeable feature of the report is the fact that for the first time during the American occupation, the United States heads the list of imports with a total of $549,323. England comes next with $337,544.

FOR CIVIL SERVICE

Charter Sub-Committee Has a Report.

LABORERS TO BE INCLUDED

Aim Is to Have All City Employes Except Heads of Departments Removed From Political Influence.

The committee on civil service and salaries appointed by the Charter Commission has prepared a draft of a report embodying a complete civil service system for the selection of nearly all city officers except elective officers and heads of departments. The report is not yet completed, and all of its features have not been agreed upon by the committee, but it was positively stated yesterday that it would provide for rigid examination of all applicants for city positions by a Civil Service Commission to consist of three members.

When the Charter Commission was first organized, a committee was appointed to prepare the general plan of the charter. Touching civil service, this committee reported in favor of civil-service tests for all city officers and employes between the grades of heads of departments and common laborers. To the committee on civil service and salaries, therefore, was entrusted the duty of elaborating this idea and drafting the details of the system. The committee consists of R. W. Montague, Walter F. Burrell and Dan J. Malarkey.

The draft of the report thus far agreed upon provides for a commission of three members, as stated, but the manner of their selection, whether by the Mayor, Governor, Common Council or popular vote, has not yet been determined. This subject is giving the committee much food for thought. The aim is to remove the selection of the commissioners so far as possible from local political influences, in order that their work may be unhampered.

It has been agreed upon to exempt the following city officers from civil service regulations:

1. Officers chosen by popular vote or appointed by the City Council.
2. The City Attorney and such of his assistants as are actively engaged in the trial of the causes.
3. City Engineer.
4. City Auditor.
5. City Treasurer.
6. Police and Fire Commissioners.
7. Chiefs of the Fire and Police Departments.
8. Municipal Judge.
9. Civil Service Commissioners and their secretary.

The members of the committee, however, are all in favor of making city laborers subject to civil service regulations. These were exempted from the system by the committee which drew up the general outline of the charter, but the members of the committee are of the opinion that they should be included. They say that civil service, as applied to laborers, has worked well elsewhere, and that cities which do not include laborers have upon experience lamented their omission. The committee, however, invites general discussion and suggestion along this line.

The manner of selecting city employes has not yet been agreed upon. By that is meant the manner in which they shall be selected after they have taken the examination. Some favor having an eligible list, from which the appointing officer or head of department may take his choice. This list could consist, say, of the three whose average might be the highest in a competitive examination. Others favor restricting the choice of the successful applicant to the person receiving the highest average, leaving the appointing officer no discretion in the premises. This subject is giving the committee much worry.

A member of the committee stated yesterday that the civil service draft, as finally agreed upon, would much resemble the one recommended by the National League of Municipalities, and the system provided for in the Seattle and San Francisco charters. As a matter of fact, however, a strong effort is now being made in Seattle to abolish the civil service system and go back to the spoils system. This matter will probably be submitted to the voters at the next city election in Seattle.

Owing to the fact that Mr. Malarkey, of the committee, left for the East last night, it is probable that the report will be delayed about three weeks.

SUMMARY OF IMPORTANT NEWS.

Domestic.

Admiral Howison will be the third member of the Schley court of inquiry. Page 1.

A general strike has been ordered in the mills of the steel trust. Page 2.

Maryland Republicans met in convention at Baltimore. Page 2.

Foreign.

The funeral of Empress Frederick will occur at Potsdam Tuesday. Page 2.

The House of Commons discussed a vote of £6,500,000 to aid South African colonies. Page 3.

The English Minister at Pekin refused to sign the settlement protocol. Page 3.

Count von Waldersee will arrive at Homburg today. Page 3.

Sport.

Portland defeated Tacoma—6 to 3. Page 3.

Seattle won from Spokane—13 to 4. Page 3.

American and National League scores. Page 3.

Pacific Coast.

Unknown burglars drove a tunnel beneath the vault of the Selby Smelting Works, near San Francisco, and got safely away with $280,000 worth of gold. Page 1.

The Washington Supreme Court refuses to grant a writ of habeas corpus for Eben Boyce, the Tacoma murderer. Page 4.

Governor Gage may be asked to mediate between contestants in the San Francisco strike. Page 5.

A Portland corporation will undertake to reclaim 8800 acres of arid land in Harney County under the Carey arid lands act. Page 5.

The chiefs of the divisions of hydrography and forestry are making an extended trip through Eastern Oregon. Page 4.

Commercial and Marine.

Portland Flouring Mills Co. to build at Odessa, Wash. Page 10.

Three more Portland grain ships reach Queenstown. Page 10.

Wheat lower and stocks higher in the East. Page 11.

Portland and Vicinity.

Charter subcommittee favors strict civil service for all city employes. Page 1.

Board of Public Works in doubt as to their control of electric wires. Page 12.

D. Solis Cohen speaks at Newport for the Lewis and Clark Centennial. Page 8.

Death of Professor H. M. James, formerly principal of the High School. Page 12.

Many prominent cannerymen at the Hotel Portland. Page 12.

Trolley line to Southern Pacific car shops promised within three months. Page 8.