

AWAITING DETAILS

Evidently Some Hard Fighting at Peking.

JAPANESE REPORT THE ONLY ONE

International Situation at Shanghai Assumes a Dangerous Aspect, Mixed Troops Being Landed.

WASHINGTON, Aug. 18.—The Government, now fully satisfied by the accounts that the international troops have entered Peking and that the Legation is saved, is calmly awaiting detailed statements from its own officers. Dispatches were received today from General Barry at Che Foo, and Consul-General Goodnow at Shanghai, repeating the main fact of the capture and relief. General Barry wired: "The Foo—Adjutant-General, Washington—Taku, Aug. 17.—Indiana transport arrived on the 16th. All are well. Will go to the front. Peking taken. Legation safe. BARRY."

Neither General Chaffee nor Admiral Remy were heard from, however, and it is to them, particularly to the American command at Peking, that the Government looks for advice, not only on what has occurred, but on the local developments, from which an intelligent determination can be made of what still remains to be done.

The dispatch from General Yamaguchi, giving the details of the capture of Peking, was accepted by the War Department officials as giving the most satisfactory account thus far received. General Yamaguchi is in command of the Fifth Army Corps, with the rank of Major-General, and is regarded as one of the fighting Generals of the Japanese Army. His report discloses for the first time that the Americans shared in the assault on the city, and that they marched with the British troops to the south gate, while the Japanese and Russians operated against the east gate. What was most noticeable in the Japanese report was that the Japanese killed given at 100 and the Chinese at 400. This makes no account of the wounded, and indicates that when the detailed list is received it will be a heavy one, as the wounded always far exceed the killed. Furthermore, the report states that the loss of the allies has not been ascertained. This is the first intimation that there were losses other than those sustained by the Japanese. The entire tenor of the report indicates that the engagement was a fierce one, lasting throughout the day of August 15, as the attack began early in the morning, and the blowing up of the gates did not occur until nightfall.

Even with the Chinese capital occupied by the allied forces, it is realized that there is still serious business for the forces inside the city. While they have reached the outer walls, which encircle the entire city, yet there are walls within walls, and it remains to be seen whether an attempt will be made to enter the Imperial city, forming a distinct section of Peking proper. The inner walls are comparatively light, however, not being over 30 feet high, and the military authorities say they are not to be taken by a direct assault. If there is any disposition to breach them, however, as the allied troops have breached the great outer wall, the high, and far more formidable than the inner wall, which would have comparatively little difficulty in moving where the commanders desired in the city.

Aside from the question of withdrawal of troops from China, there is the further question of the withdrawal of troops from Peking. Both of these questions are for the present in abeyance, pending the arrival of General Chaffee and Minister Conger. Certain it is that there is no immediate withdrawal from Peking, and the Government is yet to learn what plans will be devised for escorting the thousands of native Christians to the coast.

Mr. Wu, the Chinese Minister, tonight received an official cablegram announcing the entry of the allied forces into Peking, the sight of which was reported by Li Hing Chang, and transmitted to Mr. Wu by the Chinese Minister in London. The text of the dispatch was not given out, but it was explained that the message was a simple announcement from the Chinese Government, confirmatory of the other advices reporting the fall of the Chinese capital.

The Shanghai Issue. The President, Secretary Root, Acting Secretary of State Adee, Acting Secretary of the Navy Hackett and other officials were in conference during the afternoon. It was said afterwards that no additional details had come concerning Peking, and it was understood that the conference had to do with the situation at Shanghai. Word reached the Navy Department during the afternoon that the United States cruiser New Orleans, with 300 men, had reached Shanghai, at which point the British warships and transports are already in force, while the French, Russians and Germans are hurrying their men to the same destination. The American Government has not yet decided upon the maintenance of peace and order, in view of the reported landing of the troops by some of the powers. It was stated that the landing of American troops had never been contemplated. Although the officials declined to give out any specific information, it is understood generally that the Government is in possession of word that the landing of the British forces was begun today, and it was probable that this would be followed by the landing of German and French forces. As these several forces had as the ostensible purpose of their landing the maintenance of peace and order, it is not assumed to be likely that any disorder can arise from the course pursued. As a result of the conference today, it is believed that a dispatch was forwarded to the commander of the New Orleans, advising him of the course to be pursued.

The general situation at Shanghai, caused by the proposed landing of British troops, and the protests of Germany and France, continues to be rather tough, though the authorities are more hopeful of a satisfactory adjustment than heretofore. The State Department does not treat the matter as at all grave, and regards it rather as a misunderstanding, one side holding that British activity is confined to Shanghai, while the other insists that this activity is designed to cover the whole Yangtze region. One of the diplomatic officials who has been most active in the affair said today that in any event there could be no serious rupture, and possibly the matter would increase the security and order prevailing. It seems to be accepted that if the British troops land, German and French, and possibly Russian, troops also will land. About 300 British troops have arrived at Hong Kong, destined for Shanghai, and German ships are now on their way to the same point.

SIX NEW CRUISERS

Not Speedy Novelties but Substantial Sea Fighters.

DESCRIPTION OF THE TACOMA TYPE

This Ship Is to Be Built at the Union Iron Works—Her Complete Modern Equipment.

WASHINGTON, Aug. 18.—In the course of about two years, the United States Navy will be increased by six new protected cruisers of the smaller type, of which the Tacoma is one. These six ships were named for as many towns of moderate proportions in different parts of the United States, although the size of the cruisers is in no way a reflection upon the towns that have been honored in preparing the plans for these cruisers, the Navy Department has had an eye to compactness, stability, completeness, and at the same time durability.

The old idea that for a time held sway in favor of freak ships, those that would develop wonderful bursts of speed, those that would draw the least water, or those that carried the heaviest guns, has passed away, and the ships that are being designed today are intended for thoroughgoing fighting machines, that will be able to give a good account of themselves if engaged, and will not be lost through some weakness in construction or design. Such vessels are the Tacoma and its class.

These vessels are being built in various yards throughout the country, that at the Union Iron Works being named the Tacoma, out of courtesy to the Pacific Coast and the Coast Builders. Work on the first of these ships, the Denver, was started in the month of August, and the other members of the class, the Denver, is not contemplated at this time that any of the contractors will request an extension of time in which to complete the warships.

The Tacoma is one of a class of six protected cruisers, all built on the same lines, with the same equipment as an armament. The companion ships are the Denver, Des Moines, Chattanooga, Galveston and Cleveland, named for the respective cities of those names. In one respect, that of being sheathed and coppered, these cruisers are a radical departure from previous practice. It was a hard fight between the Chief Constructor of the Navy, Admiral Hitchcock, and the other members of the Naval Board, to secure this feature, which insures cleaner bottoms for a longer time than can otherwise be obtained. In all other essential features the Tacoma and class are thoroughly up to date.

For many years Chief Constructor Hibbard stood almost alone in his advocacy of sheathing for ships' bottoms, but persistent argument, combined with many object-lessons from the reports of our ships in service, which tended to prove the statements in favor of sheathing, at last overcame the strong prejudice against it, and all of the 12 ships authorized by the last Congress, three first-class battle-ships, three first-class armored cruisers, and six protected cruisers, are to be sheathed and coppered.

Owing to the action of the last Congress in providing for armor-plate, work on these cruisers has been greatly delayed. The Tacoma, to be built at the Union Iron Works, at San Francisco, has not yet been begun, and the most forward ships of the class, the Denver, is yet but 20 per cent completed. The Tacoma will be about the size of the Raleigh and Cincinnati, but more modern in design and equipment. The latter ships were designed at a time when the craze for speed at all costs reached its maximum, and to attain this extreme speed, which could only be maintained for a few weeks after they were docked and cleaned, on account of their rapidly fouling unsheathed bottoms, too many other qualities were sacrificed, and they are now being altered to remedy this defect. The Tacoma was designed for a speed of 15 1/2 knots, but will make 17 knots when pushed, while the Raleigh and Cincinnati were designed for a speed of 12 knots. The former will be able to maintain her speed practically indefinitely, while the latter could scarcely maintain a speed of 15 knots, and that with an extensive consumption of coal. The horsepower required in the Tacoma is 4500, as compared with 10,000 in the Raleigh and Cincinnati, which means less than half the weight of propelling machinery.

The Tacoma will have a total length of 232 feet, with a length on the water-line of 222 feet, and a 43-foot beam or breadth. Under ordinary conditions she will draw 15 feet 6 inches of water, but when loaded to her fullest capacity—coal, ammunition, etc.—this draft will be increased to 18 feet 8 inches. When so loaded, she will have a displacement of 3200 tons, and will carry 700 tons of coal. The propelling engines for the Tacoma are of the vertical, inverted, four-cylinder, triple-expansion type, supplied by six water-tube boilers.

The main battery of the Tacoma and sister ships will consist of 10 five-inch 50-caliber breech-loading rapid-fire guns of the most modern type used in the Navy. This will be assisted by an auxiliary battery made up of eight six-pounder rapid-fire guns, two one-pounders, and four Colt machine guns. The sail area of the Tacoma will be greater in proportion than that carried by most of the vessels of the Navy, being 6000 square feet, which is counted as a valuable auxiliary power in time of emergency.

The guns will all be designed for smokeless powder, and the five-inch guns will be more effective than the old type of six-inch guns. Eight of them will be mounted on the main deck in recessed ports, the four forward ones having a range from right forward to 90 degrees abaft the beam. The two aft-most guns will range from right aft to 90 degrees before the beam. The two remaining five-inch guns will be mounted behind shields on the spar deck, one forward and one aft. Four six-pounders will be mounted on the main deck, and the Colt machine gun on the top of the hammock berthing amidships.

The coal capacity of the Tacoma with bunkers full—700 tons—is sufficient to give her a radius of action at full speed of about 2000 miles. At the most economical rate of steaming, probably in the neighborhood of 10 knots, she will be able to steam about 800 miles without refueling, or more than sufficient to take her from San Francisco to Manila. The ammunition supply will be large, as it should be in any modern warship. For each of the five-inch guns she will carry 20 rounds, and for each of the six-pounders 500 rounds.

In the construction of the hull will be reduced to a minimum. All the bulkheads on the gun and berth decks will be of metal, and she will be fitted with a plot-house on the spar deck built entirely of non-magnetic metal. Where it is necessary to use wood for any purpose, it will be treated with the electric fireproofing process before being worked. A water-tight deck covered with half-inch plate will be worked down to stem to stern, the sides sloping down to three feet below the water-line, and the flat or midship portion rising 18 inches above it. This will be the line of the berth deck for the greater part of the length, but toward the ends it will slope down. On top of the water-tight deck will be a belt of oblongating material will be worked, covering the water-line for the whole length of the ship. All of the propelling machinery, steering-gear and magazines will be below the water-tight deck. The ship will be a two-masted schooner, with signal-stands at the foremast.

The Tacoma will have two searchlights, an electric signaling system and a complete installation of electric lights. The blowers for ventilation and the deck winches will be operated by electricity. She will carry one 30-foot steam cutter, one 20-foot launch, two 25-foot cutters, two 28-foot cutters, one 28-foot whaleboat and one 15-foot dingy. The complement will be 27 officers, 228 seamen and 23 marines.

Canadian Pacific Strike. WINNIPEG, Man., Aug. 18.—The Canadian Pacific Railroad strike is not settled yet, in fact, a member of the general committee stated today that although the allied mechanics had almost come to terms, the boiler-makers and machinists were as far from a settlement today as when they were when they went out. It is understood that some disagreement has sprung up in regard to the wage clause in the schedule. The men do not look for a settlement for probably another week.

VERDICT OF GUILTY

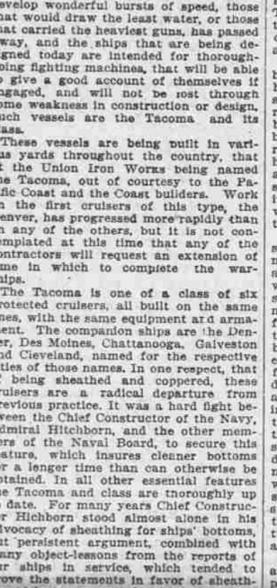
Powers Convicted of Complicity in Goebel Murder.

WILL GO TO PRISON FOR LIFE

The ex-Secretary Dazed by the Decision of the Jury—Closing Argument in the Case.

GEORGETOWN, Ky., Aug. 18.—The verdict of the jury in the case of ex-Secretary of State Caleb Powers, charged with being an accessory before the fact to the murder of William Goebel, was: "We find the defendant guilty and fix his punishment at confinement in the penitentiary for the rest of his natural life." The jury retired at 1:32 P. M. and returned its verdict at 2:25, being out only 53 minutes. Juror Craig stated afterward that the verdict could have been

CALEB POWERS.



EX-SECRETARY OF STATE OF KENTUCKY CONVICTED OF COMPLICITY IN THE MURDER OF GOEBEL.

returned even sooner, but considerable time was taken up reading the instructions. The vote in favor of a life sentence was unanimous.

When the jury retired the belief was general that they would not agree, and in this opinion the defendant was firmly convinced. When the verdict was returned, Powers, for the first time during the weary six weeks of the trial, betrayed his feelings. Under all of the trying incidents of the trial he had maintained a changeless expression, the same whether things were going favorably or against him. The verdict of guilty, however, staggered him, apparently. He was sitting near the door of the juryroom, and when the jury knocked upon the door summoning the Sheriff his face took on an anxious look that was noticeable, but did not appear to be particularly apprehensive. When the 12 men filed into the room and took their seats and the clerk called the roll of the jurors, the prisoner did not appear to be more excited than the throng of spectators, who craned their necks to catch the first intimation of the verdict.

"Have you made a verdict, gentlemen?" inquired the clerk.

"We have," the jurors assented, and at the same time Mr. Stone, the foreman, passed the verdict up to the clerk, who read it aloud. Powers, already pale, grew ghastly as the verdict was read.

TOOK FIRST PRIZE

Paris Exposition Award Falls to O. R. & N. Co.

BEST CEREAL EXHIBIT IN WORLD

Display Consists of Over 50 Different Varieties of Wheat—Work of Collecting the Same.

According to cablegrams to The Oregonian received yesterday, the O. R. & N. Co., with headquarters at Portland, was awarded the first prize, or grand gold medal, for the best exhibit of cereals at the Paris Exposition.

While it naturally follows that the people of Oregon and Washington will receive the news with a feeling of great delight and gratification, in reality it is a striking rebuke to their lack of appreciation of one of the many wonderful productions peculiar to the two states. Several of the large individuals who are particularly pledged their attention to a proper showing, failed to make good their well-meaning intentions in the matter, and it was only at the eleventh hour that the O. R. & N. Co. stepped in to save the situation.

Mr. E. B. Knapp, assistant pathologist and expert authority on wheat culture for the United States Department of Agriculture, was a visitor to the exposition held in Portland last year. While he criticized the exhibit in the several displays, his attention and admiration was most forcibly directed to that of cereals. He regarded the production as something wonderful, and promptly decided that it would be the credit and advantage of this Government if such a display could be secured for the great fair across the waters. He accordingly arranged with several farmers in the Northwest for samples of their crops in this line. From the results of his investigation, Mr. Knapp proved another thing. Just at the time when failure seemed certain, Mr. Carleton appealed to the O. R. & N. Co. for assistance in the matter. The communication was turned over to Industrial Agent Judson, and with the hearty approval of Traffic Manager Campbell, he at once energetically set out to comply with the request.

It may be well to state that among the several exhibits examined by Mr. Carleton, during his visit to the exposition, was the one offered by the O. R. & N. Co. from their experiment station at Walla Walla. This will be recalled as a wonderful illustration of the possibilities of the industry in the state. While the company is ever free to proffer the same for any legitimate purpose, it prefers that the individual growers be given the preference, and their efforts exploited.

The exhibit as prepared by the O. R. & N. Co. consisted of 35 different varieties of wheat, and a few samples of other cereals. The exhibit was so arranged that they would prove world-beaters," remarked Mr. Judson yesterday afternoon. "I had exercised great care in the selection of the seed, and drew upon all parts of the Northwest. There will be certainly a magnificent one, and we are more than pleased to learn that our opinion is shared by those in authority at Paris."

The grain went from Portland by express in a neatly framed and painted package, and was thus afforded a good reception at Washington. The story of its arrival at that point and the arrangement of the display is well told by the annexed letter, written by Mr. Carleton to Mr. Judson:

"Dear Sir: Your consignment of cereals, as requested, for the Exposition at Paris, has been received. Your samples are of excellent quality, and show to advantage the great fertility of the boundless Northwest. These specimens will make a fine display. Your exhibit is entirely of your own growing, and is of a very high quality, and shows the prominence of the Northwest in this line. I will say that we will have only 100 entries in all. Large placard labels will be placed over groups of your samples bearing the words 'Columbia Exhibit of the Oregon Railroad & Navigation Company, Portland, Oregon.'"

"One box of grain, in one-quarter bags, will be given as samples to those who may wish to experiment with the cereals from your great wheat fields of the Pacific Coast."

"In closing, I wish to thank you again very much for your hearty co-operation in this matter, and to assure you that it will be a great credit to the Northwest. Very truly yours,

"E. B. CARLETON,"

"In Charge of Cereal Investigations."

The box of grain in question, as mentioned in the letter, was secured by Mr. Judson from the several wheat-risers along the line of the O. R. & N. Railroad. The sacks were made from goods of very high quality, Portland, Ore., U. S. A." In each package was a neatly printed card bearing the name of the grower, the variety of the grain, the yield per acre and his postoffice address. These samples are intended for distribution in the principal wheat centers of the United Kingdom, and it is left to the Department of Agriculture to see to the successful carrying out of this programme.

Mr. Judson says his idea in accompanying these small packages by the mentioned data was to satisfy the several recipients, should they compare notes, that the samples were from several fields and not from one particularly favored section. The effect of this remarkable recognition of the resources of the Northwest will be far-reaching. The attention of the newspapers all over the world will not only be attracted to a mighty great field in the direction of immigration will assert itself. The O. R. & N. Co. has covered itself with glory, and at the same time rendered the section in which it operates a service of great worth.

POPULATION SHOWN BY CENSUS TO BE

3,437,202.

GREATER NEW YORK.

WASHINGTON, Aug. 18.—The population of Greater New York, as indicated by the count, just completed at the Census Office, is 3,437,202. This includes the population of the Boroughs of Manhattan and Bronx, previously announced, and those of Brooklyn, Richmond and Queens. An approximate estimate of the increase since 1890 shows it to have been 37.2 per cent.

AMERICAN TROOPS SHARED IN THE ASSAULT ON PEKING.

The Shanghai middle is beginning to assume a serious aspect, international troops being landed. Page 1.

The British Legation Office explains the Shanghai affair. Page 2.

Frenchmen accuse England of duplicity at Shanghai. Page 11.

Foreign. Lord Roberts will be recalled from Africa in order to appoint him Commander-in-Chief of the British Army. Page 2.

President Loubet awarded the prize at the exposition. Page 11.

Another attempt was made to assassinate the Shah of Persia. Page 2.

Two persons were killed in an accident at the Paris Exposition. Page 2.

Political. Minister Conger may take the stump for McKinley. Page 2.

Democrats are urged to organize city and precinct clubs. Page 2.

Domestic. Caleb Powers was convicted of complicity in the Goebel murder and sentenced to life imprisonment. Page 1.

Foreign assassinations have come to this country to assassinate McKinley, are under arrest in New York. Page 2.

The Typographical Union refused to enter the political arena. Page 11.

Pacific Coast. Army will aid destitute miners at Cape Nome, feeding those that cannot be gotten home. Page 4.

Contract has been let for the construction of the Klamath Falls Dam. Page 4.

Oregon Hopgrowers Association offers to contract to buy hops at 11 cents. Page 4.

Cruiser Tacoma, soon to be built at San Francisco, is described. Page 1.

Commercial and Marine. Export of gold from New York attended by rising price for stocks. Page 15.

Exports of gold from New York last week were \$3,341,800. Page 15.

Demands may require Bank of England to take additional steps to attract gold to London. Page 15.

Shipments of lumber from Washington for the year just ended amount, approximately, to \$7,500,000. Page 15.

First round salmon pack for this season is about 100,000 cases, compared with 128,000 for 1899. Page 15.

British ship Frankland clears for Europe with 113,850 bushels of wheat, valued at \$25,000. Page 15.

Steamer Argill, formerly British, given an American register. Page 15.

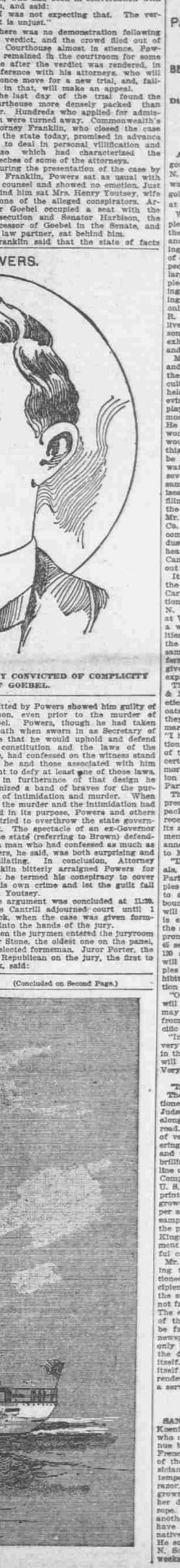
Unregistered crops in Idaho suffering from drought. Page 15.

Local. Young man shoots out the eye of a lad with an air gun. Page 10.

Five-year-old girl on the East Side is scalded to death with boiling water. Page 11.

Fund for the ransom of young Venville more than half raised. Page 20.

THE CRUISER TACOMA AND CLASS.



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