

JOCKEY WAR ON.

Lord Durham's Criticism Warmly Attacked and Commended.

NEW YORK, Oct. 19.—A dispatch to the Journal and Advertiser from London says:

Lord Durham's ugly attack on American jockeys and on sportsmen from over the sea, unsupported by any proof, has brought on an international turf storm.

The Daily Telegraph wisely declares that it can only be presumed that Lord Durham spoke, as he was addressing the Jockey Club stewards of which he is one, with a knowledge of much that has gone on which has not yet met the public eye, but which must be known to the powers that be.

John A. Drake, who has won \$1,000,000 in the five months that he has been on the English turf, which is the whole of his experience, is thoroughly disgusted with the insults indirectly heaped on him.

"The position is intolerable," he said, "to any one who loves fair play. Our trainers and jockeys do not need any word of defense from me. Their record speaks for itself."

"American jockeys are in bad favor with the Jockey Club, but had they hurt the sport in England would the Prince of Wales have justly engaged an American jockey to ride his horses?"

"American boys ride to win. They have broken up the English jockey ring, about which there was such a cry a while ago. American jockeys are responsible for an honesty on the English race courses that was never before known."

Lord William Beresford is preparing a rebuke to Lord Durham and will engage for next season Wigham, Mr. Drake's trainer, to succeed Huggins, his present American trainer, who wants to make a visit home, and will also engage the Reiff boys for next season.

The Earl of Lonsdale has cabled to the Journal and Advertiser from Penrith, Wales, respecting Lord Durham's much discussed speech at the Jockey Club meeting relative to American jockeys in England. He says:

"I regret that I can with a most unbiased and independent feeling endorse all that Lord Durham said."

"I thought and said openly for some time that I considered the turf of England in a worse state at the present time than it ever has been in my recollection."

"I do not imagine for a moment Lord Durham meant by 'American jockeys and their following' that the following was necessarily American."

"There also have been more accidents than I ever remember and I attribute this to the presence of American jockeys."

TRAFFIC MANAGERS MEET.

Endeavoring to Prevent Cutting of Rates Out of Trunk Line Territory.

NEW YORK, Oct. 19.—For the purpose of considering what can be done to improve the situation on west bound rates to Mississippi and Missouri river points, the traffic managers of the various trunk lines are holding a protracted meeting at the offices of the Trunk Line Association. A similar meeting was held four weeks ago, at which the western connections were requested not to interfere with rates out of trunk line territory.

Although, as a result, strict orders were sent out by those lines to their eastern agents to adhere absolutely to tariff rates, the improvement in the situation has been slow and is not yet satisfactory. It has, therefore, been decided to again send out notices insisting on the elimination of all cut rates and it is understood that the tone of these notices will be sufficiently severe to command attention. It is hoped that the result will be a complete re-establishment of rates within a few weeks.

That the desired object will be accomplished is, however, doubted by at least one representative of one of the lines interested. This representative seems to believe that there will be manipulation of rates so long as agents desire to make a good showing and that even a blind money pool, such as is in existence between trunk lines in west-bound business, cannot prevent rate cutting.

In support of this theory he cites complaints from some of the smaller roads that they are not getting their allotment of freight although, of course, they are sure of ultimately getting their percentage of the business in cash.

VERY ROUGH PASSAGE.

Ships Springfield and Arvan Met Rough Seas at Cape Horn.

SAN FRANCISCO, Oct. 19.—The ship Springfield, which has reached this port 132 days from London, reports a very rough passage around Cape Horn. On August 15 she was on her beam ends. The mizen topmast yard came down and for a time the vessel was in much danger.

On October 16 the Springfield spoke the American ship Arvan, from New York to San Francisco, whose captain reported that the bowsprit and two masts had been washed overboard off the Horn.

BULOW'S APPOINTMENT.

New Chancellor Will Have Weighty Responsibilities.

NEW YORK, Oct. 19.—A dispatch to the Herald from Berlin says: In well-informed circles it is stated that it was much against his majesty's will that Count Von Bulow consented to occupy the post of chancellor.

A change in office holders does not

mean any change of policy either in the foreign or domestic policy of the empire. There will certainly be no militant policy undertaken against the socialists and no repressive legislation will be introduced at present. For the moment the foreign policy of the empire completely overshadows the domestic policy.

In regard to the task that lies before Count Von Bulow, the press is unanimous in declaring that the situation at present is extremely serious and calls for a man of strength and character. Since St. Mark's time the sphere of Germany has been immensely widened. Questions such as the Eastern and far Eastern, which formerly were "not worth a single Pomeranian grenadier," are now in the front rank.

The Lokal Anzeiger concludes from the simultaneousness of the summoning of the reichstag with the change in the chancellorship that the government desires to have its Chinese policy approved by parliament.

Among the possible candidates for the succession to Count Von Bulow as secretary of state for foreign affairs, three names are mentioned, those of Prince Herbert Von Bismarck, Baron Von Richtofen and Dr. Von Kiderlin-Wachter, the German minister at Bucharest.

A number of journals state that Prince Von Hohenknecht had already desired to retire when the troubles began in China, but postponed his resignation in order to prevent the impression that he was opposed to the Kaiser's China policy.

Certain organs of public opinion foresee a conflict between Count Von Bulow and Dr. Miquel.

NEW BATTLESHIPS.

Virginia and Rhode Island Will Be Required to Make 15 Knots an Hour.

NEW YORK, Oct. 19.—A special to the Herald from Washington says:

Virginia and Rhode Island, two of the five battleships bids for which will be opened at the navy department on December 7, will be provided with four 12-inch guns in turrets on the line of the keel forward and aft, and eight 8-inch guns in four turrets, one at each corner of a quadrilateral.

In addition to this battery each ship will carry 12 six-inch guns, 12 fourteen-pounders, 12 three-pounders, four one-pounder automatic, four one-pounder single shot, two five-inch field guns, two galleys and two 30-calibre automatic guns. Each vessel will also be provided with submerged torpedo tubes.

The new vessels will have a displacement of 15,000 tons, but Rear-Admiral Hiebhorn said that when fully loaded they will displace 16,000 tons. The vessels will be required to make 15 knots an hour and will be provided with water tube boilers and twin screws. They will have a large steaming radii, the coal capacity of each vessel being fixed at 2000 tons.

PROSPERITY FEAST.

Grand Reception for Hanna Being Prepared in Chicago.

CHICAGO, Oct. 19.—Arrangements have nearly been perfected by the Marquette Club for its harvest home prosperity feast, which is to be held next Wednesday evening at the Coliseum. The vast hall is to be tastefully decorated with grain and farm products of all kinds. Ears of corn and sheaves of wheat and oats will hang from the gallery and will also be arranged about the sides of the interior of the structure.

A second and no less important idea of the meeting is to make it a grand reception for Senator Hanna upon his return from his speech-making tour of the western states. Members of the Marquette Club call it the dollar dinner, meeting. Covers will be laid for 3000 persons.

Mark Hanna, J. C. Burrows and J. K. Cullison, United States senators from Ohio, Michigan and Kansas respectively, will be among those who will address the meeting.

MORE CABINET RUMORS.

Broderick and Wyndham Both After the War Office.

NEW YORK, Oct. 19.—The air in London is thick with cabinet rumors, says the Tribune's correspondent in that city.

Sir Michael Hicks-Beach will probably stay at the exchequer. He will perhaps go to the upper house. So may Arthur Balfour, Mr. Chamberlain will remain in the colonial office. There is some idea of making George Wyndham chancellor of the exchequer and Mr. Broderick secretary for Ireland.

Mr. Broderick and Mr. Wyndham were rivals for promotion when Lord Curzon left parliament for India. Mr. Broderick succeeded Curzon but probably regretted it when the campaign came on and Mr. Wyndham made a marked advance as under secretary for war. Each is certain of promotion and both would like the war office.

BOLIVIA VERSUS CHILE.

Controversy Over Cession of a Port to Bolivia Continues.

NEW YORK, Oct. 19.—A dispatch to the Herald from Valparaiso, Chile, says:

The Bolivian government has answered the note of the Chilean minister regarding Chile's refusal to cede a port to Bolivia. The reply is calm, but energetic. It says that Bolivia claims only what belongs to her by right and rejects the Chilean propositions.

The secretary of foreign affairs has addressed a circular to all Chilean ministers explaining the Bolivian position.

RULES FOR GRAIN SHIPPERS.

New York Produce Exchange Committee Settles Important Questions.

NEW YORK, Oct. 19.—James Simpson, chairman of the New York produce exchange committee appointed to formulate rules governing the purchase and sale of grain and feeds in car load lots for future shipment, has forwarded to all boards of trade and grain exchanges throughout the country the rules suggested by the committee.

Members of the New York grain trade greatly feel the need of adequate regulations stating definitely the capacity of a car. It is claimed that almost invariably, when the market declines, the western shippers will secure one of the modern large cars making a heavy carload shipment at the reduced price; whereas, if the market advances, they take equal pains to secure a small car. The rules suggested by the committee are in part as follows:

The term "immediate shipment" shall mean that shipment shall be made within three business days from the date when shipping directions have been received by the seller. The term "quick shipment" shall mean that the shipment shall be made within five business days from the date when the shipping instructions have been received by the seller.

The term "prompt shipment" shall mean that shipment shall be made within ten days (exclusive of Sundays) from the date when shipping directions have been received by the seller. It shall be understood where no specification of shipment is named in contract "prompt shipment" shall apply.

In sales of grain and feed by carloads for future delivery, a carload of oats shall be deemed to contain 1500 bushels; of corn, 900 bushels; of wheat, 800 bushels; of rye, 500 bushels; of barley, 1000 bushels; of mill feeds in sacks, 40,000 pounds; of mill feeds in bulk, 20,000 pounds.

JAPANESE MURDERED.

Result of the Troubles Between Fishermen on the Skeena River.

VANCOUVER, B. C., Oct. 19.—The troubles between the white and Japanese fishermen are said to have culminated in a series of murders and robberies on the Skeena river. There was no fishermen's strike on northern British Columbia rivers this year, but the season was a very difficult one and the last few days of its close were marked by several tragedies, Japanese being the victims. Such is the statement of Richard Gill, one of the best-known cannerymen in the north, who adds:

"Dead men floated down the river on several different occasions with wounds in their heads. There is no doubt of the fact that they were murdered, nor is there any doubt that the purpose of the murderers was robbery. Although no one was arrested, the fact that these things would happen was common knowledge among fishermen."

WILL BUY A GUNBOAT.

Patriotic League of Peru Will Send a Man to Europe for That Purpose.

NEW YORK, Oct. 19.—A dispatch to the Herald from Lima, Peru, says: The government has appointed Consul-General Lembeke and Alejandro Dousta honorary delegates to the Ibero-American congress in Madrid. The Rumillina tunnel syndicate consists of Isaac Simora, president; Jose Payan, manager of the Peru-London bank; Asplaga Bros.; August C. House; Graham Rowe and Julius Villanueva.

The finance bureau has sent notes to banks and commercial houses inquiring whether all bills taken from former Minister Belandine have been paid.

It is reported that, on Saturday, former Minister Maure Carvajal will leave for Europe to negotiate for the purchase of a gunboat with the contributions of the patriotic league.

QUELLED A MUTINY.

Colonel Troops Make a Bayonet Charge on Sailors at Skagway.

VANCOUVER, B. C., Oct. 19.—The colored troops at Skagway, of the Twenty-fourth United States Infantry, were called out a few days ago to quell a mutiny on board the steamer South Portland, en route from Seattle to Cape Nome.

The crew refused to go further north with the captain, against whom they made various charges. The captain had the men jailed, but did not appear to prosecute and they were released. They returned to the wharf and half an hour later fifty colored troops appeared fully armed.

The men were ordered on board again but still demurred and the soldiers were ordered to charge. The colored troops drove the seamen up the gangways at the point of the bayonet.

KRUGER EMBARKS.

LOURENCO MARQUES, Oct. 18.—Mr. Kruger was secretly taken at 5 o'clock this morning on board the Dutch cruiser Gelderland, on which vessel he is to sail for Holland.

VESSELS LONG OVERDUE.

Heavy Reinsurance on Wachusett, Lamache and Alex McNeil.

SAN FRANCISCO, Oct. 19.—The failure of the City of Pekin to report the ship Wachusett, coal laden from Newcastle, Australia, for Kahului, has

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How to Preserve Purify and Beautify the Skin and Complexion.

To preserve, purify, and beautify the skin and prevent pimples, blotches, blackheads, redness, roughness, yellow, oily, mothy skin, chapping, and many other forms of skin blemishes, use CUTICURA SOAP, because no other soap reaches the cause, viz., the clogged, irritated, or inflamed condition of the PORES.

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Cleanse the scalp and hair thoroughly with a warm shampoo of CUTICURA SOAP, rinse with warm water, dry carefully, and apply a light dressing of CUTICURA, purest of emollients, gently rubbed into the scalp. This simple, refreshing, and inexpensive treatment will clear the scalp and hair of crusts, scales, and dandruff, soothe irritated, itching surfaces, stimulate the hair follicles, supply the roots with energy and nourishment, and make the hair grow upon a sweet, wholesome, and healthy scalp, when all else fails.

SAVE YOUR HANDS

How to Make the Hands Soft and White in a Single Night.

Bathe and soak the hands on retiring in a strong, hot lather of CUTICURA SOAP. Dry thoroughly and anoint freely with CUTICURA Ointment, the great skin cure and purifier of emollients. Wear during the night old, loose kid gloves with the finger ends cut off. For red, rough, chapped hands, dry, fissured, itching, feverish palms, shapeless nails, with painful finger ends, this one night treatment is simply wonderful and a blessing to all afflicted with sore, chapped, rough, or tender hands.

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Consisting of CUTICURA SOAP (25c.), to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA OINTMENT (50c.), to instantly allay itching, inflammation, and irritate on, and soothe and heal, and CUTICURA RESOLVENT (50c.), to cool and cleanse the blood. A FIDUCIAL cure for all skin diseases, including eczema, itching, humors, and blood poisons, with loss of hair, when all else fails. Sold throughout the world. PORTER DRUG AND CHEM. CO., Sole Props., Boston, Mass. "All About the Skin, Scalp, and Hair," free.

caused reinsurance on that long overdue vessel from 20 up to 90 per cent. There are 96 men on the Wachusett, which sailed from Newcastle on May 13. The ship Yosemite left the same port eight days later and reached Kahului, August 19. On October 19, two months later, the Wachusett had not reached Kahului.

New insurance is also offered on the British iron bark Lamache, in ballast from Callao to Copala. She is out 34 days, when the voyage should have been made in 32 or 40 days at the outside.

There is much speculation, too, on the Alex McNeil, which left Port Blakesley, Puget sound, on May 3rd, for Fremantle, on the west coast of Australia, and which has not been reported. Fifty per cent is offered on her.

AMERICA ACCEPTS

LI'S PROPOSALS

(Continued from page one.)

ably this feeling that had much to do with Baron Von Sternberg's recall. Baron Von Sternberg was instrumental in allaying much of the suspicion which existed here regarding the purpose of Germany in China, but his recall for the reason understood here indicates that the Berlin government would have preferred developments which would have delayed an early settlement. An official recently recalled that Baron Von Sternberg was largely responsible for the satisfactory solution of the Samoan imbroglio; that to his representations was due the virtual withdrawal by this government from any claims to the Caroline Islands it must have possessed growing out of the war with Spain and, generally, that he had worked earnestly for the improvement of the good relations between the two countries.

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The new schedule of the O. R. & N., which went into effect April 22nd, shortened the time to Chicago 12 hours, and gives a double daily service between Portland and Chicago.

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The blood is quickly contaminated by the local secretions, and the poison through the general circulation is carried to all parts of the system.

Salves, washes and sprays are unsatisfactory and disappointing, because they do not reach the seat of the trouble. S. S. S. does. It cleanses the blood of the poison and eliminates from the system all catarrhal secretions, and thus cures thoroughly and permanently the worst cases.

Mr. P. H. McAllister, of Harrodsburg, Ky., writes: "Having been a terrible sufferer from Catarrh and being now sound and well, the question often put to me is, 'What cured you?' I answer I feel it my duty to state that S. S. S. is the medicine. I am such a true believer in the efficacy of S. S. S. that I can honestly and conscientiously recommend it to any one suffering from Catarrh. I have recommended it to many, and am happy to say that those whom I have induced to use it can bear me out in the statement that it will cure any case of Catarrh if taken according to directions."

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