and the prospect, after all the work and

come to the point where persistence meant certain harm for somebody. The robber

Anxious to Kill Messenger.

"Come out of there," he shouted to

Lucas. "I guess we'll gulf this car. But

blank that blankety-blank expressman;

I'd wreck this train if I thought I could

Keeping the engineer between himself

retreated.

CRACK-PROOF SEAL MINING BOOTS TRAIN WAS HELD UP

Be sure that the heels and knees are stamped per cut, and that each boot has our "Gold Seal" stamp on the leg

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Was at St. Johns.

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The Pianola is on exhibition, and visitors are welcome. This is an important invitation, when you realize what an important part the Pianola takes in the pleasure of the household and in the usefulness of the plane. Our time is yours. You are welcome to take as much as you wish. If you are still bashful, come to one of the free public recitals, which we give every Wednesday evening and

RECEIVED BY DIAZ.

at Castle of Chapultepec.

cluding the secretaries, were received by

It had been expected that the Pan American Congress would this afternoon get down to a discussion of rules and organization, but an unexpected turn was given to the proceedings by a resolution presented by the delegations from Argentina, Bolivia, Paraguay, Brazil and Uruference that the Governments of Colombia and Venezuela may reach an equitable and rational agreement of their present

difficulties and directing that the present congress be directed to transmit to the respective governments this resolution in the hope that it may be received in the which it has been inspired, General Ratael Reis, delegate of Colom-bia, spoke favorably of the proposition. He denied that war existed officially between his country and Venezuela, according to the condition of the border, friction prevailed which might at any time provoke conflict. A similar condition of affairs prevailed, he said, with respect to Ecuador, but the new President of Ecuador, Senor Piaza, had assured Colombia

that he would do everything possible to prevent a more serious development, and to suppress border troubles. Colombia, General Reis said, is in the best of disposition to meet its neighbors half way, In general terms the proposition was also supported by Jose Gilforteoute, the delegate of Venezuela. However, in the final voting both the Colombian and Ven-exuelan delegations, as well as the Chilean delegation, refrained from voting. The unanimous indorsement of the congress was given the resolution. This was the only business transacted.

Boths Located.

LONDON, Oct. 24.-A dispatch from Brussels says it is rumored there that Commandant-General Botha is camped

EUROPEAN PLAN

PORTLAND, OREGON

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DUKE IN NEWFOUNDLAND. Delegates to Pan-American Congress Last Stop of the Ophir in America

MEXICO CITY, Oct. 23 .- This morning,

ST. JOHNS, N. F., Oct. 23.-The royal all the members of the American delegation of the Pan-American Congress, inyacht Ophir, having on board the Duke voyed by the cruisers Crescent, Diadem and Prosperine, arrived here today. The President Diaz socially at Chapultepec. pleasant half hour was spent at the city was profusely decorated, and over 600 fishing vessels had assembled in these thad been expected that the Panwaters, all decorated with bunting. A heavy rainfall started soon after the ar-rival preventing the royal party from even taking a drive and spoiling the dec-

orations. The Duke this evening gave a dinner to the Governor, Sir Cavendish Boyle, and the state dignituries on the The celebration tonight was exceedingly enthusiastic. The weather was clear and the town fairly blazed with illuminations and fireworks. The Ophir, Crescent, Diadem, Prosperine and Charybdis electrically lighted; 15 scaling steamers moored in a long line showed festoons of spirit of cordisity and deference in marine lanterns, while hundreds of fishing vessels were similarly decorated, making veritable forest of twinkling lights spread over the whole harbor. From the hills surrounding the city 60 bonitres flamed. A thousand torch-bearers paraded the city, and then passed near the wharf where the Ophir was moored to be in-spected by the Duke and Duchess, Five

WASHINGTON AT YALE.

with lanterns. The Duke and expressed themselves as de-

hundred fishing boats paraded the

lighted with lanterns.

Southern Negro the Guest of the Treasurer of the University.

Morris F. Tyler, treasurer of the univer-sity, at a dinner at Mr. Tyler's residence iday evening. Ex-Postmaster-General Bissell also accepted an invitation to dine with Mr. Tyler that evening, and met Mr. Washington. Mr. Tyler said to-day that the invitations were sent and accepted about 10 days before Mr. Washwith 4000 men between Wakkerstroom and ington dined with the President at Wash-

GOLD SEALES Nervy Messenger Saved Express From Robbery.

WOULD NOT GIVE UP THE FORT

Car Was Wrecked by Repeated Charges of Dynamite-Robber Forced Engineer to Do Work-Registered Mail Rifled.

Robbers held up a northbound Southern Pacific passenger train between Cottage Grove and Eugene yesterday morning. and got away with the contents of five registered mail pouches. A desperate at-tempt was made to pillage the express tempt was made to plitage the express car, but this was foiled by the resistance of Messenger Charles F. Charles. But one robber was actively engaged. There is evidence, however, that another was present, and a theory that three were in the gang. The trouble began when the train had passed safely outside the yard limits of Cottage Grove, and ended within sight of the lights of Eugene, the main part of the train being left within about two miles of Cottage Grove, when it was deemed unsafe to continue the assault on the express car. The Sheriffs of Lane and Douglas Countles were promptly on the hunt. Pinkerton detectives were sent to the scene on the first train from Portland, and a Deputy United States Mar-shal and three postal inspectors went up from Portland last evening to take part in the search for the robbers. Then no way of ascertaining what value There is taken in the registered mail until the remitters shall be heard from. The robber's estimate was \$300. The baggage car was entered, but nothing was taken from it. None of the passengers was mo-

One Man Did the Work. The California and Oregon fast express, from New Orleans and San Francisco, due in Portland at 7:45 yesterday morning, pulled out of Cottage Grove at 2:19, about four minutes behind time. Before the train had fairly obtained headway, a man wearing a long black mask climbed over the tender and appeared at the engineer's cab with a large revolver in each back. He ordered Engineer B. L. Lucas and Fireman Robert Gittens to throw up their hands, and they obeyed. Then he ordered the engineer to stop the train, and when it had slowed down he compelled the fireman to jump off. The engineer, at the point of the gun, ran the train half a mile past Walker Station, and stopped of command. The robber compelled him to get down from his cab and go to the baggage car. There the masked man halted and discharged his Winchester haif a dozen times so that the bullets sang down the whole length of the train, and tended to discourage interference on the part of passengers or others who might be in the rear coaches. Rear Brakeman Carter, who jumped off the platform of the last with his lantern when the train stopped, heard some of the bullets, anlost no time in "dousing his glim" and be-coming invisible. He started back to Walker Station to give the alarm, and Conductor C. T. Kingsley soon followed him, and turned in the first report of the

hold-up to Superintendent Fields, as soon as he could get the long-distance telephone, there being no telegraph office at that point,
After that demonstration the robber called loudly and with much profanity to the baggageman to open his car. The engineer also called to the baggageman, C. H. Henry, explaining the situation, and advising him to open the car. He told the baggageman that the robber kept him (the engineer) between himself and danger, and that resistance could only result in harm to innocent persons. Inc baggageman and his helper opened the car, and the robber ordered the engineer into it, and ordered the car lighted. This was done and the baggagemen held up their hands until the robber had examined the car to his satisfaction and concluded there was nothing in it that he wanted. Then he and the engineer left, after forceful warning had been given the baggage men to put out their lights, shut their car and keep mighty quiet or they would be sent to kingdom come in a hurry They dld as they were told.

Assault on the Express Car. More outside shots were fired, and the engineer and his uncanny companion proceeded to the express car. There the robber repeated the demand he had made or the baggageman, and the engineer was particularly careful to explain repeatedly to Messenger Charles that if he should shoot he would get the engineer before the robber. Not a sound came from the fnterior of the express car. The robber ripped out a string of oaths, roaring that he had been there before, and knew how to deal with blankety-blank messengers who would not respond to his demands He pulled a large bunch of dynamite sticks from a pouch carried at his side and compelled the engineer to place it upon the sill of the forward side door the express car, on the right side of the car, and light the fuse with a cigar which he previously forced upon the engineer. Lucas says he thinks there were or 12 sticks of dynamite in the bunch. The fuse was lighted, and robber and en gineer stepped off about a car's length and waited for the explosion. It came and wrecked the door and sill of the car. The gamy messenger had also "been there before," and he held his silence, shrewdly surmising that one purpose of the robber was to get him to reveal his whereabouts in order that an attack might be made more directly upon him. In the uncertainty as to the location or condition of the messenger, it would have been madness to attempt to enter the car through the wrecked door. Some dynamite was lighted and thrown into the car, and it exploded with terrific force. But this brought no result. Then an assault was made upon the

rear side door of the express car, with a charge of dynamite even larger than that employed on the forward door. Engineer Lucas was compelled to do all this dan-gerous work at the point of a gun, and this latter explosion knocked him down and partly stunned him. The robber Washington, who is attending the Yale blocentennial celebration, was a guest of Morris F. Tyler, treasurer of the unit of could or not. More dynamite was under the could be could or not. turned his curses upon the engineer then and thrown into the car through that door It seemed impossible that any person in side the car could be alive after all devilish work with dynamite, and the robber commanded Lucas to climb up inte the car through one of the wrecked doors. Lucas notified the messenger that he was coming. As he stepped inside, and the robber had just gotten a footing on the threshold, or where the threshold was

before it was dynamited, a shotgun was thrust out the rear end door and a streak of fire and the report of the gun told the robber that he was fooled if he imagined he had overcome resistance with-in the express car. Under this circumstances the interior of that car was not an inviting place. The engineer, too, had

Schley Is Expected to Take been telling the robber that it was time for freight train No. 222 to be along, and that it carried a crew of seven men, all the Stand Today. armed with shotguns for shooting pheas-ants. About 40 minutes had been consumed

time spent there, was no more inviting than in the beginning. Indeed, it had HE WILL TESTIFY AT LENGTH

> Captain Clark, of the Oregon, Will Precede the Admiral-Dramatic Scene During Yesterday's Hearing-The New Witnesses.

and the express car, the robber retired up front again and turned his attention to the mail car, which was the one nearest the locomotive. He struck a match and looked at his watch. WASHINGTON, Oct. 23.-Admiral Schley is expected to take the witness stand "D-n it," said he, "it's getting late. in the naval court of inquiry, which is investigating his conduct in the Spanish Cut off that mail car and we'll pull out of here." War, some time tomorrow. This an-The engineer attempted to follow innouncement is justified by the progress made today in the examination of witstructions, but there was no slack, and he had to go to his cab and back the nesses. Eight witnesses were heard toengine to get slack enough to permit the day, and there are only three more names uncoupling. The robber accompanied him on the list preceding the name of the



and made sure that there was no opportunity for resistance on the part of Lucas. When the mail car had been cut from the rest of the train both men not into the cab. Water in the boiler and the fire under it were low. Lucas replenished both while the masked robber held a gun on him. They pulled out and the robber ordered the stop at a point on the stand for two or three days. the robber ordered the stop at a point half a mile north of Goshen station, about 10 miles from where the rest of the train was left. While going this distance the robber talked a little, assuring the engineer that he would not be injured if he should do as commanded and pronouncing the bitterest anathemas against the resolute express messenger.

Woman at Bottom of It. "There's a woman at the bottom this," he declared significantly. He said he knew how to deal with trainmen; that he had been in this business before. He inquired if the engineer knew where the (near Henderson spur). Lucas said he did, and he was ordered to stop before getting that far. Half a mile north of Goshen that far. Half a mile north of the order to stop was given, and the robber and the engineer left the cab and proceeded to the mail car.

A strange change had come into the manner of the masked vil-ain and, whereas he had prelain viously poured forth torrents of the vilest in making and enforcing his demands, he was as gentle as a woman in addressing the mail agents. The car was in charge of Carl Abraham, cierk, and George Bradshaw, helper. Lucas shouted to them the warning he had previously given the baggageman and express messenger, to the effect that he was being used by the robber as a protection in case they should fire. He also advised them to open the car, for there was plenty of dynamite and they would be blown up if they resisted. After a brief delay they opened the car and held up their hands The robber and Lucas entered. At the robber's command one of the mail men produced an empty sack. Lucas was compelled to slash the registered pouches with his pocket knife and hand the packages to the masked man, who examined each critically, as if to form an estimate of the value it contained. Those he deemed desirable he threw into the sack held by the clerk and the others he threw aside, He took perhaps 25 packages from the five sacks rifled. These were pouches made up in San Francisco and destined for the following places: Portland, Tacoma Seattle, Spokane, Victoria. Two other pouches bound for Portland were concealed from the robber. He swept hurriedly through the letter case, pulling out several letters and tearing them open to see if their contents were valuable, but when he found no money there he let those letters alone. Before he had finished with the mail car he had torn up of which he left on the floor of the car. "There," said he finally, "I guess that's il I want here. Pretty slim picking;

probably \$300." With the packages he took the schedules showing the contents of each pouch, so there is no way of knowing what is gone, even approximately, until returns shall be received from the San Francisco postoffice. And even then the values will not be known. This information can be supplied only by the remitters. Directing the mail clerks to put out

their lights and keep quiet, the returned with the engineer to the locomotive cab and told Lucas to pull ahead until he could see the lights of the City of Eugene. There at the crossing of the county road, one mile from the University, the engine was stopped and the robber climbed down from the cab, took the sack, which he had inadvertent ly left in the mail car, and disappeared in

Bade Engineer Good Night. "Good night," he called out to Lucas; 'you're all right. When they catch me. be easy with me."

To Engineer Lucas the robber appeared to be perfectly familiar with railroading

and with the country in which he was working. Once or twice when Lucas hesi-(Concluded on Tenth Page.)

C: 103.2

on the stand for two or three days. It is not yet possible to say whether any witnesses will be called in rebutial

by the court, but it seems probable that a few persons may be summoned for this purpose. The testimony today led Judge-Advocate Lemly and Mr. Hanns to decide upon the cailing of at least one rebutting witness, if he can be found. This is Sylvester Scovel, whose testimony is desired in connection with the incident of the meeting of the pressboat Somers M. Smith by the scoutboat St. Paul while the latter was off Santiago in May, 1898. The first of today's new witnesses, James H. Hare, photographer on the pressboat, stated that Captain Sigsbee, of the St. Paul, had told the correspondents aboard the Smith, on May 25 and 27, that Cervera's fleet was not inside the harbor at Santia Scovel was among the correspondents on the Smith, and if he can be found, he will be asked to come to Wash-ington and give his testimony on this incident. It is also probable that an effort will be made to rebut other portions of the testimony given in Admiral Schley's behalf, including Lieutenant Sears' de nials of a conversation concerning Admigal Schley, which the Lieutenant is alleged to have taken part in on board the Massachusetts, on May 31.

Other witnesses, in addition to Mr. Hare, who testified today were: Chief Boatswain William L. Hill, Gunner Applegate and Major Paul St. C. Murphy the marines, all of whom were aboard the Brooklyn during the Cuban campaign; Lieutenant-Commander Harlow, who, as executive officer of the Vixen, made notes of the battle of July 3, and three officers of the Oregon-Lleutenant A. A. Ackerman, Lieutenant E. W. Eberle and Lieutenant R. Z. Johnston, Lleutenant Ack-erman had charge of the after 13-inch turret, and Lieutenant Eberle, of the for-ward 13-inch turret on the Oregon on July 3 and Lieutenant Johnston was signal officer on the Oregon at the time Mr. Johnston testified that he did not re ceive any signal from the Brooklyn to fire her 13-inch guns at the Spanish ship Cristobal Colon, and all the Oregon's offitestified today expressed the opinion that the Oregon and the Brooklyn were practically equally distant from the Colon when that vessel went ashore. Some Colon when that vessel went ashore. Some of them, however, were inclined to think that the Brooklyn was a shade nearer the Spanish ship.
While Boatswain Hill was giving his

testimony, which was very complimentary to Admiral Schley, there were two out-bursts of applause. They were promptly

suppressed by Admiral Dewey. The Proceedings.

G. E. Graham made an addition to his testimony of yesterday, concerning the interview between Commodore Schley and Captain Sigsbee on May 26. He said that beyond what he had already reported Captain Sigsbee as saying, he further said:
"He had two pilots aboard and that
those pilots said that a fleet of vessels of the size of the Spanish squadron could not enter the harbor of Santiago." the question of the court as to whether he had heard a conversation between Commodore Schley and Liuetenant-Commander Hodgson, during the battle of July 3. Referring to this, Mr. Graham

"In answer to the question of the court I said 'No, sir,' but it seems to me that I should say that there was a great deal of conversation going on between three of four officers and I answered 'No' because I could not pick out from that the con versation between Lieutenant-Commander Hodgson and Commodore Schley."

Lieutenant Wells was among the former witnesses called for correction of testi-mony. While he was on the stand his attention was called to a press copy of a cipher dispatch dated May 24, prepared for him by Admiral Schley. The copy was found in the Commodore's press copy-book.

and Lieutenant Wells said he thought he had prepared it. He said, however, that there was a pencil note indicating that the dispatch had never been sent. He was asked to translate the copy and present it to the court later. Captain Lemily explained that the dispatch lemily explained that the dispatch lemils are said to the court later. explained that the dispatch indicated between the witness and Commodore Schley.

Photographer on the Stand. James H. Hare was the first new

witness today. He was a press photo pher during the Santiago campaign. stated that he was on the press boat Son ers M. Smith on May 26 and May 27 and they had met the St. Paul. "Did you have any megaphone commu-nications between the Somers M. Smith and the St. Paul?" asked Mr. Raynorf.

"Megaphone and by mouth also,"
"State what it was,"
"We asked the St. Paul if there was any tidings of Cervera's fleet. Captain Sigs-bee told us there was not; that Cervera's fleet was not inside Santiago and that

Schley had gone west."
"Is there any particular incident that impresses that on your memory?" 'Yes, sir. On Sigsbee's assurances that the fleet was not in the harbor we went back to Key West to coal instead of to Jamaica, and the first news we got was that Cervera's fleet was bottled up in the

harbor. On cross-examination Mr Hare said that the Smith was within 100 yards of the St. Paul and that part of the conversation was by megaphone and part without it. He gave a list of newspaper correspondents on the Smith at the time, but said he did not recognize any of the officers on board the St. Paul except Captain Sigsbee. Among the newspaper men mentioned as present were Sulvester Scount tioned as present were Sylvester Scovel Stephen Crane, Charles M. Pepper, Mr. Sheehan, George Lynch and W. O. Wilson. He told the court in respon question by it that Captain Sigsbee had nimself used the megaphone.

Mr. Hare was succeeded by Chief Boatswain William L. Hill, who was a boatswain on the Brooklyn during the Summer of 1898. He testified to hearing guns on approaching Clenfuegos, and said that while there a blockading line was maintained three or four miles out. He sold that he had written letters to his wife during the campaign, and had from these made a journal covering the period. He said in reply to a question by Mr. Raynor concerning the weather on the cruise between Clenfuegos and Santiago: "The weather was rough. It was worse than that. I should say it was blowing a reef-topsail breeze, and at one time the seas were breaking completely over the Massachusetts. I made an entry to that

Mr. Hill also stated that he had had direct charge under the executive officer of the Brooklyn of the coaling of that

"The Brooklyn," he said, "was the best ship in the fleet to coal, but only with constant watchfulness in the calmest weather could we coal without having an

The witness said in reply to a question that the derrick beams of the collier were not long enough to throw the ceal into the Brooklyn, and that other and supple-mentary devices were necessary for that purpose. He also said that he had personal knowledge of the Texas, and knew that the projecting sponsons of that ship made it a hard vessel to coal, and on more than one occasion permission had been asked and received for the ship to go to Guantanamo for coal. In the course of his description of the battle of July 3 the witness said:

near enough to touch Commodore Schley at that time, and I saw that we were going into a pocket. The Spanish ships had gotten out, and the Vizcaya, the sec ond ship, had turned toward us, and we were about to cross the line of fire of our own ships. At that time the order was given to port the helm. I heard Commodore Schley say 'Port,' and the ship started to swing to starboard. The swung around on her keel.

Pursuit of Cervers.

"The fire from our batteries never ceased from the time we started to turn intil the end of the battle, when the Colon went ashore. The guns were con-stantly being fired. The Texas was or our starboard hand, and she was fully third of a mile from us. There was never any question in my mind about atriking her. We did not come any where near her. We did not cross her and turned in that way entirely clear of her. After swinging around we lined up parallel with the Spanish fleet. In a few minutes the Teresa went ashore or fire. Soon after the Oquendo followed and then we sided up with the Vizcays and kept with her for ten miles.
"At this time there was not a ship to

be seen astern except the Oregon, which was about a half mile from us. On this run with the Vizcaya Ellis was killed. There were 14 or 15 of us standing to gether. The Commodore asked in a matter of fact tone, 'What is the range." Ellis raised the stadimeter to his eye and as he did so a shell took his head off. As he fell to the deck dead young McCauley said, 'Let's throw him overboard." The Commodore said: 'No, don' throw that body overboard. He died like a brave man, and I'm going to bury him ike one.' He directed me to look out for the body. I had it wrapped in blan-kets and laid in the shade, and that evening it was gotten ready for burial. "The Vizcaya was putting up the best fight of any ship there. She fought well, and the big shells were going over us, and a great many of us ducked. These shells sounded like half a dozen railroad trains under way. As they were heard going through the air down would go a head, but 'Commodore Schley's head never

Dewey Stopped the Applause.

There was a great outburst of applause in the courtroom as in a dramatic way the witness recited this incident. Admiral Dewey, for the first time during the sessions of the court, found it necessar to pound his gavel on the table and admonish the audience against such demonstrations. Continuing his story the witness said:

"He was as calm, cool and collected as

he is at this moment. His only thought was for his men. He called constantly as the different events occurred, saying: as the different events occurred, saying: 'Do the bullies below know this?' Do they know that? That this ship has go ashore and that ship has gone ashore? His sole idea seemed to be that he want ed the people below to know as much about it as those on deck."

Continuing fits account of the battle, Mr.

Hill said that before the Vizcaya went ashore she had made a turn to ram the Brooklyn. He was proceeding to say that he knew this to be the case becau officer of the Spanish fleet had told him so, but this testimony was ruled out. The witness then said that he himself knew that to be her purpose.

Speaking of the Oregon, he said that

during the chase of the Spanish ships that vessel could always be seen, and was the only American vessel that could be. Later in the chase of the Colon he said that Captain Cook had put his head out of the conning tower and said to the Commo

(Concluded on Second Page.)

SAMAR REPORT

American Troops on Their Guard Against Surprise.

REINFORCEMENTS FROM MANILA

General Chaffee Does Not Anticipate Any Further Disasters, but Every Precaution Will Be Taken-Agitators Are at Work.

MANILA, Oct. 23.-Nothing has been card from the Island of Samar for three days, owing to the typnoon having blown down the telegraph lines, excepting one cable message and mail advices. Admiral Rogers has received a report by gunbout. He has notified the troops at the ports to be on their guard, owing to the surprise and massacre of the company of the Ninth Regiment at Balangiga. At Pembujan, Island of Samar, all the buildings in the vicinity of the barracks were razed.

General Smith, on his arrival at Cal-bayog, Island of Samar, sent reinforce-ments to Weyler, They found the garri-son of that place, numbering 15 men, be-sleged by over 100 bolomen. The transport Summer leaves here tonight with 35 men of the Twaith. Industry, The contract Number 1 the Twelfth Infantry. The cruiser New York was delayed by coaling and taking supplies on board, but she left Manila has night with 350 marines under Major Wal-ler. There are 2600 troops in the Island of

Samar. General Chaffee does not anticipate any further disasters. He considers that there is no cause for alarm. The garrisons, he says, have been increased, and every pre-caution has been taken to prevent another surprise like the one at Balangiga which was unfortunate for two reasons-first, the loss of the men, and, secondly, the effect which it will have on other par a of the archipelago. The General, however, believes this will be only temporar. It is known that agitators have been en deavoring to inflame many communitie by giving glowing accounts of the occurrences in Samar,

The central Filipino committee has I sued a proclamation confirming Malvar us the successor of Aguinaldo. Copies of the document have been widely circulated.

The New York at Catbalogan. WASHINGTON, Oct. 23.-Admirai Rogers has cabled the Navy Department he arrival on his flagship New York at Cat-balogan, Samar, with marines to co-operate with the Army in suppressing the in-

Philippine Casualties.

WASHINGTON, Oct. 23.-Adjutant-General Corbin has received the following mail report from General Chaffee, giving a li-of the casualties in the Philipping of ported to him since his last communica-

tion, dated September 3: In the engagement at Rio Katubig, Samar July 19, 1991—Judson McGrew, private, B. First Infantry, right thigh, so-

In the engagement at Santon Toma-"Probably 15 minutes after we started Luzon, August 27—Tristram B. Bethen, pri-the Spanish ships had nearly all gotten out. There were three of them. I stood erate; James R. Murray, private, B. Twen-

tieth Infantry, left arm, slight. In the engagement at Sulat. Samar. August 1.—Harry O. Devoi, private, D. First Infantry, arm, shoulder, severe: William T. Price, private, D. First Infantry, left forearm, slight; Charles E. Manley, pri-vate D. First Infantry, left leg, severe.

Sheriden Not Seriously Damaged. YOKOHAMA, Oct. 23,-The accident chich caused the United States transport Sheridan, from Manila to San Francisco with over 1900 troops on board, to put into Nagasaki, is not of a serious nature. Her tall shaft is damaged, and she will be docked for repairs.

The Loyal Legion. PHILADELPHIA, Oct. 22.-The 17th annual meeting of the Commandery in Chief of the military order of the Loyal Legion of the United States, was held here today Among the officers elected were the foi-owing: Commander-in-chief, General Schoffeld: senior vice-commander-in-chief Rear-Admiral George Brown: junior vice-commander-in-chief, Colonel Horatio C. King. The commandery will meet next rear in Portland Me.

SUMMARY OF THE DAY'S NEWS.

Schley Inquiry.

Admiral Schley will probably take the stand today. Page 1. He will be preceded Oregon. Page 1. ceded by Captain Clark, of the The testimony yesternay related largely to the fight between the Colon and the Gregon and the Brooklyn. Fage 1.

Philippines. No late word has been received from Samar.

Reinforcements reach the island from Manila. Page L. General Chaffee does not consider that there is cause for alarm. Page 1. Foreign. Conservative Chinese want Minister Wu re-

called. Page 5. Japan raises a loan of 10,000,000 yen. Page 5. Cold rains in the Bulgarian mountains may force the brigands out. Page 3. Domestie. Roosevelt and other distinguished men received

degrees from Yale. Page 2. The Democrats of Ohio opened the campaign yesterday at Bucyrus. Page 2. adubon Boy broke the world's half-mile trot-ting record at Memphis. Page 3. Pacific Const.

Noted smuggler escaped from jail at Port Townsend, Wash. Page 4. restimony in Noyes' contempt case showed that trouble began on arrival of McKenzie at

Nome. Page 4. eneral Randall will arrive at Vancouver, Wash., teday to assume command of the Department of Columbia. Page 4.

All Oregon counties interested in question in-volved in clash over move to expert books of Marion County officials. Page 4. Commercial and Marine. outhern and Union Pacific the features of

the stock market. Page 13. Coffee market is on the down grade. Page 13. Nineteen deep-water sailing ships in Portland harbor. Page 11. Four-masted barkentine coming to Portland for

wheat. Page 11. Verdict in the Islander investigation. Page 11. Seattle engineers to sue the inspectors. Page Portland and Vicinity,

uthern Pacific passenger train held up in Lane County. Page 1. Tharter Commission adopts health and library report. Page 10

regon export butter adjudged above highest standard at Buffalo. Page 8. Absent witness fined \$160 for contempt of court,