

DEWEY APPROVES MCKINLEY'S POLICY

Fleet of Watson to be Reinforced at Once

UPON ADVICE OF DEWEY

Cruisers Brooklyn, Nashville and New Orleans to go.

DEWEY IS AN EXPANSIONIST

The Admiral Says the United States Should Retain the Philippines by All Means.

Chicago, Oct. 5.—A special to the Times-Herald from Washington says: Admiral Dewey has given his unqualified approval of the declaration made by the president yesterday that there shall be no flinching in maintaining the victory won by him at Manila. He has gone further and urged emphatically that the naval force in the Philippines be materially increased, and that all the troops possible be utilized in order to crush the rebellion. This developed during an extended conference between the president and Admiral Dewey today. Concerning this conference Acting Secretary Allen said: "The president had an extended conference with Admiral Dewey today, who earnestly recommended that the Brooklyn and some other vessels be sent at once to the Philippines. By direction of the president the secretary of the navy has issued an order to that effect and such vessels will be put in readiness at once. Among others probably the Marietta and Machias will be designated."

Officially this is all that is said concerning the interview. There is good authority, however, for the statement that in making his recommendations Admiral Dewey supported them with these reasons: Believing with the president that a vigorous policy should be pursued, in suppressing and increasing the force on the Asiatic station it will be practicable to force a more stringent blockade and to prevent supplies and munitions of war from reaching the insurgents. The moral effect of the presence of such a formidable force as will be attached to the Asiatic station when the vessels sent there will be undoubtedly to convince the insurgents of our intention to compel their recognition of the United States. Undoubtedly the admiral further considered the effect of the presence of such a formidable squadron upon the world at large, though perhaps he did not advance this as a reason for increasing the command, and there is certainly nothing in the international arena to indicate that any nation contemplating recognizing the belligerency of Aguinaldo's government.

In addition to three vessels designated several other vessels will go. The New Orleans, attached to the North Atlantic squadron; the Albany, her sister ship, nearing completion in England; the Monocacy, in China, which Admiral Dewey says is seaworthy, and Nashville, now in Santo Domingo waters, may be assigned. There are also available for service in the Philippines, should it be decided to send them, the Atlanta, which has been made over at the New York navy-yard; the Hancock, awaiting commissioning at Boston; the Scorpion, now at New York and the Vixen, at Binefields. All these vessels will be sent, but it is intended to give Admiral Watson a formidable fleet and the ships to be sent him will be from this lot.

Including two supply ships and two cutters and the little gun-boat captured from the Spanish government, Admiral Watson's squadron now consists of 32 vessels. When the reinforcements arrive at Manila he will probably transfer his flag to the Brooklyn. He will then have command of one battle-ship, one armored cruiser, two monitors, two protected cruisers and 24 gunboats, besides supply-ships etc.

Several members of the cabinet before leaving on the western trip expressed their great satisfaction with the earnest support given by Admiral Dewey to the policy of President McKinley to pursue a

TRANSVAAL SITUATION.

Hostilities No Nearer. Stories Of Outrage.

SIGNS OF YIELDING MANIFESTED

Parliament Summoned to Meet Oct. 15. Kansas Boys Soon to Arrive.

LONDON, Oct. 7.—A royal proclamation summoning parliament to meet October 17, and authorizing the calling out of reserves was signed this morning. A summons will be issued today for the number of reserves necessary to bring every battalion ordered to South Africa to its full strength. This forward movement here is fully counterbalanced by stories of military preparations in the Transvaal and Free State.

Boer Situation Bad.

Troops Move Monday.

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FARMERS VS. SPORTSMEN.

The Farmers say They Feed the Birds And Propose to Eat Them

WASHINGTON, Oct. 5.—The navy department was today engaged in arranging to reinforce the fleet in the Philippines as suggested yesterday by Admiral Dewey at his conference with the president. The cruisers Brooklyn, New Orleans and Nashville have been ordered to proceed via Saer canal as soon as possible, and the United States steamer Badger has been ordered to go from San Francisco.

It seems as though the new game law is going to create a general stir among the farmers and sportsmen of the state, and this part of it in particular. During the closed season several of the farmers were unfortunate enough to be arrested by the deputy game wardens, and now the farmers are trying to get even by being what many might call, arbitrary. The following is from the Jefferson Review and shows the state of affairs in that section, which is a good picture of the "Farmer vs. Sportsman" debate all over the valley:

It seems that the game law in regard to Chinese pheasants is not going to work just as the rod and gun clubs desire in Lyon county, at least. The Albany club employed at his own expense a deputy game warden, who arrested a number of farmers, and they were fined in every case. Now, the farmers are organizing and say they will not permit a member of the club to hunt on their premises, and they are not to be blamed for their action. The farmers feed the birds during the entire year and in many cases they inflict considerable damage to gardens, etc. If the farmer chances to kill one, out of season, even on his own ground, during ten months of the year, he is arrested and fined. During the two months of open season, hunters from the cities swarm out onto the farmer like old men at a variety theater, tear down his fences, leave the gates open and raise thunder generally. We do not imply that members of the rod and gun club do all this damage, but it is done by people from the towns, and it is an indisputable fact that "true sportsmen," as they term themselves, go out from Portland, Salem, Albany (we don't say Jefferson), and slaughter large numbers of these birds, far in excess of the limit set by law. During these two months the farmer is a mighty good sort of a chap, because it is necessary to hunt on his land; after that—"Catch him, doggone him; he's violating the law!" Is it any wonder he has at last registered a big kick?

Grants Pass Rebuilding.

A Letter From Dreyfus.

Stock of Curry County.

Philippine Volunteers Organized.

Schley Commands Loyal Legion.

Boundary Line Ratified.

Chicago, Oct. 6.—A special to the Chronicle from Washington says:

The state department was informed today from London that the British foreign office had ratified the Alaska provisional boundary line as agreed upon by Secretary Hay and Mr. Towse, British charge d'affaires.

TRAIN SERVICE CHANGED.

Two Through San Francisco Specials Daily After Oct. 15.—Roseburg Local to be Made a Through Train.

Portland is soon to receive the benefit of increased railroad service both South and East. Another through train will run between Portland and San Francisco on the Southern Pacific railroad beginning October 15.

Preparations which the Union Pacific and O. R. & N. have been making to put on another through train will probably bear fruit about the same time.

The Southern Pacific's new time card has been arranged. There will be two regular trains daily, one leaving in the morning and the other in the evening. This will give passenger the benefit of seeing any part they may choose of the landscape between here and San Francisco by daylight.

Under the new order of things the local train now operating between here and Roseburg will be changed into a through train. In accordance with the custom in vogue among all Western lines, the number of the train will be changed. Southbound trains will have odd numbers and northbound even numbers, thus reversing the old order of things. This will give uniformity and do away with complicated time cards.

Train No. 7 will be changed to No. 11, and will continue to leave Portland at 8:30 a. m. daily.

Train No. 11 will be changed to No. 13 and will arrive in Portland at 7:15 instead of 4:30 p. m. Otherwise there will be no changes.

This prospective increase in the service shows that Portland-San Francisco traffic is growing to such dimensions that one daily train can no longer accommodate it. An announcement of the new arrangement is the result of several weeks' work by the Southern Pacific officials.—Telegram.

RAILROAD BUILDING.

Progress on the Line up the Mohawk Valley.

Contractor John Bays, who is doing the grading on the Mohawk railroad, arrived here from Portland last night. He informs us that his grading outfit, including harness, tents, etc., reached Springfield last night.

He expects two carloads of horses to work on the grade, tonight. They left Snake river yesterday morning. He says that he expects to have sixty scrapers at work on the grade within a week. His clearing gang is making good progress and his rock men have the work well under hand. The grade has been completed across the Springfield county road.

It is rumored that work will soon commence on the Springfield bridge, and that the steel work has already been finished by the Sacramento railroad shops.—Eugene Guard.

Mark Hanna's Suggestion.

SALEM, Or., Oct. 4.—United States Senator Hanna, in a letter to Governor Geer, from Cleveland, says:

"Amid the constantly recurring evidences of prosperity in almost every field of industry, I beg to lavish your attention to the fact that our merchant shipping in the foreign trade constantly declines, despite the fact that our commerce constantly expands.

"Some kind of national legislation seems necessary to revive, uphold and sustain an American merchant marine in the foreign trade commensurate with the importance of the nation and its foreign commerce.

"There is no class of our citizens whose interests in this subject is greater than among our farmers, the great bulk of our exports still being their products. For this reason, I venture to ask you to invite the delegates whom you appoint to attend the farmers' national congress, in Boston, early next month, to study and discuss the subject.

"My hope is that the question may be considered nationally, and wholly without partisan bias, to the end that such legislation as may be adopted for the encouragement of our marine may represent a united instead of a divided nation."

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