

GEN. OTIS MAY BE RECALLED

Rumored That His Removal Has Been Decided Upon.

BROOKE WILL SUCCEED HIM

Belief That Dewey's Opinion is Unfavorable to Otis—Conference to be Called.

NEW YORK, Sept. 26.—A special to the Times from Washington says:

Coincident with the near approach of Admiral Dewey, the rumors about General Otis' recall have been revived.

There has been a rumor lately that General Brooke was to leave Cuba shortly and as it is now said that a major general is to be sent to the Philippines, there is some disposition to regard that as General Brooke's future berth.

It is generally believed that the admiral will have much influence with the administration and his views on the Philippine policy will be anxiously sought.

There is to be a conference at the White House shortly after his return, at which the president will meet the admiral and the Philippine commission, and what is said at that conference may result in some alterations in the military policy in the Philippines.

PROLIFIC SEED CORN. A Soldier From Porto Rico Produces a Crop Over Fourteen Feet High.

BLACK RIVER FALLS, Wis., Sept. 25.—John D. Smith, a member of the Third Wisconsin during the Spanish-American war, brought home some corn from the island of Porto Rico and planted it June 27 last.

It is now nearly 14 feet high and still growing. Ears have formed and are about nine feet from the ground, but owing to the lateness of planting will not mature.

THE DAMROSC CHORUS. Dewey Greeted in the Bay by the Famous Concert Leader.

NEW YORK, Sept. 26.—When the Olympia on the day of the Dewey naval parade rounds the stakeout in North river, the school-ship St. Marya, the boys wearing their white working suits, will man the yards in the saluting custom, which obtained when Dewey was a junior officer.

HEAVY RAINS IN INDIA. Earthquakes and Landslides Do Immense Damage in the Lower Himalayas.

CALCUTTA, Sept. 26.—No rain has fallen since last reports in the vicinity of Darjeeling, in the lower Himalayas, where on Sunday night great damage was wrought and many persons killed by earthquakes and landslides.

MUSTER OUT PROGRESSING. Minnesota, Dakota and Idaho Troops Will Soon be Private Citizens Again.

SAN FRANCISCO, Sept. 26.—The muster-rolls of the Thirtieth Minnesota regiment have all been turned in. Routine work will be entirely completed in two or three days and the volunteers will have nothing to do but await their discharge a week from today.

STOCK BROKER DEAD. NEW YORK, Sept. 26.—Sylvester Johnson Curtis, a well-known broker, is dead at his home in this city, aged 72 years.

home this afternoon at 1 o'clock on a special train provided by the state. The Idaho volunteers are already speeding homeward, having left last night on a special train provided by the state.

MEXICO AFTER COMMERCE. Reaching Out for Central and South American Trade Against the Briton and Yankee.

CITY OF MEXICO, Sept. 26.—The English line of steamers to ply between Chilean ports touching at Callao and Guayaquil and Central American and Mexican west coast ports will begin voyages January 1, and it is believed here that Mexico will greatly increase its trade to the South American Pacific ports.

Before the determination was entered upon to put on those steamers, the merchants and manufacturers here were consulted and it is believed that as soon as Mexico produces cotton in sufficient quantities she will be able to sell cotton in South America in competition with the United States, England and other countries on a gold basis.

American capitalists are going into the development of lands appropriate to cotton culture along the Balsas river near the Pacific coast, and New York capitalists now here behind the movement are confident that enough cotton will be produced to emancipate Mexico entirely from the American supply.

Every year the amount used here is more native product. Mexico's policy is to remain on the silver basis and after supplying the home markets with manufactures, to invade South America.

STREET RAILWAYS MERGING. Manhattan and Metropolitan Will in Future Be Controlled Under One Management.

NEW YORK, Sept. 26.—The Tribune says: While nothing can yet be announced authoritatively about the matter, it is still the general belief in Wall street that the control of the Manhattan Railway Co. will soon pass to the Metropolitan Street Railway Co., interests closely identified with which corporations are credited with having been large purchasers of Manhattan stock for some time back.

It was reported yesterday that a proposition for leasing the Manhattan to the Metropolitan with a minimum guarantee of 5 per cent by the latter, has been drafted and will speedily be acted on, now that President Gould has returned from Europe.

PREPARATIONS FOR WAR ARE MADE

GLOOMY IMPRESSION FELT

Natal Agency of Transvaal Now Looks Upon a Conflict as Inevitable.

LONDON, Sept. 26.—A telegram from Pietermaritzburg, Natal, says:

The indications at the agency of the Transvaal government, in this city, point to a belief that war is inevitable. Preparations are being made for removing the furniture from headquarters and a gloomy impression in regard to the outcome of the crisis seems to prevail.

MAY BE REORGANIZED. Herring-Hall-Marvin Safe Company Looking to Resumption of Business.

CINCINNATI, Sept. 26.—The Enquirer says: Stockholders and creditors of the Herring-Hall-Marvin Safe Co. have just received copies of an order to appear before the United States court at Trenton, N. J., and show cause why the offer of the reorganization of the company and the petition of the receivers to have the sale authorized should not be severally accepted and granted.

It is well known that some of the larger stockholders in the West, notably those of Cincinnati, favor a division of the property and its offering for sale in parts. The offer of the reorganization of the company does not provide for a sale of the property in parcels, but offers, after all debts, not to exceed \$100,000 are paid out of the assets of the company, to pay \$250,000 for the remaining property.

The Cincinnati contingent has a plan to buy the western plant at Hamilton, O., and operate it and for this reason desire to have the property divided.

REDUCING COMMISSION. COLORADO SPRINGS, Col., Sept. 26.—The government body of the Colorado Mining Stock Association has voted to reduce the rates of commission charged practically 50 per cent.

STOCK BROKER DEAD. NEW YORK, Sept. 26.—Sylvester Johnson Curtis, a well-known broker, is dead at his home in this city, aged 72 years.

PRISONERS WILL BE RELEASED

Aguinaldo Orders the Release of Fourteen Americans.

GILMORE PARTY IS HELD

Reported to be Badly Treated by the Insurgents--Japanese Aiding the Rebels.

NEW YORK, Sept. 26.—A dispatch to the Herald from Manila says:

The two Englishmen who assert that they were shipwrecked in a small open boat near Bigan, at the northern end of Luzon, bring a message from the insurgent general, Pantalea, that fourteen American prisoners who are now held at Tariat will be released on Tuesday or Wednesday.

The delay in releasing the prisoners as promised several days ago is due to the fact that the Filipinos wish to furnish the men with new clothing when they set them free.

The Englishmen state further that Lieutenant J. C. Gilmore and the captured boat's crew from the Yorktown are still at Bigan, but will be released later in accordance with the decision of the Filipino congress and the subsequent decree of Aguinaldo providing for the surrender of all American prisoners.

The admitted purpose of the Filipinos in thus freeing the Americans is to impress foreign powers.

The Englishmen say that Lieutenant Gilmore and his men are not being treated well. They are only receiving 20 cents a day each for rations.

The released Englishmen assert that three Americans who were taken prisoners have accepted commissions in the insurgent army. One of the three is said to have been a sergeant, but his regiment is unknown; another is said to have been a corporal in the California regiment, while the third is a negro.

Five officers of the Japanese army are assisting the insurgents in their war preparations.

The Filipino authorities sent word that no trace can be found of Captain Rockefeller of the Nineteenth Infantry, who disappeared in April and was supposed to have been captured.

The railroad bridges in insurgent territory have been washed out and particularly the one at Bandan above Tariat, and the insurgents are having difficulty in supplying the troops in the immediate front of the American line.

The insurgent army has a heterogeneous supply of arms. Sometimes there are four types of rifles to a regiment. The main resistance to the American advance is to be made at Tariat.

On the way to the American lines the Englishmen were taken on a wide detour away from the insurgent front and were thus unable to see the rebel forces, which are reputed to be strong.

WOKE THE WATCHMEN. Fire in New York Building Reported by Police in Time to Save Its Guardians.

NEW YORK, Sept. 26.—Fire did \$2,000 damage to the nine-story Robinson building, bounded by East Broadway, Division and Governor streets, early this morning. Although there were 13 watchmen in the building, the flames were discovered first by a policeman.

When the watchmen found that it was their building that was on fire, they came tumbling out of doors in a mad rush for safety.

Frederick Stiel said there were still two men in the building. He could not give their names.

GALE IN MICHIGAN. ST. JOSEPH, Mich., Sept. 26.—Reports received here from various parts throughout the apple district are to the effect that the terrible northwest gale which visited this vicinity early this morning has stripped of fruit hundreds of apple and peach trees.

THE LARGEST VESSEL IN MARITIME HISTORY. She Could Not Get up the Oregonian's Channel as She is Seventy Feet "Deep."

The Oceanic is the largest vessel ever built. She was launched at Belfast on January 14th last from the ship-building yards of Harland & Wolff. Her dimensions are 794 feet long, 72 feet beam, and 68 feet depth, with light draught of 22 feet, and loaded 32 1/2 feet. She registers 17,000 tons. Her coal capacity is about 6,000 tons, sufficient to take her around the world at a 12-knot rate. Her passenger accommodation is

for 625 cabin and 1,000 steerage, and she carries a crew of 400 men. The Oceanic is built with gun platforms, according to admiralty requirements, so that she may be used as a cruiser in case she is needed. The vessel's hull is made up of 17,000 steel plates, fastened by 1,704,000 rivets to frames of channel steel 9 inches deep, with 4 1/2-inch flanges. These frames are placed only 2 1/2 inches apart, so that the greatest possible rigidity is given to the whole structure.

The vessel's plates are most of them 28 feet long, 4 feet 6 inches wide, and from 1 inch to 1 1/2 inches thick. They weigh from two to three and a half tons each. Her sternpost and its arms for carrying the tubes weigh 85 tons. She has five steel decks and 13 watertight compartments about 50 feet apart.

The interior of the Oceanic is magnificent. It is all a glitter of white and gold. The saloons, with their high ceilings and vast proportions, are more like saloons in the Waldorf-Astoria or the Hotel Cecil than they are apartments aboard ship. Luxury in the way of upholstery, drapery, cutlery, silverware, chinaware and crockery is apparent everywhere. Everything that human ingenuity can devise for the comfort for passengers finds expression in the staterooms and saloons of the mammoth craft.

TRUST PROBLEM A QUESTION OF REGULATION.

Above the hazy and grumpy notions that have found their way into the trust conference the well-considered and well-digested observations of Professor John Graham Brooks of Harvard University loom up like a clock tower in a fog.

Mr. Brooks was asked to answer the question, "Are the new combinations socially dangerous?" Instead of swinging red lanterns in the air and shrieking for legislation to suspend the laws of nature, Mr. Brooks accepted the now commonly acknowledged fact that the tendency toward compact and vast organization is an industrial evolution, which, if properly regulated and safeguarded, renders a social service as essential as the college. The supreme question that confronts us is therefore that of possible regulation.

Instead of assailing industrial organizations for the combining Mr. Brooks pointed out their clumsy and inadequate character in production and distribution. Great primary industries, like coal and clothing, "are in a state so chaotic as to affront our intelligence." The speaker illustrated the clumsiness of organization by calling attention to the fact that one often sees at a single hotel in a small city five drummers competing against each other in selling the same product. Instances of equally grotesque crudities in many industries were noted by the speaker. Reckless and improvident handling of great industrial plants is depriving the public of a good share of the benefits that should accrue from those combinations of productive energy and resources.

This new force called the "trust" stands for the latest stage of industrial growth. We cannot approach this subject rationally until we understand that the new combinations can in no sense be permanently smashed. The trusts cannot be stopped. The real problem is how to guide and regulate the new force for the public good. If the combinations are to work for the public good Mr. Brooks believes that three things must be brought about: Absolute publicity of methods and accounts; every artificial advantage given by the tariff must be removed, and railroad discriminations shall not be allowed to these combinations.

As an illustration of the practical working of these three conditions when applied to a trust the speaker cited the furniture trust in England. With these three conditions fulfilled "the furniture trust is not in politics, asks no favors from railroads or tariffs, has checked a mere reckless and ruinous competition and is sharing its profits with the workmen."

The publicity of methods and accounts is advocated for the purpose of preventing overcapitalization, which is the one dominant peril of the trusts. The removal of all artificial advantage given by the tariff on commodities that are in the control of monopolies. Railway discrimination in favor of trusts is one of the gravest perils, because it aggravates and increases the economic inequalities from which we are already suffering.

These are rational suggestions for the abatement of the evils of trusts and for the regulation of legitimate combinations that merit the thoughtful consideration of fair-minded men.

SEVEN GOVERNORS AND A PIZ-ZLE. St. Louis Globe-Democrat.

The conference of governors on trusts in this city proves to be a complete failure. It was grossly partisan from the start and plainly contrived as a democratic trap. In the first place only seven governors were present. The thirty-eight governors who were absent have reason to congratulate themselves. This meeting seems to have been originally planned to make democratic capital, but the scheme miscarried and divided into insignificance. What the conference said or did is of little consequence. It was deceptive as far as it pretended to be an impartial consideration of anything. On taking the chair Governor Sayres, of Texas, declared that the present tariff and currency systems are the underlying causes of trusts. His cure for them is free trade and free silver. How he reconciled his faith in his previous statement that "trusts are not a party question" is a mystery too deep for

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any one who heard him. If he had added that the only remedy for trusts is to elect Bryan no one would have been surprised. Gov. Stephens distinguished himself by reading an address that was equally astonishing for its arguments and its rhetoric. "Sapient sons of sainted sires," he exclaimed, "the eyes of your country are upon you today. Fellow-countrymen, within 12 short moons the prairies will be drawn up in battle array. Choose today the banner under which you will fight." The governor's idea of a paper analyzing trusts is a sloppy democratic stump speech. He gloried in the fines induced on insurance companies "who pleaded on bended knee to be allowed to pay and remain in the state." But he failed to touch on the St. Louis street railway consolidation, which could not have come into consolidation but for his signature. That this meeting was an exhibition of a plentiful lack of knowledge is had enough. But the worst feature is the duplicity in calling a conference of governors and then preparing to deluge them with democratic slush. But the governors didn't come. The proceedings yesterday, with the exception of Governor Shaw's admirable address, do not deserve any serious notice.

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