LEYTE AS BAD AS SAMAR

BOLOMEN ESCAPED TO ADJACENT ISLAND FROM BALANGIGA.

General Chaffee Does Not Expect to Hear of Any Extensive Engagement in the Island.

MANILA, Oct. 22.—General Chaffee does not expect to hear of any extensive engagement in the Island of Samar. He believes the operations there will not result in any open fight. It is hard to find armed Filipinos, but every man without occupation will be compelled to go into a town. It is expected that all the rifles captured by the Filipinos at Balangiga are now in the Island of Leyte, where many bolomen are known to have gone from the Island of Samar. In fact, Leyte is as disturbed as Samar.

The object of the reinforcement of American troops now being pushed forward, is to increase all the garrisons to 38 men. Some of them have, until recently, numbered only eight men. The reinforcements will also allow the detailing of a working force to operate in the field, hunting for insurgents.

General Wheaton reports that a band of bolomen has entered Tarlac Province, Island of Luzon, through Bulacan Province, and that the men composing it are distributing inflammatory bulletins, which are posted on the church doors, warning the people to prepare to take the field in January. Some of the friendly natives were informed by bolomen that various bands of armed natives would shortly concentrate in the vicinity of Rosales.

A harmonious agreement has been reached between Governor-General Taft and General Chaffee regarding habeas corpus proceedings in the case of military prisoners The law has been amended so as to cover such cases.

Marines Sent to Samar.

WASHINGTON, Oct. 22.—The Navy Department has received the following cablegram from Rear-Admiral Rodgers:

"Cavite, Oct. 22.—Secretary of the Navy, Washington: Active insurrection in Samar. New York leaves today for Catbalogan with 300 marines, to return to Basey and Balangiga to co-operate with Army. Nearly all naval force concentrated on Samar patrol. Services of Arethusia and Zafiro, two colliers, needed and being utilized."

Naval officers construe the dispatch to mean that the New York will go first to Catbalogan and then to Basey and Balangiga, landing detachments of marines at each point.

TRADE IN THE PHILIPPINES.

Americans Are Slowly Invading the Markets.

NEW YORK, Oct. 22.—The Manila correspondent of the Journal of Commerce sends the following details concerning the trade in the Philippines:

The invasion of the markets of the Philippines by American merchandise and merchants is much less complete as yet than the invasion of the islands by American political ideas, but there are indications that American goods will come here in increasing quantities within a short time. Judging from the exterior of the shops, American establishments are comparatively few, but judging from the interior the footing obtained by American goods is more obvious. One of the difficulties with which Americans have to contend in this market is the fact that the established channels of trade are with Spain, France, Germany and Switzerlland, rather than with America. The great jewelry shops, the dry goods stores, the importers of boots, shoes, hats and all sorts of necessaries of civilized life have done business for many years with European exporters and are familiar with their goods, systems of credit, methods of packing and freight facilities. In textiles the Europeans naturally enjoy some of the same advantages which skill and long practice give them in the United States. The representatives of the Spanish Chamber of Commerce appreciate the fact, however, that a new era is beginning in Philippine trade. Retail trade in many lines here has been based upon the principle of charging "what the traffic will bear," rather than upon the maximum prices enforced by competition. Merchants have been content with large profits upon small sales rather than small profits upon large sales.

Considerable work is being done by Civil Governor Taft and the Philippine Commission in organizing civil government and preparing to extend American methods of cultivation and American methods of transportation throughout the islands. It was only with the termination of the military control of July 4 that this work could be begun in earnest. Government has to be created from the ground up, with little to build upon that is worth anything from the remnants of Spanish authority. Already land is being prospected for gold. Nothing has been done towards an electric railway line, because peace has been so recently restored. Such a line is much needed and Americans may endeavor to buy up the franchise of the existing horse railroad, with its average of about one trip an hour, as soon as the situation clears. There is little doubt that an electric street railway would do an enormous business, in view of the demand for transportation in Manila. The hundreds of native cabmen, with their odd little carramatos and diminutive ponies, might suffer from railway competition, but would find continued occupation on the outlying routes and perhaps in managing the new cars, as the natives do in Honolulu.

Transport Sheridan Disabled.

WASHINGTON, Oct. 22.—Word was received at the War Department that the transport Sheridan had arrived at Nagasaki in a disabled condition, and would not be ready to leave that port for three weeks. The Sheridan was on her way from Manila to San Francisco. She carried about 800 short-term soldiers, 280 sick soldiers, and 19 insane soldiers. No details were received as to the trouble with the Sheridan. The transport Warren has been sent from Manila to Nagasaki to receive the sick passengers from the disabled transport.

Country on Gold Basis.

St. Louis Star.

It now seems the determination of leading Republicans and sound-money Democrats in Congress to settle, once and forever, at the next session, the currency question of the country upon a gold basis. The quicker this is done the better it will be. The matter is practically settled now, and only needs one more turn to eliminate the same for all time to come from the politics of the Nation.

London Water Board.

LONDON, Oct. 23.—The Government, according to the Daily News, intends to introduce during the next session of Parliament a bill for the establishment of a water board to control the water supply of London by taking over the rights of the existing water companies.

Chinese Rebels Executed.

BERLIN, Oct. 22.—It is announced in a dispatch received here from Swatow that 140 rebels have been executed and that order has been restored in the Hsing Ning district, where several missions have recently been destroyed.

Mutiny at Warsaw.

LONDON, Oct. 22.—An unconfirmed report which has reached London through Berlin says a part of the Russian garrison in Warsaw recently mutinied, firing upon the officers, and that 300 men will be court-martialed.

Secretary of British Embassy.

LONDON, Oct. 22.—The Gazette today contains the official announcement of the appointment of Arthur Stewart Radkes as first secretary of the British Embassy at Washington.

FOR TRADE OF SIBERIA

CONSUL H. B. MILLER POINTS OUT MARKET FOR PORTLAND.

John Barrett Asks Advice From Chamber of Commerce—Report on Freight Shortage.

United States Consul Miller, Niu Chang, China, has been studying the trade possibilities of the Siberian Coast, and considers that there is an excellent opening for the sale of Oregon products there. The following letter from Mr. Miller to Allwen Cameron, agent at Hong Kong, was read at the meeting of the Portland Chamber of Commerce yesterday:

I have just been on a visit to Dalny, the commercial seaport for the Siberian railroad terminus. The port will be open for business about December 1. They have a harbor where ships drawing 30 feet at low water can go directly alongside of the docks and load from the cars. They have expended about 12,000,000 rubles in building docks, drydocks, shops, buildings, etc., and are now working 24,000 men in constructing the place, and propose to expend over 20,000,000 rubles more. The railroad direct to St. Petersburg will be connected by December, except at Lake Baikal. The Russian Minister is here today, having come from St. Petersburg to Dalny by rail in 20 days. They are building a great modern city there. The Chinese Eastern Railway will put on a line of steamers to run to Japan, and I have no doubt that you can make arrangements with them to handle cargo with you. Portland, Or., ought to establish a good firm at Dalny, especially for handling the products of the Northwest. Can you not induce your Portland people to do this in some way? I would advise you to visit Dalny at your earliest convenience and get a hold on the business that is sure to come there.

What Portland needs in this country is a few firms that are prepared to handle her products here, composed of men familiar with the resources of the Northwest, and well acquainted with her business men. There is a good market for flour, butter, cheese and milk, lumber, sash and doors, green, canned and dried fruits, woolen goods and almost all the products of the Pacific Coast states; but we have not the men here who are acquainted with them or the Pacific Coast merchants. Portland could develop a splendid trade in this country if she would establish a good firm at Dalny. The manager should be able to speak Russian. The business would be a profitable one, without a doubt.

The letter was referred to the proper committee.

John Barrett Asks for Advice.

A communication was read from John Barrett, who is a member of the United States delegation to the International American Congress, which began its sessions yesterday in the City of Mexico. Mr. Barrett wanted advice regarding the subjects to be discussed, which are as follows:

1. Arbitration.
2. International court of claims.
3. Measures for the protection of industry, agriculture and commerce.
4. Development of the means of communication between the countries composing the union.
5. Consular, port and customs regulations. Statistics.
6. Reorganizing action of the International Bureau of the American Republic.

The trustees of the Chamber of Commerce will be glad to hear suggestions on the subject, which can be forwarded to the secretary.

Shortage of Freight Cars.

In regard to the shortage of freight cars E. T. Williams, of the North Pacific Lumber Company, who had been appointed chairman of a committee to look into the matter, made the following remarks:

The Southern Pacific Company seemingly does not care to do anything for the lumber shippers. Since October 1 not a single lumber car has been allowed my company, and from what I can learn none of the other mills have been able to make any lumber shipments over the line since that time. I have conferred with the officials upon various occasions, but can get no further satisfaction than that they are not able to handle the business, and that is all there is to it. We have about 100 carloads awaiting transportation, and I don't know what to do about the matter.

The O. R. & N. Co. has added to its rolling stock, so that we are now able to carry out contracts over its line in good shape.

President Hahn said he had also found it difficult to obtain freight cars for the past 10 days, for the purpose of making shipments South. "I am told they have not ample equipment," he said, "and the shipper has to bear the loss."

Other Matters.

The communication of United States Lighthouse Inspector W. B. Day, relative to the tearing away of buoys on the Lower Columbia by log rafts, was referred to the committee on navigation.

A letter from C. R. Brodix, of New York, desiring information as to the demand for ammonia in the Northwest, was referred to the secretary, who was directed to communicate with the writer.

A letter from H. T. Scott, of San Francisco, was referred to Governor Geer. It concerned the erection of a monument to President McKinley, to be erected at Canton, O., and the State of Oregon was asked to co-operate.

Spinners' Wages Advanced.

FALL RIVER, Mass., Oct. 22.—Notices have been posted in the cotton mills, increasing wages 5 per cent, to take effect November 4. This is the second raise of 5 per cent in these mills within a month.

The Textile Council tonight instructed its secretary to send a communication to the manufacturers asking for a 10 per cent increase in wages to take effect November 4. The action of Mr. Borden in advancing wages another 5 per cent in his mills here has stirred the operatives to an unusual pitch, and they talk strongly of fighting for the advance. The manufacturers, on the other hand, declare that an advance in wages will not be given.

Strike at Illinois Steel Works.

CHICAGO, Oct. 22.—Trouble has broken out afresh at the Illinois Steel Works, in South Chicago. The crane men, who handle the molten metal ladles, have gone out on strike, alleging that the company demanded that they do machinists' work in repairs. A number of machinists also quit work.

Earthquakes in West Indies.

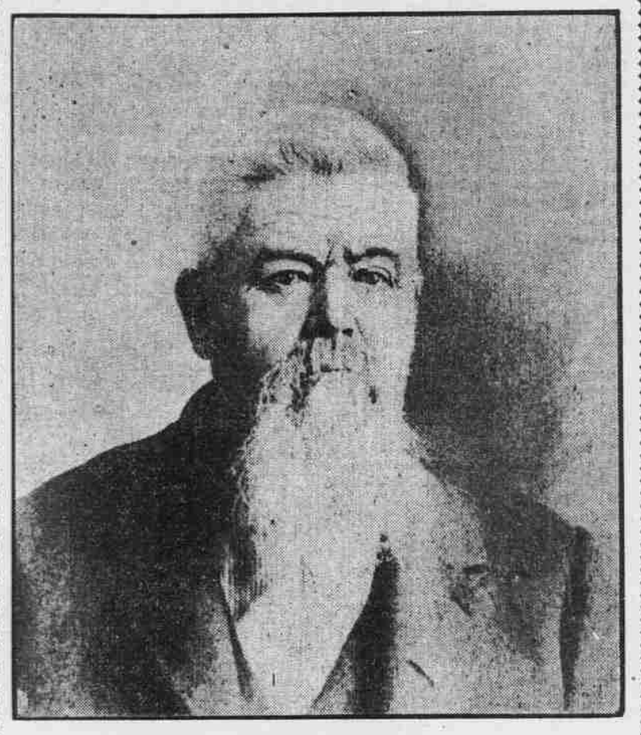
ST. THOMAS, D. W. I., Oct. 22.—The sharpest earthquake shock in many years was felt here this morning. No damage was done.

SAN JUAN, Porto Rico, Oct. 22.—A slight earthquake shock was felt here Sunday morning in various towns of the island.

Settling Manchester's Debts.

LONDON, Oct. 23.—According to the Daily Express, at a family conference held at 45 Portland Square yesterday, which was attended by Eugene Zimmerman, it was arranged that he should pay £5000 and Consuelo, Duchess of Manchester, £2000, to liquidate the Duke of Manchester's debts. It was also announced that the present tenant of Kimbolton Castle, the principal seat of the Duke of Manchester, has consented to terminate the tenancy, in order to gratify the wish of the young Duchess that her accouchement might occur there.

DEATH OF OLDEST INHABITANT OF LAKE COUNTY.



DAVID R. JONES.

LAKEVIEW, Or., Oct. 22.—David R. Jones, who died at his home, near here, October 19, was the oldest inhabitant of Lake County. He was born in Virginia in 1836. He arrived at Jacksonville, Or., in 1860, coming by boat from New York to San Francisco, thence by stage. In 1864 Mr. Jones left Jackson County for Washington Territory. In 1866 he moved to Idaho. During this time he was engaged in the freighting business. The following year he loaded his big teams with grain and followed the soldiers to Old Camp Warner, in Warner Valley, Lake County, arriving there September 15, 1867. In this valley Mr. Jones made his home, and had resided there since. He married Mrs. Ellen Gregory in May, 1869. They have three children.

AT THE HOTELS.

THE PORTLAND.

K G Calder, Chicago
W A Morey, Chicago
George J Allen
G W Stolte, Phila
J Lessynsky, San Fr
Geo J Dana, Seattle
J F McKee, Brockport, N Y
Louis Glass, San Fr
John Lawrence, S F
Geo Hodges & w, Mass
P Jacobson & family
M Kelly, city
B G West, Chicago
H W Prickett, St Joe
G L Goodall, Capt, U S A
Mrs J T Ross, Astoria
A W Todd
Mrs Louise Soles, Pittsburg
W R Sebree, Caldwell, Idaho
W H Remington
Geo W Richardson, SF
D M McKay, S F
J B Stokes, S F
J A Cranston, city
A D Levy, N Y
H S Stebbins, Seattle
L Macgowan, N Westminster
H Buckton, do
J J Wirtner, San Fran
Wm Virges, Tacoma
J E MacAlpine & wife, Victoria
Matt L Berry, Mgr "A Texas Steer"
F Victor, Denver
M M Israel, Denver
D E Brockbank, S F
N W Sallade, Fond-du-Lac, Wis
R C F Astbury, Astoria
Will Wolf, city

THE PERKINS.

J H Hanthorn, Astoria
C Ball, Astoria
Chas Franzen, Lyle
Geo B Baker, Dayton, Wash
J R May, Dawson
Thos Carroll, Tacoma
Fred Edmonds, do
F H Murray, Tacoma
Wm K Curberg, Seattl
J R Upson, St Paul
J P Lockwood, LosAng
B F St John, Sterling, Ill
Mrs St John, do
Mrs J L Goodyear, Atlanta, Idaho
Miss Goodyear, do
Mrs Chas Hines, Forest Grove
Master W Hines, do
E Stewart & fy, Dayville, O
John Selnes, Astoria
Sam L Lutz, city
Henry Johnson, Clatskanie
Chas Johnson, do
J B Ingerlin, S F
H Haseufine, Mich
Mrs Haseufine, do
C E Loomis, Eugene
C E Leonard, Winlock
A McDougall, Tacoma
Mrs McDougall, do
W S Cone, Bay City
J C Harrow, Montague, Cal
Frank Gibson, Rickreall, Or
W W Rowell, do
C J Archie, Greenville, Pa
Jerry Pattenandt, Ellensburg, Wash
Mrs Pattenandt, do
A L Henry, Kelso
A McPherson, Boise
S J Miller, Vancouver
Helen Miller, do
John Dobson, Chehalis
C Bliss, San Francisco
H A Pratt, Seattle
C Reass, Seattle
Mrs Reass, Seattle
E A Allen, San Fran
W N Hunt, Seattle
Mrs Hunt, Seattle
J P Mampel, San Fran
H Taylor Hill, Prineville
Jas Vance, San Fran
A C Pater, Seattle
Mrs Pater, Seattle
S L Hill, Tacoma
A S Baty, city
Mrs Baty, city
W H Kennoyer, Chehalis
C Johnson, Hoquiam
Mrs Johnson, Hoquiam
Jas Morris, Seattle
Arthur A Wills, Lewiston
R Holcomb, Wash
O E Willis, Lewiston, Minn
O P Hulse, Moro
R R Reidford, W W
Mrs Reidford, W W
Master Reidford, W W
E F Hyde, Seattle
P G Malibee, Waterville, Wash
Mrs Fred Wapple, La Grande
J W Finnegan, San Fr
Geo C Mowat, San Fr
G W Parman, Condon
D H Booth, Baker City
Mrs Booth, Baker City
Creah Servies, Gridley, Colo
W E Sherrill, Hood R
S C Jackson, Hood R
Geo McDuffee, Heppner

THE IMPERIAL.

C. W. Knowles, Manager.

Mrs C A Housel, Salem
Mrs T C Elliott, W W
Master Elliott, W W
D Ryrie, Spokane
W S Daniell, N Y
W A Williams, Chgo
Geo C Coreyobell, Seattle
Mrs Coreyobell, do
W L Dudley, Seattle
Master Dudley, do
John D Daly, Corvallis
Jas Withycombe, do
A W Stowell, Vancvr
C E Wilson, San Fr
S Price, Harrisburg
T W Potter, Chemawa
J J Nash, Chicago
A R Mattoon, Riddles
Miss Bessie Stowell, do
Mrs A W Stowell, Vanc
Alex Gilbert, Astoria
C C Hogue, Albany
J Tapscott, city
Mrs Tapscott, city
A J Morton, Spokane
L G Burnett, Bridal V
E T Gore, Scappoose
B Crulkshank, Seattle
A J Bennett, Spokane
F Strong, Eugene
R M Wooden, Jewell, Or
Mrs Wooden, do
L Cassweller, Tacoma
M Ford, Astoria
Edmond Rice, Olympia
E A Blackmore, Ridgefield
J McCormack, Astoria
Mrs McCormack, do
Miss D E Anderson, do
R E Howes, Astoria
Mrs Howes, Astoria

THE ST. CHARLES.

Wm Grabbler, Fort Stevens
A D Zinford, do
L V Maxwell, Tacoma
Miss A E Anderson, do
G Marble, Fisher's Ldg
G M Merrill, Deer Isld
Chris Olsen, Deer Isld
Robert Johnson, do
P W Geer, Silverton
Clementina Boracco, Cape Horn
Geo Weeks, Marshland
E M Clark, Corvallis
Dr Meesman, city
J F O'Brock, Anacrts
S G Reety, Anacortes
F A Kinney, do
John Duggan, Stella
Mrs L A Bozarth, Vanc
C F Gesner, Orchards
C A Rodegeb, Ariel
J A Harris, Ariel
A D Hoskins, Ariel
J D Harmon, Dayton
P W Cummins, San Fr
A A Parrett, San Fr
Wm Wilson, San Fr
J Wiggins, Indp
J B Yeon, St Martin's
L L Dunagan, Silverton
Carrie Douthit, Stvnsn
J Crem, Albany
R M Wooden, Albany
E J Linn, Corvallis
O G Barlow, Hillsboro
J L Tuttle, Amboy, Wn
J S Talbott, Falls City
Geo Rabenan, Stevnsn
H C McPowell, Salem
Burt Wland, Silverton
H Henderson, do
L Michael, Stella
Mary French, Dallas
J A Simmons, N Yam
F J Bolter, Brooks
W E Taylor, Grnt Pas
Mrs L M Hedges, Harlow
J W Ewing, Lebanon
A G Enequist, Stevnsn
Jenn Griffin, do
Mrs L V Maxwell, Tacoma
H Stennick, Tacoma
H Yollar, Tacoma
H Oustot, Stevenson
D G Burkhard, Palmer
R W Taylor, Albany
Geo T Purser, Albany
Ed Munson, Dallas
R W Van Noys, do
W W Feebrache, Bonner's Ferry
Miss Nettie Hall, Buena Vista
G Farrington, Oakville
S A Farrington & w, do
H Jenkins, Ostrander
G Folck, Pe-Ell, Wash
Jessie Burkhurst, do
W J Mumford, do
J H Lutz, Toledo, Or
P A Albertson, Seattle
J M Wagner, N Yak
F Hartley, N Yakima
Mrs C M Wilcox, Seattl
Mrs E C Post, Seattle

WOMAN

IS LIKE A DELICATE MUSICAL INSTRUMENT

In good condition she is sweet and lovable, and sings life's song on a joyful harmonious string. Out of order or unstrung, there is discordance and unhappiness. Just as there is one key note to all music so there is one key note to health. A woman might as well try to fly without wings as to feel well and look well while the organs that make her a woman are weak or diseased. She must be healthy inside or she can't be healthy outside. There are thousands of women suffering silently all over the country. Mistaken modesty urges their silence. While there is nothing more admirable than a modest woman, health is of the first importance. Every other consideration should give way before it. Bradfield's Female Regulator is a medicine for women's ills. It is the safest and quickest way to cure leucorrhea, falling of the womb, nervousness, headache, backache and general weakness. You will be astonished at the result, especially if you have been experimenting with other so-called remedies. We are not asking you to try an uncertainty. Bradfield's Regulator has made happy thousands of women. What it has done for others it can do for you. Sold in drug stores for $1 a bottle.

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THE BRADFIELD REGULATOR CO. Atlanta, Ga.

Inflamed and Spongy Gums.

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European, first-class. Rates, 50c to $1.50. One block from depot. Restaurants near by.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates 50c and up.

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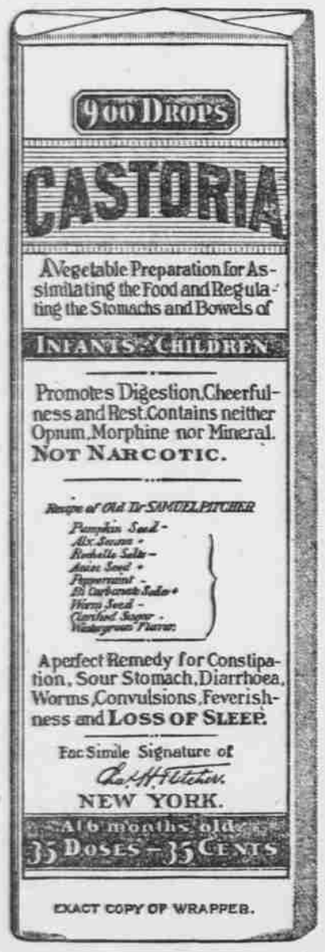

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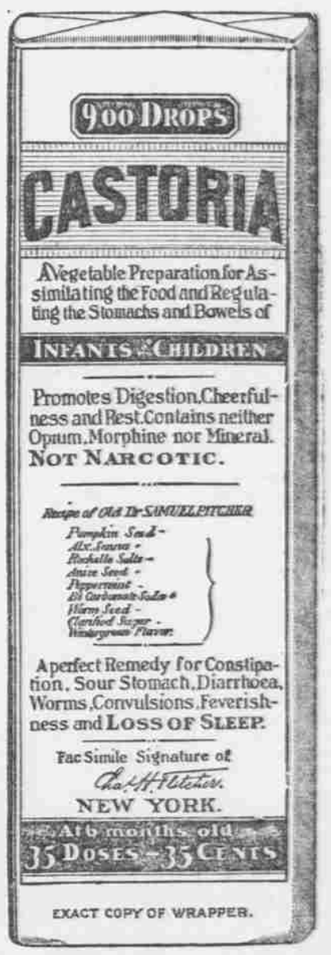
GENUINE **CASTORIA** ALWAYS

Bears the Signature of

Chas. H. Fletcher.



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The Kind You Have Always Bought. In Use for Over 30 Years.