

FOREIGNERS ARE TREATED BADLY

Anxiety in Diplomatic Circles Over Philippine Policy.

STATUTES CANNOT BE APPLIED

Action By Congress Must Be Taken—Open Door Policy Must Be Extended.

NEW YORK, Sept. 25.—A special to the Herald from Washington says: Considerable anxiety is being displayed in diplomatic circles over what is termed the illiberal policy pursued by the United States in its treatment of foreigners in the Philippines.

Although it has been specifically stated by the secretary of war that the statutes of the United States cannot be applied to the Philippines without action by congress, it is nevertheless a fact that immigration laws of this country have been extended to the archipelago, as shown by the action of General Otis in excluding Chinese laborers.

I am also informed that the rigorous immigration regulations in force here are enforced in Manila and have caused some unofficial inquiry to be put on foot by foreign governments. The customs tariff enforced in the Philippines also has been a source of considerable discussion in diplomatic circles.

Under the administration of Spain, Chinese were made welcome to the Philippines, though they were compelled to pay a tax, not because they were Chinamen, but in order to raise revenue for Spain. This tax was applied to all residents of the islands. It has been hoped that in view of the proximity of the Philippines to Asia and the president's favor of the open door in China, Mr. McKinley would put aside his high tariff ideas and further the open door for the Philippines.

There is every reason to believe that the president and his advisors have given very careful attention to the matter of immigration and customs in the Philippines, but no radical action is contemplated at present. When the Philippines, though they were compelled to pay a tax, not because they were Chinamen, but in order to raise revenue for Spain. This tax was applied to all residents of the islands. It has been hoped that in view of the proximity of the Philippines to Asia and the president's favor of the open door in China, Mr. McKinley would put aside his high tariff ideas and further the open door for the Philippines.

REPAIRS TO DEWEY'S FLEET.

All the Cruisers to be Overhauled at an Expense of Millions.

NEW YORK, Sept. 25.—A special to the Herald from Washington says: It is already apparent to naval experts that the government will have to spend several million dollars in refitting for active service the vessels which comprised Admiral Dewey's fleet when it destroyed Spain's naval power in the Far East.

Secretary Long has approved the making of repairs to the cruiser Raleigh which will cost \$500,000. The report of the board of survey which inspected the cruiser Boston, lately returned to the United States and now out of commission at Mare Island, shows another \$500,000 will have to be spent upon that vessel in order to put her in condition for recommissioning. Reports received at the department regarding the condition of the cruiser Olympia show that she will have to be laid up for some time and naval experts estimate that before she is again in service she will have cost the government not less than \$500,000 to repair.

There are three vessels still on the Asiatic station which were under Dewey's command when he fought the battle of Manila—the Baltimore and the gunboats Concord and Petrel. The Baltimore was only placed in commission during the winter of 1898 and will probably not come home until 1901.

The Concord and the Petrel are needed for service in blocking the island of Luzon. They were both thoroughly overhauled in 1896 and upon completion were sent to the Asiatic station. Their cruise in the far East will cease next year, provided the situation in the Philippines is such as to permit their return home, though by the time it may be decided to refit them in the East and keep them permanently on the Asiatic station.

The repairs to the Boston will be thorough and when completed she will be a modern ship. The repairs contemplated will cause her reconstruction, as in the case of her sister ship, the Atlanta. She will be equipped with water tube boilers and be supplied with a new battery of the latest 8-inch guns.

It is understood that before final action is taken in the matter of the Boston's repairs, Rear-Admiral Hichborn will bring the report of the board of survey to the attention of the board of construction. The board of survey estimates that a year will be necessary to reconstruct the Boston, but it is the belief of the department officials that two years will be necessary to reconstruct the Boston, but it is the belief of department officials that two years will have passed before she is

again ready for service. When the Olympia arrives in port a board of survey will be appointed and its report considered by the department.

Brigadier General Charles A. Heywood, commandant of the marine corps, is in favor of strengthening the marine force at Cavite by another battalion of his corps. The matter has not yet been officially approved by the department, but it is possible the marines will be ordered, especially in view of the intention of General Otis to let the navy have full swing in the province of Cavite.

Great deeds are expected of the marines. General Heywood has carefully selected the men sent. Of the two battalions at Cavite or on the way, nearly 300 men are sharpshooters of the first class and it is expected that they will do effective work when they begin operations in the fall.

Measures have been initiated by Rear Admiral Bradford, chief of the bureau of equipment, to establish a strong naval station at Pearl harbor.

KILLING THE GOLDEN GOOSE.

San Francisco Trade Unionists Driving Government Business to Puget Sound.

SAN FRANCISCO, Sept. 25.—At a meeting of the striking boiler-makers a motion that men of all shops that work on all transports—whether government or chartered—stay out until the eight-hours guaranteed by law on government work is granted them on all transport work, was unanimously carried.

By this action the union men working for the Union Iron Works on transports are called out as well as the men of the Eureka Iron Works who are working on the Centennial and were granted their demands by the contractors.

THE REBEL GUN ON SUBIG BAY LEFT BY THE SPANISH

Most Important Point on Luzon Island and Will be Made a Naval Base.

NEW YORK, Sept. 25.—A special to the Herald from Washington says: The 16-centimetre Krupp gun destroyed in the insurgent trenches at Olangapo, in Subig bay, is one of the guns sent to the place by the Spanish before the battle of Manila bay.

A short time before the beginning of the war Spain began the fortification of Subig bay with the intention of making it a military and naval stronghold. Admiral Dewey, indeed, thought he might find the Spanish fleet there instead of at Manila and as a matter of fact, the Spanish admiral had gone to Subig bay on April 27, but finding that the mounting of the guns in the shore batteries had been delayed, he returned to Manila.

The insurgents took possession of the Spanish posts in the bay in July of last year, being assisted by the Raleigh and the Concord, which were sent in by Admiral Dewey to prevent interference by the German cruiser Irene, whose captain had prevented Aguinaldo's forces from taking Isla Grande, at the entrance to the bay.

The 16-centimetre Krupp gun corresponds with the six-inch gun used in the American navy. Its calibre in inches is 6.3. It weighs five and a half tons and fires a projectile weighing 99 pounds with a powder charge of 19 pounds.

Subig bay is the most important point in the island of Luzon in the neighborhood of Manila. It is a short distance north of Manila bay and its advantages as a naval base are regarded as being superior to Cavite, in Manila bay, the harbor being safer and easier to defend. It is expected that it will be held permanently by the navy, so as to afford a base of operations against the insurgents in that neighborhood.

The character of the country back of Subig bay, and the continuance of the rainy season, made it impossible for General Otis to co-operate with the ships from the land side.

ENGLISH WOMEN WORKERS. Their Sex Lost Sight of and They do the Heaviest Manual Labor.

NEW YORK, Sept. 25.—James O'Connell, president of the International machinists, who had been a delegate to the British trades congress meeting held in Plymouth, England, spoke to the Central Federated Union of his experiences and observations at the congress, and among the working classes in England. He did not have a high opinion of them.

The condition of the English working men and working children, he said, was deplorable. The difference of sex seemed to be entirely lost sight of. He saw the women going about in close dressed in men's clothes, in blacksmiths and other shops, wielding the sledge-hammers with the men.

Admiral Dewey is quoted as having said while at Naples that if he knew more about the house it is proposed to give him in this country he might buy some furniture for it. He wants only a little house and thinks the \$25,000 already collected ample.

SUFFERING FROM A SETBACK

Stagnation Prevails in English Financial Circles.

BOTHERED BY AMERICA

An Order of Gold From Us at This Time Would Cripple Their Business.

NEW YORK, Sept. 25.—The Times' London financial correspondent cables: We are suffering from an acute spasm of military dementia, a disease to which modern empires seem peculiarly liable. The consequence is that financial business of all kinds is suffering from a setback. Whereas, during the seven first months of the year, new joint stock undertakings were poured on the market every week in scores, now need at all appear of the slightest importance. Probably their absence is but a slight misfortune, for they are mostly built like London houses, but stock exchange business is just as bad.

Not since the months following the crisis of 1890 has there been such stagnation as now exists all over our market. The public simply refuses to deal and what the jobbers and bankers occupy their time with is trying to shift each his load on another's back. In the process prices dwindle and we are in danger of a crisis from inanition unless the cloud lifts soon. In short, until this wretched wrangle with the Bcers is settled one way or the other, our public cannot even be persuaded to buy American railroad stocks.

But, politics apart, the English stock exchange would not have much heart for buying at present. Money holders use because it threatens to become dearer than we like. Europe does not frighten us much, because no great state there has the power to abstract large amounts of our gold, but you do bother us most decidedly. We know that you are able to take whatever amount of gold you require, and should a New York demand arise, coincidentally with shipments of sovereigns to the Cape and a stoppage partial or complete, of the Rand's monthly supply, our mess would be complete.

As matters stand, many bankers now urge an advance in the bank rate to four per cent forthwith, because the market rates are above the present minimum. In fact, some discount houses are now disposed to ask 3 1/2 per cent on three months paper and bankers prefer to lend their balances at 3 1/2 per cent for a week rather than buy bills at 3 1/2 per cent, but the Bank of England was doing most of the business.

There is nothing very terrible in all this, it may be said, and that is true enough in one sense. Consider, however, the position of our stock exchange. It worked prices up during the long years of 2 per cent money until the great bulk of the best classes of our securities could not be bought to pay three per cent. Scarcely any, among the common stocks of our great railway companies yield today 2 1/2 per cent to the investor.

Let money then rule for many months at four or five per cent, as it has done lately, and great pressure to liquidate with the inevitable accompanying of lower prices must ensue. But lower prices mean exhausted bankers margins, and much mischief in many directions. No wonder, therefore, that our market is very nervous and disposed to exaggerate dangers ahead.

From one point of view the Bank of England looks much stronger now than it did when the trouble of 1890 befell us. Then we thought ourselves shielded from every form of adversity when the banking reserves stood as high as fifteen million pounds. Today it is almost £19,000,000 above that ancient safety figure.

The risks of international banking business forces us to look more carefully at our bullion reserves and the more we look the less is our position relieved. We possess only about £8,000,000 in gold in excess of the amount in Bank of England notes held in reserve is mere paper issued upon government security, partly government debt, some two centuries old. We might easily lose £8,000,000 of gold in the next few months under the conditions described, and then the convertibility of bank notes begins to be in danger.

In self-protection our large joint stock banks would endeavor to exchange the notes now held by them for gold coin, thereby aggravating the trouble until our credit system might be threatened with deadlock.

THE MACKENZIE TRAIL.

Relief Expedition to be Sent Out by the Canadian Montreal Police.

VICTORIA, B. C., Sept. 25.—News reached here by the Cottage City that a relief expedition had been sent by the mounted police to the Mackenzie trail where great suffering is said to prevail.

The last arrival from the Mackenzie was an Australian named Edvardson who after losing his supplies was a

week without food. A prospecting expedition which returned to Dawson after ten weeks on to Upper Klondike, Porcupine and Stuart rivers, reports that although gold is found, there is no gold on any of the creeks of these departments.

TO GO TO MILWAUKEE.

President Expected to Extend His Coming Western Trip to the Cream City.

CHICAGO, Sept. 25.—A special to the Times-Herald from Milwaukee says: Henry C. Payne, who has been largely instrumental in securing President McKinley's assent to visit at Milwaukee when he comes west next month, said of the plans for his entertainment that it is expected that the president will arrive here about noon of October 11. He will be taken to the Pfister for luncheon and in the afternoon there will be a reception. In the evening he will be given a banquet by the Merchants & Manufacturers Association.

President McKinley, Mr. Payne said, has not formally accepted Milwaukee's invitation, but the president has assured him that if he came to Chicago, he would visit Milwaukee. Mr. Payne said that an effort will be made to have the president remain over night in this city, so as to go through the state in the daytime, thus allowing the people an opportunity to see him.

If he decides to do this, a special train will be furnished and he will be taken either by way of Lacrosse or Oshkosh and Fond du Lac and the schedule will be so arranged that he will be able to stop a few minutes in each of the principal cities and towns while crossing the state.

In case the president thinks he must be in St. Paul during the day following his stop at Milwaukee, he will leave on the midnight train after the close of the banquet.

PREPARING TO HONOR DEWEY

LAND PARADE A FEATURE

Companies of Marines From All the Ships of the Squadron Will Take Part.

NEW YORK, Sept. 25.—Active preparations are in progress on the ships of the squadron off Tompkinsville for the land parade. The fighting machines are being made immaculate. It is not likely that any visitors will be allowed on board after Wednesday. Arrangements for the squadron's representation in the land parade have about been completed. The executive officer will be in command of each ship's delegation of seamen. There will be three full companies from each ship now off Tompkinsville, except the Texas, which will have two companies. There are 52 men in each company.

Lieutenant-Commander Potter will be in command of the seamen of the New York; Lieutenant-Commander Wilson of the Indiana; Lieutenant-Commander Miles of those of the Massachusetts; Lieutenant-Commander Mahan, of the Brooklyn; Lieutenant-Commander Harper, of the Texas, and Lieutenant-Commander Houston, of the Lancaster.

There will be a battalion of four companies of marines. The New York, the Brooklyn and the Massachusetts will each have a company. The fourth company will be made up of men chosen from the guard of the other ships.

Major Murphy, of the Brooklyn, will be in command of the battalion of marines and Lieutenant Mathews of the Brooklyn will be his adjutant.

It is thought that the Marietta, the composite gunboat which is now at Boston, will stop here on her way to Washington, where she has been ordered to report on October 2. She has been fitted out and was ordered to be ready for sea by September 27, at the latest. If she is to take part in the parade she will probably arrive here on Tuesday.

The Scorpion, the converted yacht now off Cape Ann to accompany the Keearsarge on her trial trip, will also it is expected, arrive off Tompkinsville on Thursday.

WILL CARRY THEIR ARMS.

Guns of the Minnesota Regiment Turned Over to Governor Lind for the Home Parade.

SAN FRANCISCO, Sept. 25.—The Minnesota volunteers at the Presidio have turned over their guns to Governor Lind of Minnesota. They will be kept under guard and forwarded with the troops so that they may carry them when they parade on their arrival in St. Paul and Minneapolis. The arms will then be returned to the United States at the Rock Island arsenal.

The North Dakota and Minnesota volunteers were mustered out today. Lieutenant Sims of Company A, First Idaho, has been presented with a fine gold watch by the enlisted men of his company.

A STRANGE SUICIDE.

CHICAGO, Sept. 25.—A special to the Times-Herald from Dorchester, Neb.,

Foard & Stokes Company Ship Chandlers and General Wholesalers and Retailers Hardware, Groceries, Fruits and Meats, Crockeryware, Stoves and Tinware, Paints and Oils. Largest Store of the Kind in Oregon.

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