

MACARTHUR TAKES PORAC

Insurgents Fled After Half an Hour's Fighting.

AMERICAN LOSS WAS SLIGHT

Several Miles of Country Cleared of Insurgents—The Movement a Strategic Success—Rebel Loss Unknown.

Manila, Sept. 30.—General MacArthur entered Porac after half an hour's fighting. The American loss was slight; the insurgents' loss is not known. The enemy fled northward and when the Americans entered the town they found it practically deserted.

The attacking party moved on Porac in two columns. The Ninth infantry with two guns from Santa Rita was commanded by General Wheeler, and the Thirty-sixth infantry under Colonel Bell, with one gun, accompanied General MacArthur from San Antonio. Both columns struck the town at 9 o'clock and opened a brisk fire, which was replied to by the enemy for half an hour. Then the insurgents fled, and the Americans marched over their trenches and took possession of the place.

Just before the fight Smith's command at Angeles made a demonstration by firing artillery up the railroad track. Liscom reported one casualty, and Bell reported four men of his regiment wounded. The artillery did not lose a man, killed or injured.

Today's movement was a strategic success, and resulted in the possession of Porac, and the clearing of several miles of country thereabout.

The two columns, one from Santa Rita and the other from San Antonio, united before Porac, according to the programme, one stretching around the place for some miles. The insurgents are estimated to have numbered 600 men. Ten dead Filipinos were found, and the captain and commissary of General Mascarno's command were taken prisoners.

The American loss was five, but there were many prostrations from the heat. Englishmen from the insurgent lines report that the rebels at Bamban have 7,000 new Japanese rifles.

INVESTED BY REVOLUTIONISTS.

General Castro Has Cut His Army Into Three Divisions.

New York, Sept. 30.—A dispatch to the Herald from Port of Spain, Trinidad, says: Caracas is practically invested by revolutionists. General Cipriano Castro's forces, moving from Valencia and Victoria, separated into three divisions. The right wing has already captured San Casimir and Ocumare, and is now occupying the valley of the Tuy river and commanding the road to Caracas, 30 miles distant. The left wing is occupying Caralucia and the entire seacoast to Puerto Cabello, and is moving forward toward La Guayra with the special object of cutting off the escape of President Andrade. The center and main division of the rebel army, under the personal command of General Castro, is moving on Los Leques, and purposes to combine with the forces from the Tuy valley to make an assault on Caracas.

Castro surprised the government troops on the plains of Valencia, causing a loss to Andrade's forces of 1,500 men in killed and wounded. General Adiran, of the government army, was among the slain. The loss of the revolutionists was slight.

The province of Cero is now held by the insurgents. The city of Carupano has taken up arms in favor of the revolution.

MONTANA TRAIN WRECK.

Four Men Killed and Three Injured in an Accident.

Butte, Mont., Sept. 30.—A special from Glasgow, Mont., to the Butte Miner says: The most disastrous wreck that has ever been reported in this section of Montana occurred two miles west of Paisley, a small station just west of here, on the Great Northern, at 5 o'clock Tuesday morning. The wreck was caused by a head-end collision between the second section of No. 8 coming east and a light engine backing up westbound, and as a result four employees of the railroad are dead. The dead are: Harry Mashengale, engineer on No. 8; Al Neitzke, his fireman; Charles Strahan, head brakeman; E. Pelon, fireman on light engine.

A MOTHER'S CRIME.

Accused to Murder Her Children and Commit Suicide.

Detroit, Sept. 30.—Mrs. Clara Rheiner, aged 34, last night attempted to murder her three children and commit suicide. She gave the children morphine, cut her wrists and then turned on the gas in the room they were in. When discovered, two of the children were dead. By hard work the eldest child and Mrs. Rheiner were resuscitated. Mrs. Rheiner failed to cut the arteries in her wrists and the physicians at St. Mary's hospital say she will recover. Mrs. Rheiner made a statement to the officers admitting killing the children and said she wished she was with them. She confessed to having had domestic troubles.

NEW YORK'S WELCOME.

The Committee From Washington State Boards the Olympia.

New York, Sept. 30.—New York was decked brilliantly today in honor of the gallant sailor who is waiting at her gate. Had an ocean of color swept through the city, its ebbing tide could not have stained the streets more brilliantly. Hundreds of miles of red, white and blue bunting cover the noble facades of Broadway and Fifth avenue, and a million flags flutter over the town. Not even the churches have escaped the universal decorations. The doors and gothic windows of old Trinity, on lower Broadway, are gracefully draped with the national colors, and in ancient Trinity graveyard, the tomb of that gallant sailor, who, dying, issued the command not to give up the ship, lies shrouded in the silken folds of the flag for which he died.

When the committee from Washington reached the Olympia, each member of the committee was cordially greeted by Admiral Dewey, but the warmest hand clasp and heartiest greeting was for the admiral's lifelong friend, Senator Proctor, of Vermont. The captain presented each of the visitors to Captain Lambertson, and then all went to the admiral's cabin, where the committee completed the programme of the Washington ceremony, and the admiral expressed his entire satisfaction with the celebration. Secretary Pruden presented an invitation to a dinner with the president, and the admiral accepted it.

Admiral George W. Baird, who sailed with Farragut and Dewey in the Gulf in 1861, unrolled a package which he had carefully guarded all the way to the Olympia, and displaying a faded blue admiral's ensign, upon which were stitched four white stars, said to Admiral Dewey:

"Admiral, I wish to present to you the first admiral's flag ever 'broken out' in the navy of this country. The admiral whose name and memory we all so reverently first hoisted this ensign upon the good ship Hartford, before New Orleans, and afterwards upon the Franklin, and since it came down from that masthead it has never been whipped by the wind or worn by the elements. You, the worthy successor of that great admiral whose tactics you so successfully followed a short while ago, I deem the proper person for Farragut's mantle to fall upon."

This flag was made by Quartermaster Knowles out of a blue "number" flag, when Farragut was first made a rear-admiral. Two white stars were sewed on it. When Farragut was made an admiral, two more white stars were sewed on it. Farragut flew this flag on the Hartford at New Orleans, and afterwards in the Mediterranean. The admiral was deeply affected, and tears were in his eyes as he gazed at the souvenir. It was several moments before he recovered his voice. Finally he said:

"I'll fly it. I'll fly it at masthead. I'll fly it in the parade. I'll fly it always. And—and when I strike my admiral's flag this shall be the flag I shall strike."

This was the most impressive scene that has occurred on the Olympia since her arrival in this port, and for some time no one spoke. The silence was not broken until he called his Chinese steward and ordered a case of champagne.

The Washingtonians remained on board chatting with the admiral for an hour. A portion of the committee left for Washington at 2:30 o'clock.

HUNDREDS WERE DROWNED.

Effect of the Recent Storms and Floods in India.

Calcutta, Sept. 30.—Lieutenant-Governor Sir John Woodburn announces that 500 lives were lost in Darjeling, capital of the district of that name, in addition to those drowned on the plains.

Great havoc has been caused at Kurseong. The Margaret Ehope estate lost 100 acres and the Mealand factory was destroyed. Some coolies were buried in the ruins of the manager's house, which was partially destroyed. The Avongrove estate lost 30 acres and 4,000 tea bushes. The colliery lines were swept away and hundreds were killed. A factory was also destroyed at that place. A huge landslide below St. Mary's seminary destroyed the railroad bridge and completely blocked the road. A breach 300 yards wide has been made and the rails are hanging in the air. It is thought the break cannot be repaired within 30 days.

Boilermakers Strike.

San Francisco, Sept. 29.—The boilermakers who quit work on the government transports last week on account of the notification from their employers that they would be required to work nine hours per day, instead of eight hours, as they had previously been doing, and all the men employed at boilermaking in the Risdon and Fulton shops, who walked out this week in sympathy with the strikers, are still out. The men are determined to hold out for the eight hour working day and double pay for overtime, these being the terms granted them by the federal law on all government work.

Contributions to Dewey Fund.

Washington, Sept. 30.—Among today's contributions to the Dewey home fund were: C. P. Huntington, \$2,000, and the Chicago Tribune, \$500.

WRECK OF THE SCOTSMAN.

Fifteen Women Passengers Drowned—Ship Looted by Crew.

Montreal, Oct. 2.—Two hundred and fifty scantily clad, baggage-bereft men, women and children were on board of an inter-colonial special which steamed into Bonaventura depot tonight. They composed the greater number of those who sailed from Liverpool September 14 on the steamship Scotsman, bound for Montreal, which was wrecked on the shores of the Straits of Belle Isle at 2:30 o'clock the morning of the 21st.

It was not only a tale of shipwreck that they had to tell, but one of death, of suffering and pillage, for fifteen, at least, of the Scotsman's passengers perished, all suffered cruelty from cold and privation and almost the worst horror of all, the men who were supposed to succor and assist those committed to their care in the hour of need, turned on the helpless passengers and with loaded guns and revolvers compelled them to part with the few valuables they had saved. Captain Skrimshire and his officers were exceptions. For the honor of the British merchant marine, the crime may not be ascribed to the men engaged in it, but to a gang of wharf rats and hangers-on, picked up on the docks at Liverpool to replace the usual crew of the Scotsman, which joined the seamen's strike on the other side.

The list of those who perished is as follows: First-class passengers—Miss Street, Montreal; Mrs. Childs, wife of the stage manager of the "Sign of the Cross" company; Mrs. Robertson and infant; Mrs. Scott; Mrs. Robinson, wife of the manager of the Sunlight Soap Company, of Toronto; Mrs. Robinson; Mrs. Dickinson, wife of a former editor of the Toronto Globe. Second-class passengers—Mrs. M. M. Scott, Mrs. Watson, Mrs. Talbot, Mrs. Tutbill, Mrs. Skelton Mrs. Eliza Watkins, Miss B. Weavers.

It will be noticed that all who perished were women. This is accounted for by the fact that they were occupants of the first boat which left the steamer after she struck and which was swamped before it could get clear of the ship.

GIGANTIC SWINDLING

Cause of the New Orleans Cotton Exchange's Suspension of Business.

New Orleans, Oct. 2.—Intense excitement prevails on the cotton exchange here, and the directors of the exchange have met and suspended business. The New York market is closed today, and the only quotations this morning to guide local investors were from Liverpool. The market had scarcely opened when the operators had become paralyzed by advices clicked from over the ocean. It showed futures jumping in leaps and bounds. In half an hour reports showed that the Liverpool market had jumped nearly a cent. The whole exchange went wild, and the excitement spreading to the streets, multitudes crowded around the doors of the building.

At 10 o'clock a meeting of the directors was called and prompt action was taken, suspending all business. Operators were unable to explain the tremendous jump, and it was the common belief on the floor that the wires had been tapped and that a gigantic swindling game was on foot somewhere.

Private cables were going to Liverpool by the dozens, seeking information. While the telegraphic wires were bringing news of the advances at Liverpool, private cables to prominent local cotton firms were bearing the news that there had been little or no change from yesterday in the Liverpool market. This at once aroused the suspicions of the operators, and caused a hasty meeting of the directors.

The action of the directors in ordering a suspension of business checked the panic, but only temporarily allayed the excitement, and there is suppressed anxiety to know the solution of the puzzle.

The directors officially announced later that today's suspension is due to fraud. Operators estimate that the loss suffered here on account of the swindle will amount to more than \$100,000.

Gold North of Cape Nome.

Tacoma, Oct. 2.—Another story of gold discoveries in the North has been brought down by Colonel Frank Haight, a well-known Salt Lake mining man, who has mining interests in Alaska. Colonel Haight was one of the few passengers who came down on the Alliance who had come directly out from Anvil City. He says that a short while before he left there some prospectors came in with a report of a great strike at Cape Prince of Wales, which is about 100 miles north of Cape Nome. Colonel Haight says there was an immediate stampede for the new grounds.

Chilean Finances.

New York, Oct. 2.—A dispatch to the Herald from Valparaiso says: It is said the government intends to issue 80,000,000 pesos in silver coin for the redemption of government bonds. This scheme, it is believed, will give the coins their face value; the price of the bonds will rise and the bank rate of interest will fall.

Estimates for the war and marine departments for the present year, which amount to 22,295,894 pesos, have been reduced for 1900 by 4,723,554 pesos.

THE HOP YIELD.

Washington, 50,000 Bales; California, 60,000 Bales, and Oregon, 70,000 Bales.

Speaking of the hop situation, Captain George Pope, of Portland, says:

"The situation of Oregon's hop crop this year is a peculiar one. Four weeks ago the most conservative grower or dealer had made up his mind that nearly 100,000 bales would be produced in this state. The hops were on the vines, and no doubt the quality would have been excellent but for the heavy rains in August, which imparted new life to vines, and fresh stragglers began to set on laterals that could not have come to maturity at so late a date. In addition to this, the core of the burr grew continuously under conditions produced by the August rains and the warm weather of this month, so that growers were confronted by a problem that puzzled them. Kilns which in former years could be dried in 18 hours could not this year be taken off in less than 24 to 26 hours, and in some cases even 30 hours were required to take off a flooring of moderate size. This threw the drying machinery out of shape. The hops, owing to the cool weather of August were backward. Picking of them did not become general until about September 10, so that all large yards have suffered considerably. Entire yards have been abandoned on account of the rapid spread of mold, with the result that the crop has been cut down to about 70,000 bales. The quality of these 70,000 bales will range about 10,000 bales choice, 30,000 to 40,000 medium, and the remainder indifferent.

"From what is known of other states, California has the best quality, and 60,000 bales is said to be the yield in that state. Washington's quality is said to be the same as ours, but as that state is seven or eight days later in maturing the crop west of the Cascades, it is doubtful if it will harvest the quota accredited to her—50,000 bales. New York has one-third less this year than last, and the crop is said to have come down in very poor shape. English advices are conflicting. The yield in England is said to be the heaviest in many years. One writer who is an authority, while very conservative, gives the yield as 1,100 pounds per acre. England this year has 50,000 acres of hops. Such a yield, therefore, if it is all gathered, will be nearly equal to British consumption. Germany's crop is also above the average, but it is doubtful if she has many hops to throw on the export market. The market value of English hops today ranges from £2 15s to £4 10s per 112 pounds, but it is said that even these prices will not be maintained after the surplus of the United States seeks an outlet. As to this, however, there is no assurance.

"The points in favor of the grower are these: First, the old stocks have all been worked off, and the crop of the world goes to a practically bare market; second, times all the world over are better, confidence has been restored, labor is everywhere fully employed, and hence the consumption of beer is on the increase."

Seattle Starch Factory.

At the meeting of the Seattle chamber of commerce at Seattle last week that committee reported in favor of aiding in raising \$25,000 for the establishment of a starch factory there. The proposed factory is to be built under the supervision of Mr. Hundhausen, of Westfalen, Germany whose family owns a secret process of making starch that has been in use for 30 years. The process saves all the gluten from the flour, while the process now in use on the coast, saves little or none of the gluten. The estimated cost of building and running the factory is \$27,924. It is estimated that a factory at that point could sell in round numbers one-eighth of all the starch used on the coast, or per annum 600,000 pounds. This is an average of one ton per day and would require 1.33 tons of flour per day.

To Have a Regular Steamship Line.

The Alaska Packers Association is making preparations to establish a regular steamship line running between San Francisco and Bristol bay next summer. The company has several canneries located on Bristol bay which are operated during the summer, but there has been no mail or passenger service from that place. The men engaged in fishing there are shut out from the world while the season lasts. The association has recently let a contract with a Portland firm for the building of a steamer which will cost \$200,000.

Atlin Needs More Courts.

A petition is being circulated in Atlin asking for the appointment of a county court judge for that district. The need of such a court is imperative. Already there are 28 cases on the calendar. This, in most instances, will work great hardship. In one case an old gentleman sued for 60 days' wages at \$4 per day, in all \$240. The amount being over \$100 the matter could not be settled in the small debts courts, and so the case pend.

Six carloads of fancy liquors, weighing 60 tons, going to Dawson under special permits issued by Canadian government officials, went through Skagway recently in care of a convoy of the United States customs inspector.

GENERAL TRADE IS GOOD.

Reaction in the Stock Market Has But Little Effect.

R. G. Dun & Co.'s weekly review of trade says: The reaction in the stock market is not a sign of anything outside that market, but has caused many to look for signs of a reaction elsewhere. Such signs have been hard to find. It has been for months a wonder that the demand for products was sustained at rates exceeding past consumption in any year, notwithstanding the general rises in prices. But the demand does not appear to abate, and the rise in prices continues.

Wheat exports fall a little below last year's, but in three weeks, flour included, have been 8,865,877 bushels for Atlantic ports, against 9,293,831 bushels last year, and 1,021,998 bushels from Pacific ports, against 907,961 bushels last year. But Western receipts have been 21,759,852 bushels, against 23,099,397 bushels last year, and even more impressive are the receipts of 18,515,932 bushels of corn, against 11,177,483 bushels last year, and the exports of 9,201,427 bushels, against 5,943,966 last year.

Further government reports have been so credited abroad that cotton has risen to 6.62 cents, but it comes forward more freely than in years of maximum crops.

When men pay \$3 to \$5 per ton more than the latest quoted price for iron products in order to get early deliveries, it is because delay is threatened on works or railroads or bridges, vessels or machinery, promising a profit many times the cost of a small fraction of the material. In such circumstances as in much of the reconstruction and expansion now going on, present cost counts for little compared with the earning power of the finished product in a time like this.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 58@59c; Valley, 60@61c; Bluestem, 60@61c per bushel.

Flour—Best grades, \$3.25; graham, \$2.65; superfine, \$2.15 per barrel.

Oats—Choice white, 35@36c; choice gray, 33@34c per bushel.

Barley—Feed barley, \$15@16; brewing, \$17.50 per ton.

Milletstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16 per ton.

Hay—Timothy, \$8@9; clover, \$6@8; Oregon wild hay, \$6 per ton.

Butter—Fancy creamery, 45@50c; seconds, 35@40c; dairy, 30@35c; store, 22½@27½c.

Eggs—20c per dozen.

Cheese—Oregon full cream, 12c; Young America, 13c; new cheese 10c per pound.

Poultry—Chickens, mixed, \$4.00@5.00 per dozen; hens, \$5.50; springs, \$2.50@4.00; geese, \$6.50@8 for old; \$4.50@6.50 for young; ducks, \$4.50@5.50 per dozen; turkeys, live, 12½@13c per pound.

Potatoes—65@75c per sack; sweets, 2@2½c per pound.

Vegetables—Beets, \$1; turnips, 90c; per sack; garlic, 7c per pound; cauliflower, 75c per dozen; parsnips, \$1; beans, 5@6c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 8@4c per pound; tomatoes, 25@30c per box; green corn, 12½@15c per dozen.

Hops—11@13c; 1897 crop, 4@6c.

Wool—Valley, 12@13c per pound; Eastern Oregon, 8@13c; mohair, 27@30c per pound.

Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 6½@7c per pound; lambs, 7½c per pound.

Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$6.00@7.00 per 100 pounds.

Beef—Gross, top steers, \$3.50@4.00; cows, \$3.00@3.50; dressed beef, 6@7c per pound.

Veal—Large, 6½@7½c; small, 8@8½c per pound.

Seattle Markets.

Onions, new, \$1.25@1.50 per sack.

Potatoes, new, 75c@81c.

Beets, per sack, \$1.10.

Turnips, per sack, 50c.

Carrots, per sack, 85@90c.

Parsnips, per sack, \$1@1.75.

Cauliflower, 75c per dozen.

Cabbage, native and California, \$1@1.25 per 100 pounds.

Peaches, 65@80c.

Apples, \$1.25@1.50 per box.

Pears, \$1.00@1.25 per box.

Prunes, 60c per box.

Watermelons, \$1@1.75.

Cantaloupes, 50@75c.

Butter—Creamery, 27c per pound; dairy, 17@22c; ranch, 12½@17c per pound.

Eggs—27c.

Cheese—Native, 13@14c.

Poultry—14@16c; dressed, 16½c.

Hay—Puget Sound timothy, \$7@9; choice Eastern Washington timothy, \$14.00.

Corn—Whole, \$23.50; cracked, \$23; feed meal, \$23.

Barley—Rolled or ground, per ton, \$21; whole, \$22.

Flour—Patent, per barrel, \$3.50; blended straights, \$3.25; California, \$3.25; buckwheat flour, \$3.50; graham, per barrel, \$3.60; whole wheat flour, \$3.00; rye flour, \$3.75.

Milletstuffs—Bran, per ton, \$15.00; shorts, per ton, \$16.00.

Feed—Chopped feed, \$20.50 per ton; middlings, per ton, \$22; oil cake meal, per ton, \$35.00.