CORRUPTION IN FILIPINO COURTS

Taft Commission Will Substitute Americans for Natives.

MONEY SECURES LIBERTY

Judges Take in Six Thousand Dollars a Month and Turn Over One Hundred to the American Authorities.

MANILA, Oct. 6, via Hong Kong, Oct. 11.—The administration of Manila's civil courts by Filipino magistrates, which has long been scandalous, is now attracting public attention more than ever and has been brought to the Taft commission's attention with requests for rectification.

The courts are composed of four justices of the peace and four primary courts. The magistrates are all Filipinos and developments have proved that the incumbents are utter failures as administrators of justice.

The monthly collection of fines of the four native justices is estimated at $6,000. The amount collected by the primary courts for the same period is much greater. The eight magistrates deposit less than a hundred dollars monthly and are alleged to appropriate the balance of their collections.

It is further claimed that the magistrates are in collusion with the native police in compromising offenses on the basis of "cash for freedom." Members of the Taft commission are disgusted with the condition of the courts and intend to substitute honest Americans from the United States for the native magistrates.

FILIBUSTER CLAIMS DAMAGES.

His Steamer Was Confiscated and Sold by the American Government.

(Correspondence of Associated Press.)

MANILA, Aug. 24.—A claim has just been presented to the secretary of the military governor by Senor Manuel Pardo, for the recovery of the sum of $32,000 from the United States government for seizure, confiscation and sale of the steamer Toning, which was seized by the United States in January, 1899, condemned as a filibuster and sold to McLeod Company for $32,000.

Senor Pardo claims that the government officials were deceived by false testimony. He says that he can show that his steamer never carried nor transported any arms and at all times he has been friendly to the United States government. The claimant only asks for the sum the steamer sold for so the government will not lose anything in the event of the claim being allowed.

AMERICANS PAROLED.

Word has been received from San Miguel to the effect that two men belonging to Lieutenant Alsladtter's party were given their liberty on parole a few days ago. They report that the lieutenant and other prisoners are now in the hands of Pablo Tecson and are well cared for. Fagan, the deserter from the Twenty-fourth infantry, is supposed to have planned the ambush. The treatment of prisoners by Tecson has been most commendable and all the reports brought from within his line indicate that Pablo is most humane in his methods. The two men who were given their parole were required to sign a paper written in Spanish, the full import of which they did not know, but which they understood to be a sort of parole.

DESERTERS KILLED.

Two horse thieves and deserters from the Twenty-ninth infantry, U. S. V., stationed on the island of Masbate, were killed by a party of soldiers who were sent to capture them. As the little party approached the deserters, the latter opened an ineffective fire which was returned and the two deserters fell dead. One of them was named Curran, but the name of his companion has not been learned. Two of the soldiers who were intimidated into joining the deserters made their escape and returned to camp.

ATROCITIES BY LADRONES.

A band of ladrones recently visited the home of an old Spaniard living about twenty miles from Masbate and murdered the entire family, which consisted of father and mother, six sons and six daughters. The terrible wholesale butchery was reported to the commander of the post and a detachment of the Twenty-ninth was sent to capture the bandits. A hot fight ensued which resulted in fifteen dead rebels and the capture of eight rifles. The Americans suffered no casualties.

LADRONES CAPTURED.

Small bands of ladrones are committing depredations in many sections of the archipelago. Lieutenant-Colonel Bryam, of the Twenty-fourth infantry, raided Santaion, a small pueblo lying between Tavtay and Maraquina, last Wednesday at midnight and captured forty-eight ladrones. This capture winds up a bunch of water pirates that have infested the mouth of the lake and the marshes of the vicinity.

LOYALTY EVERYWHERE.

Colonel Hood, Sixth United States infantry, accompanied by Captain McMoody, has returned from Abulug and reports that everywhere was manifested the greatest loyalty and enthusiasm. The colonel is well pleased with the condition of affairs at Abulug and vicinity.

MINE CAVE-IN.

Not of a Serious Nature and No One Injured.

BUTTE, Mont., Oct. 11.—Senator Clark, owner of the United Verde mine, when shown the Associated Press dispatch from Jerome, Arizona, relative to the cave-in in the mine, said:

"The cave-in is not of a serious nature and only extends from the 300-foot level up. The ground had all been worked out above that point. A few feet of the railroad bed that passes over the surface, the boiler and blacksmith shop are slightly injured. The shaft, hoisting and smelting plants are uninjured and the cave will in no wise affect the operations of the property. It was a great relief to me when I found no one was injured by the accident."

PEACE OF EUROPE THREATENED.

Triumph of Mr. Chamberlain Excites Unfavorable Comment in Europe.

NEW YORK, Oct. 11.—A dispatch to the Times from Paris says:

The British general election is exciting a good deal of interest and comment in continental Europe. The opinion is universal that it is a personal triumph for Mr. Chamberlain and that if he becomes predominant in the British government an era of aggression and jingoism will be inaugurated which will threaten the peace of Europe.

In France especially are sober men anxious. It is felt that, if in future difficulties arising out of Newfoundland, Siam, Africa, etc., the negotiations are in the hands of Mr. Chamberlain, war may be provoked, especially as Mr. Chamberlain is likely, as in the case of the Transvaal, to refuse to compromise and to offer to settle on the basis of absolute surrender by the other party. After Fashoda, France will never again back down completely and with Chamberlain at the British helm things are likely to go to extremes.

It is impossible to describe the dislike and suspicion with which Chamberlain is regarded in continental Europe. It is not an exaggeration to say that Great Britain with Mr. Chamberlain as premier would have all Europe against her, hostile and watchful. This opinion is expressed by the most sober and conservative of the papers here like Le Temps and Le Journal des Debats and is not merely that of the Anglophobe extremists.

The fact that Mr. Chamberlain has never categorically challenged inquiry concerning the letters which are alleged to prove his complicity in the Jameson raid and that he makes no denial of his connection with firms that have grown rich on the war increases the distrust of him. Moreover a good many Transvaalers exiled by order of the British government from Johannesburg and Pretoria are arriving in Europe and the stories they tell of British brutality and arbitrariness also add to the flames. Never before perhaps was Great Britain regarded with so much suspicion as at present.

ASTOR A CITIZEN.

Made Executor of Will of John Jacob Astor Even Though His Father Is a British Subject.

NEW YORK, Oct. 11.—Surrogate Thomas has appointed Waldorf Astor, he young son of William Waldorf Astor, who has only recently attained his majority, as executor of the will of the original John Jacob Astor.

The will under which the young man is made an executor was made about fifty years ago. One of its provisions is that whenever the surviving executors shall number no more than two, by death or otherwise, those two shall have the power of naming, with the sanction of the courts, the third executor.

About two months ago William Waldorf Astor and Charles Peabody, jr., went before Surrogate Thomas and stated that they were the only surviving executors of the will and that they wished Waldorf Astor to be named as a co-executor.

At the time the question of young Astor's place of residence and citizenship was raised. His father some time ago forsworn allegiance to the United States and became a subject of the queen of England. This matter was arranged by Mr. Peabody making an affidavit in which he alleged that the young man was born in the United States and that he had never taken any steps to forswear allegiance to this country and that, therefore, he was a citizen and eligible to the position as executor. On the strength of this affidavit the appointment was made. Surrogate Thomas thereby virtually deciding that Waldorf Astor is a citizen of this country, even though his father is not and he has been educated abroad and spent the greater number of years of his life in England.

BUTTER SHIPPED ABROAD.

Much Has Been Sent to Europe and Asia, but All We Make Can Be Sold Here.

NEW YORK, Oct. 11.—A special to the Herald from Washington says:

"Americans will have good butter, consequently there is a better market here for the first-class, gilt-edge American creamery butter than in any other country in the world," said Secretary Wilson when he was shown the criticism of Professor Drummond, the Scotch agriculturist.

"At the same time the department of agriculture has made a special study of how best to make shipments of dairy produce as well as other information regarding the requirements of the foreign market that would benefit the American dairyman. We have sent butter to France, Germany, and last year shipments were successfully made to many ports of the China sea. This shows that we have not been entirely asleep.

"However, the American has learned what first-class dairy products are and he is willing to pay a better price for them than can be obtained in Europe. There is no more good butter made in this country than is needed here."

NEW NAVAL VESSELS.

Statement of the Progress Being Made in Their Construction.

WASHINGTON, Oct. 11.—Admiral Hichborn, chief of the bureau of construction and repair, has made public a statement showing the progress of the work on vessels under construction for the navy.

Of the big battleships the Maine and the Ohio stand respectively at the 56 and 30 per cent of completion. The Missouri at Newport News stands 15 per cent, and the Illinois at Newport News is set down at 85 per cent.

Work is progressing satisfactorily on the six new, sheathed, protected cruisers although they are all in the first stages of construction. The monitors Arkansas, Florida, Wyoming and monitor No. 8 (the latter as yet unnamed) are each about half finished. The sixteen torpedo boat destroyers as well as the six-ton torpedo boats are for the greater part in the last stages of their construction. Of the submarine torpedo boats, the Plunger stands at 85 per cent and of the remaining six the Adder, Moccasin, Porpoise and Shark are set down at six per cent, while work has not yet begun on the Pike and the Grampus.

DECLINED THE PRESIDENCY.

Edwin Hawley of New York Offered Presidency of the Southern Pacific.

SAN FRANCISCO, Oct. 11.—The Examiner says this morning:

"Edwin Hawley, of New York, has been offered and has declined the presidency of the Southern Pacific Company."

According to the Examiner's statement, Mr. Hawley declined for the reason that he could not afford to sacrifice his eastern interests by moving to San Francisco. He is said to have been offered a salary of $40,000 per annum.

REPORT OF MANEUVERS.

Admiral Farquhar Describes the Mimic Naval Warfare off Newport.

WASHINGTON, Oct. 11.—The navy department has received Admiral Farquhar's report on the recent maneuvers of the North Atlantic squadron off Newport, R. I. The admiral comments primarily on the zeal and enthusiasm the mimic naval warfare awakened among the officers and men.

The exercises proper began on September 24, when the red squadron, consisting of the Kearsarge, Indiana, Texas, Scorpion and Eagle, acompanied by six torpedo boats, put to sea to effect a blockade of Newport. The remaining vessels, the New York, Massachusetts, Leyden and Vicksburg were stationed as defenders of the harbor and constituted the blue squadron.

The general plan of defense followed by this inside squadron was to place a battleship on each side of and just inside the mouth of the harbor, so as to be concealed from incoming vessels. Here with decks cleared for action, batteries trained forward and full steam up, the New York and Vicksburg lay in wait ready to fire into and ram any venturesome members of the red squadron. Picket boats armed with rapid-fire guns and sharp shooters were provided with a system of signals to warn all hands of the approach of the enemy, and powerful searchlights at Fort Greble and other points insured protection at night.

The general plan followed by all vessels was not to turn on searchlights until the approach of a torpedo boat was reported by a picket boat. The plan of placing picket boats was very successful and not a single torpedo boat got beyond them without being reported. With a sufficient number of searchlights on shore it is doubtful if vessels could be piloted at night into a harbor which is always difficult of entrance.

The bow wave and wake of torpedo boats was the first object that aided them in picking them up in the darkness.

"In this connection," says the admiral, "I would suggest the advisability of the department's keeping as many torpedo boats or destroyers as practicable with the squadron at all times, to accustom both officers and men with their general characteristics, movements, etc., and in order to carry on exercises with them in all the various ports visited."

The Holland, unfortunately, in her attack upon the Kearsarge the second night, did not reach her objective point until after several torpedo boats had arrived.

The second night's operations consisted of an attack upon the outside or red squadron by five torpedo boats and the Holland. As a rule the torpedo boats were successful, although this would scarcely have been the case with an efficient boat service.

Every condition of battle was simulated as nearly as was possible, although blank charges from the small rapid-fire guns constituted all the firing. While much was wanting, says Admiral Farquhar, both in time and material, to carry out the maneuvers on a large scale, still a number of professional points were brought out which will be of great value in the future. The value of searchlights was particularly impressive, as was also the work done by the Holland, of which Captain Folger says in an additional report:

"The Holland type will play a very serious part in future naval warfare."

CLEVER DEFAULTER.

Bank Was Systematically Robbed by Its Young Bookkeeper.

NEW YORK, Oct. 11.—President Heidritter, of the Elizabethport Banking Company, which has been systematically robbed, as alleged, by William Schreiber, the missing young bookkeeper, is quoted by the Press as saying:

"I will spend the last cent of my private fortune to put that boy behind the bars. We'll never let up on him. Our bank is in the Pinkerton combination and we have set other detectives at work with promise of large rewards.

"Personally I think Schreiber is in Europe and we shall soon catch him. His pronounced stammering and his dwarfish size will make him noticeable wherever he goes. Then too we have reason to believe he has only a small supply of money which he will soon run through.

"As for Mrs. Hart, whatever property she may have in the way of furniture, gowns, jewels and horses belongs by right and law to us and we mean to have them.

"People are amazed to find that the youngest employe of a bank, hardly more than a boy, could have looted a bank so thoroughly, stealing more than the entire capital stock and the surplus, and I do not blame them. I acknowledge that the directors are partly to blame. One business-like examination of the bank would have discovered the steal at the beginning.

"The whole steal was possible only because of the construction of an old office, and it was continued because of the marvelous head for figures Schreiber had. It is the old, old story of a bank employe having access to the books and the cash.

"When we moved into our new quarters in July, I insisted on having the cash included in a separate iron-barred office, where Schreiber could get at neither the teller's department nor the vault. Since then Schreiber did not steal a cent. He could not get at it. When I demanded that Cashier Smith verify the books on various occasions he let Schreiber handle one set of books. So quick was Schreiber at figures that he mentally added every item of his embezzlement at the proper place, making the balance perfect from the figures he called out to Smith."

CHALLENGE WELCOMED.

Members of New York Yacht Club Will Be Glad to Meet Sir Thomas Lipton.

NEW YORK, Oct. 11.—There were expressions of satisfaction by officials and members of the New York Club when it became known that Sir Thomas Lipton's new challenge was coming on the Germanic.

The yacht club officials have felt sure that Sir Thomas would make a second attempt to "lift the cup" next year. They were not quite prepared, however, to believe that the challenge would be sent before December, as that would cover the necessary ten months notice required by the club. Evidently the trials of the Shamrock in October weather last year have caused Sir Thomas Lipton to wish for the match to be sailed much earlier. The race may be sailed in August, it is said.

August is a busy month with the New York Yacht Club. Its easterly cruise takes place then, and before the squadron is disbanded one-half of the month has expired. This easterly outing and its squadron runs are always favored occasions for trials of the cup candidate or the new yacht built to defend the cup. During the cruise the great races for the Goelet cups have taken place in the past and now these have given way to the Astor cups.

After the cruise there was another month or so in which to remedy defects, if any, and complete the hard work of tuning up the boat for her meeting with the challenger. Whether the club will see its way clear to accede to the request, if it is made, that the races for the cup be sailed in August next year, is, therefore, a matter of conjecture.

Mr. J. Frederick Tams, a member of the New York and Seawanaka-Corinthian Yacht Clubs, said:

"I have no doubt Sir Thomas Lipton's challenge will promptly be accepted. Sir Thomas is very popular with American yachtsmen and he certainly deserves another chance for the cup.

"Of course it is too soon to express an opinion whether or not a new yacht will be built to defend the cup against the new Shamrock, but I honestly think it will be very hard to build a better boat than the Columbia. It would certainly take a much faster yacht than the old Shamrock to beat her.

"But if it be deemed best to build a new defender there will be no trouble in finding plenty of men ready and willing to furnish the necessary money. I think Sir Thomas will have a better chance next year than any of the challengers that have crossed the ocean in years past. You see he will have the benefit of last year's experience and if he has Captain Wringe, who sailed the Shamrock last year, his boat will have a great advantage.

"As for his reported request that the race be sailed in August, I believe it should be granted. There is always a better breeze in August than in October, and the chances for an exciting race are far more favorable. In August there would be small chance for the succession of flukes which proved so vexing last year.

"I am delighted that the prospects for a race next year are so good and I am sure every good yachtsman shares my sentiment on this subject. Sir Thomas may be assured of the best treatment over here and if he wins the cup it could not be in better hands."

"Will some one build a new yacht to defend the cup?" said Mr. Chester Griswold.

"Well, it is rather early to talk about that, but I should think it likely. Americans are not in the habit of using old things if they can have better; they are too enterprising. There would be no difficulty about raising money for a new defender if it is decided to build one."

STENOGRAPHER HEARD FROM.

Miss Johnson Was Not Killed for Her Insurance.

CHICAGO, Oct. 11.—The Tribune says today:

Irene Spicer was the stenographer whose death took place suddenly on a train bound for California. Officials of the detective agency who are probing into the insurance plot think the Spicer death came from natural causes.

In connection with the Spicer case Superintendent Soule of the detective agency relates a strange story.

Miss Spicer, it has been learned, was not only a friend of F. Wayland Brown, but was also an intimate acquaintance of Miss Defenbach. The two young women were both about the same height and weight. This likeness between the two young women is believed to have been made use of in getting life insurance upon Miss Spicer, as it is believed the young women many time exchanged names in a joking manner, each passing herself off to be the other. Whether this insurance has been issued will be investigated today.

Miss Spicer, whose fate became linked with that of Marie Defenbach, came to Chicago six years ago from Albert Lea, Minn.

Miss Ethel Johnson, who had acted as stenographer for F. Wayland Brown, is not dead as has been reported. Detectives of the central station have located the girl at Lockport, Ind., where she has been married to a Chicago traveling man.

THRILLING ADVENTURE.

National Association of Undertakers Caught in a Storm on Pikes Peak.

CHICAGO, Oct. 11.—A special to the Times-Herald from Colorado Springs, Col., says:

Pikes Peak was the scene of a thrilling and desperate adventure that befell the delegates to the national convention of undertakers. The party included many of the wives of the delegates, and in all over 200 strong had a narrow escape in a terrific storm that swept over the mountain side. Many of the weaker persons were partially overcome by the cold and blinding snow.

The National Association, which had just closed its annual convention, went off on a junket to the points of interest about the state, which included a trip to the summit of Pikes Peak, although it is somewhat late for that altitude.

When at an elevation of 10,000 feet the engine of the company train became disabled.

The weather was fine and no one objected to finishing the trip afoot.

But in less than a mile they were overtaken by a furious blizzard. The situation was growing really dangerous when relief came from a train sent for the purpose. Several of the women fainted during the storm.

WHITE MALES ONLY.

Judge Refused Naturalization to Colored Native of Dutch Guiana.

TRENTON, Oct. 11.—Judge Kirkpatrick in the United States court refused naturalization papers to Robert Spaulding (colored), a native of Dutch Guiana. The papers were refused on the ground that the federal laws permit the naturalization of whites only.

Spaulding is a graduate of Howard university, Washington, D. C., and is now a student of Princeton university, and had expected to take up the study of law. His inability to become naturalized will prevent his admission to the bar.

Spaulding said he would appeal the case to Attorney-General Griggs.

A decision similar to that rendered by Judge Kirkpatrick was given in the state courts this week in the case of a colored man who was born in Nova Scotia.

ARMOR PLATE CONFERENCE.

Secretary Long Endeavors to Make Terms With the Bethlehem and Carnegie Companies.

WASHINGTON, Oct. 11.—Secretary Long has had another conference with the representatives of the Bethlehem and Carnegie steel companies respecting the placing of contracts for $15,000,000 worth of armor plate for the navy. As before, Mr. Linderman represented the Bethlehem company while Mr. Schwab looked out for the Carnegie company.

The conference lasted nearly an hour. While it was not conclusive in its results, the parties to it were each and all under the impression that they had succeeded in getting nearer to one another, while as far as the navy department is concerned it is believed that there is no longer the necessity confronting it of building an armor plant, which was the alternative provided in the act of congress in the event of failure to secure armor from the private makers at the prices named in the act.

There will be another conference in the near future.

BRITISH CABINET.

Rumors That Lord Cromer Will Succeed Lord Lansdowne in the War Office.

NEW YORK, Oct. 11.—A dispatch to the Tribune from London says:

The opinion is gaining ground that parliament will not assemble for effective work before the end of January. This interval will allow Lord Salisbury leisure for recasting the cabinet and deciding various questions relating to South Africa.

A report that Lord Cromer has been summoned to England is probably well founded. He has been spoken of in usually well-informed quarters as the new member of the cabinet, and certainly his inclusion would strengthen the government. There are more likely things than that he should be appointed to succeed Lord Lansdowne in the war office.

DESPERADOES ON TRIAL.

Had Formed a Plan for Systematic Hold-Ups on the Southern Pacific.

TUCSON, Ariz., Oct. 11.—There was a sensation during the trial of the desperadoes who held up the Arizona and New Mexico train at Fairbanks, when George Owints, a member of the gang, was called to testify. He made a clean breast of the affair, describing in every detail the circumstances of the hold-up and how the gang was organized. He said that Burt Alvord, formerly a peace officer at Wilcox, planned the hold-up and formed the gang for the purpose of holding up trains on the Southern Pacific road, and Fairbanks was to be only the first operation.

The gang included Alvord, Stiles, Bravo Juan, Brown, Three Fingered Jack, Matt Burts and the Owints Brothers.

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