

HARSH MEASURES TO BE ADOPTED

Administration Is Getting Tired
of Philippine War.

KITCHENER'S PLAN FAVORED

Now Proposed to Give Filipinos a Taste of
Real War—No Mercy For Those in
Active Rebellion.

NEW YORK, Nov. 19.—Forbearance has ceased to be a military virtue in the Philippines, according to news that comes from the war department. So says a Washington dispatch to the Herald. Lord Kitchen's plan of operation in South Africa, harsh though it appears to be, appeals to officials of the war department and during the coming campaign in the Philippines no mercy is to be extended to those in active rebellion or who give aid and comfort to the insurgents.

The administration, according to a high official, has become weary of the long-drawn-out war. It has been conciliatory in dealing with the insurgents and the efforts to accomplish peace by this means have been met with contempt. It is now proposed to give them a taste of real war and, though the innocent may suffer, it is only by this means, it is believed, that the guilty can be reached. When Secretary Root returns to Washington final instructions will be cabled to Major-General MacArthur relative to the operations to be conducted.

There is reason to believe that General MacArthur contemplates devoting his principal attention at first to the northern part of Luzon. Aguinaldo is believed to be in the mountains of Benguet.

REBELLION'S BACKBONE BROKEN

NEW YORK, Nov. 19.—Colonel Ernest Gillingham, U. S. A., inspector-general in the Philippines, was among the arrivals on the liner New York from Southampton. He has been in Germany since May. He will soon return to the Philippines and resume his official duties.

Referring to the state of affairs in the islands he said that he had been away from his post so long that he was unable to express any decided opinion on the question.

"The backbone of the rebellion has been broken for sometime," he added, "and the only trouble now is to bring bushwhackers and malcontents to bay. As to how long that will take I do not know."

HAY-PAUNCEPOTE TREATY.

Its Ratification by the Senate Will Be
Urged by the Administration.

NEW YORK, Nov. 19.—Plans are being made by the administration, according to a Washington dispatch to the Herald, to press with vigor for the ratification by the senate of the Hay-Pauncefote treaty in its original form, as the first step towards constructing an isthmian canal.

This action is likely to precipitate one of the memorable contests of the coming session of congress. Opposition to the treaty is based on the fact that it provides that no fortifications shall be erected on the canal. The Hepburn bill, which has passed the house, provides for the construction and protection by the secretary of war of a Nicaraguan canal.

In addition Senator Davis has brought before the senate from the committee on foreign relations an amendment that nothing in the treaty shall restrict measures which the United States may find necessary for the defense of the United States. The Davis amendment was copied from the tenth clause of the Constantinople treaty securing the neutrality of the Suez canal.

General John A. Kasson, of Iowa, special commissioner and formerly minister of the United States to Germany and Austria, supports the Hay-Pauncefote treaty.

"It is manifestly absurd to attempt to make a private national 'snag' of the exclusive control and use of a great inter-oceanic waterway," said he in an interview. "To establish such conditions by law would be a challenge to all nations to combine against us and to compel us to do what we ought to do in the spirit of modern civilization and in reciprocity for the privileges which we enjoy in the eastern world."

No predictions can be made as to the vote on the treaty.

PORTO RICAN ELECTIONS.

Passed Off Quietly and Now Improvements Are Expected.

(Correspondence of Associated Press.)
SAN JUAN, Porto Rico, Nov. 12.—The Porto Rico elections, as already announced by cable, passed off without the riots and disturbances predicted. There were but one or two trivial rows on election day. The day following, when Republicans were celebrating the victory in federal towns, there were a few clashes between parties and a few men were killed and much ammunition was wasted. But, as a whole, Porto Rico may go down on record as conducting a remarkably quiet election, considering it was the first time her

people had voted without the protection of soldiers and police at the polls. In round numbers the total vote on the island was 35,000. Only 1850 federal votes were counted. The leaders of the Federal party had ordered their followers not to appear at the polls and the order was generally obeyed. It was an election in name merely, as only one party voted. As the result Mr. Frederick Degetan was sent to Washington as commissioner to congress and the 35 members of the house of delegates are all Republicans. In fact, the entire legislative assembly is now of one party. Each of the seven districts of the islands sent five delegates to the house.

Mr. Degetan is well known on the island and abroad. He is an author, scientist, lawyer and politician. He has published several novels and scientific works in French and Spanish, but his command of the English language is limited. He is a lawyer and a graduate of the Central University of Madrid. He was always a Republican under the monarchy. Since 1862 he has taken part in the principal happenings of his country in Madrid as well as in Porto Rico and was one of the four commissioners sent in 1896 to ask Spain for autonomy.

He refused to enter into the "compact" with Sagasta. The district of Ponce then elected him a deputy to the cortes in 1898.

General Henry appointed him secretary of the interior.

There is a great deal of speculation as to what the Federal party here intends to do. Had they voted, the election, it is asserted, would have been very close, as a year ago they carried the island by a majority of 6000 votes. For reasons not generally understood they refrained from voting.

They had claimed that they had not a fair chance to register, that the Republican party was favored in the appointing of election judges, that they were refused registration and that the districts were gerrymandered. Those in touch with the party leaders believe that an attempt may be made in the courts to nullify the election on the grounds that it was not a legal contest.

Now that the elections are over the people are beginning to look for improvements. It was announced recently that a five-story building would be built on one of the most important business streets in the city; a New York capitalist is on the ground with plans to build a 200 room hotel, and promoters and men with capital behind them are knocking at the door of the executive council asking for franchises to build electric railways, to control water power rights and to erect docks and wharves.

Only one franchise of any importance has been granted so far. The company securing this franchise is to build a network of electric roads through the coffee and sugar districts to the ports.

COMMANDERS PROTEST.

Frequent Changes in Officers and Crew
Lower Efficiency of Squadrons.

NEW YORK, Nov. 19.—According to a special dispatch from Washington to the Herald, strong protests have been made to the navy department by the commanders-in-chief of American squadrons against frequent changes in officers and crews which have occurred on vessels under their command.

Rear-Admiral Remy, commanding the Asiatic station, declares that "frequent changes of officers and crews have militated against the efficiency of the fleet to a serious extent, but every effort is now made to reduce these to the minimum of necessity."

Rear-Admiral Farquhar, commander-in-chief of the North Atlantic station, reports that "it is painfully evident that frequent changes in the roster of both officers and crews of cruising vessels tend to lower their efficiency and morale. In view of the deficiency and the number of commanding officers and the frequent changes made necessary thereby, it is especially desirable that at least the chief and first class petty officers should be detailed for and remain on board of the same ship for a full cruise whenever such can be done."

It has been decided that Rear-Admiral Kautz shall remain in command of the Pacific squadron until he retires in February. When he hauls down his flag Rear-Admiral Casey will assume command.

ANTI-CHRISTIAN RIOTS IN SOUTH

(Continued from page one.)

resumed publication. The article in question attaches much importance to the probable effect the American action will have among the Chinese and says:

"The reason for the withdrawal is perfectly understood and allowance is apparently made in consequence by the powers. But the point which appeals most strongly to American traders and missionaries here is not what the powers will think, but what the Chinese will think."

It is then pointed out that the masses of the people are led to believe that the Americans were afraid of the consequences of remaining in China. Continuing the editorial says:

"America's action must inevitably bear an enormous cost of reconstruction by which all will suffer and not the least she herself. Apparent leniency will not enhance her prestige in China's eyes, while we would say it would tend to limit her votes in the council of nations in Peking."

EXPERT TESTIMONY.

A. A. Schenk, a Prominent Engineer
Writes on Common Point From a
Practical Standpoint.

The following extracts from a letter from A. A. Schenk, member of the American Society of Civil Engineers, to the Oregonian are especially interesting from the fact that it comes practically from a new point of view. It is to be regretted that space forbids the publication of the whole letter which is a forcible and convincing exposition of facts as they exist. Following is a portion of the letter:

The contest is now on "between the inland seaport" and the "coast seaport." It is a contest involving more millions than many great trusts combined—perhaps than all. Millions and hundreds of millions may be wasted or usefully expended, according as the question may be decided rightly for an inland or a coast port. Portland's interest has already been to the extent of many hundreds of thousands. Such expenditures past, and possibly future, justify hard, careful study of this seaport question.

The advocates of an "inland seaport" justify their belief on one "immutable law," that commerce will come from the coast in to seek the producer. This assumes that the producer is "in." When commerce has run far "in" to find him, it may find him very much "out." The commerce that would now run far "in" to the producer or customer on the Atlantic side of our land, would violate the law of seeking the customer, by running past him. The following table shows what rich tonnage-producing areas lie near the coast which ocean vessels penetrating to the Great Lakes would ignore:

Road.	Tonnage.
Pennsylvania R. R.	2,198,894 35,809,536
New York Central	2,022,123 14,338,064
So on the Pacific Slope—	
Southern Pacific (Pa-	
cific system)	738,914 4,946,142

The producer and customer are everywhere, on the coast as well as far inland. Penetrating inland merely into a body of land does not mean penetrating nearer to producer or customer. The theory of Portland and of Major Sears that ocean commerce must work as far inland as possible toward the producer or consumer would place commercial supremacy at Vancouver. As the Cascades are improved, this commercial supremacy would move to The Dalles. As the Columbia is improved at and above The Dalles, the supremacy would move up toward Lewiston or Spokane. As it moved up, it would split into as many splinters as a broom has straws. The producer and consumer are up the Willamette, the Snake, the North Fork. By the time it reached its goal or goals, it would be a much emaciated supremacy. The "immutable law" is as radiant as an exploding rocket, and about as enduring. Just at present, the producers and consumers are few in number along the North Pacific coast for several obvious reasons. The country has not been an easy one to subdue to agricultural condition. As land becomes scarce, this will be overcome. The raw products of this coast region have not been readily marketable or sought. Now its timber is in demand in the Middle West and in the trans-Pacific countries. Its coal is coming into demand. The coast producers and consumers are bound to multiply in number and wealth. They will intercept commerce more each year.

This may be in obedience to the "immutable law." It will probably be because they can lay first hands upon it—hands that will yearly grow increasingly strong in their grip.

Commercial supremacy depends upon readiness of transportation and its interchange. It will center at points where the greatest number of competing carriers of the greatest diversity of classes can all get together. It cannot be far inland, the great ocean carriers cannot go there. It could not be well 100 miles out to sea. The small inland water carriers and railroads could not go there. There is only one real, radical spot on earth where all classes of carriers can meet and exchange. This is a deepwater coast port. Here the deep ocean vessel, the light river craft, the railway car, the coasting schooner, can all come together and most cheaply and profitably interchange. The little craft of the upper Columbia will one day be brought down the Columbia in immense tows of 10,000 tons and over. They will wish to deliver into vessels of thirty feet draft and over, with which small ocean vessels cannot possibly compete. These immense vessels and their increasing rich corporate owners will demand that the railway train also come to them. The coasting vessels will deliver to these great ocean carriers and receive from them without having to journey 100 miles inland and back to the coast before beginning their coasting journey.

If the producer be the thing to be sought by "immutable law," let us see how this law should hold commercial supremacy and commercial vessels to the coast. Let us obey the law. Many years ago the coast commerce of the North Pacific had far surpassed its oceanic traffic. It was half as great again as all of Portland's wheat shipment, 300,000 tons annually, as against 200,000 tons of Portland's wheat. Why run far inland ignoring nearness to all these coastwise customers?

Commodore Vanderbilt, with far-seeing shrewdness, consolidated the lines west of Albany, and then brought his tonnage down the deepwater at the coast, where coasting business, railways, great towage fleets of small boats, all could concentrate. A better

channel existed 100 miles inland than Portland could secure with a thousand millions at the disposal of its Port of Portland Commission, yet the old commodore ran past Albany, past Athens, the former shipping point; past Hudson, past Poughkeepsie, all towns of age, prestige and wealth; past where deepwater for wharves and ships innumerable existed and towns lots as innumerable were laid out to accommodate them. Steadfastly the commodore brought his tonnage to the coast at New York; not an ocean vessel goes above New York in spite of the deepwater channel, and the commodore brought to his heirs wealth by the hundred millions, and to the country at large wealth by the thousand millions. Just such wealth is awaiting the O. R. & N. Co. stockholders and the Oregon and Washington country, as the Pacific develops and the railway lines reach to it. The Pennsylvania railroad brought similar wealth to its stockholders by running past Philadelphia, to New York, and yet Philadelphia grows, in spite of its lost ocean tonnage. There are other causes of growth such as manufactures, which tend to build up cities, and Philadelphia by these and its New York outlet has a foundation for prosperity better than most inland cities.

Portland has kept back from the coast west of it the tide of immigration. It has hindered the development of a rich coast country that would have attracted the attention of the world and the world's capital. The present struggle against a common point rate to the coast will not hold back the westward move of immigration and development. The country and the country's wealth, proportioned to Portland and Vancouver's wealth, has grown too great, vastly great, and cannot be held back by any one city or one corporation. New lines to the coast for railways will be formed by the north shore of the Columbia, from the Sound, from South-eastern Oregon. To our personal knowledge these routes have been closely examined and favorably regarded by experts employed by men who could buy out half of Portland. Such men do not hastily go into competing lines to reach an ocean port. When they do so reach out, they go to stay. If the flour of Oregon and Washington commerce cannot pass through Portland, it will flow around that city. It is beginning to do so now.

CHARGES AGAINST OFFICIALS.

Decent Elements of New York at Last
Getting the Upper Hand.

NEW YORK, Nov. 19.—The board of police commissioners today ordered charges preferred against Inspector Adam A. Cross and Captain John B. Herlihy and practically turned them over to the mercy of their accusers.

That the two officers are to be proceeded against in no lenient manner is demonstrated by the fact that Fish-op Potter has been requested to name counsel to assist in prosecuting them and the further fact that Edward M. Shepard and William K. Ott are to represent the police board in sustaining the charges.

Inspector Cross will be compelled to meet charges of neglect of duty in that he permitted precincts within his inspection district to reek with vice, and a further charge of conduct unbecoming an officer.

Captain Herlihy is accused of conduct unbecoming an officer and of neglecting to enforce the law in his precinct.

After the adjournment of the police board it is said that a misunderstanding arose between Chief of Police Devary and President Root. At the headquarters it was intimated that charges of as serious a nature as those against Inspector Cross may be brought against Chief Devary.

ANOTHER PROFESSOR RESIGNS.

President Jordan of Stanford University
Resigns Resignation of Prof.
Aldrich.

STANFORD UNIVERSITY, Cal., Nov. 19.—Prof. M. S. Aldrich, assistant in the department of economics, tendered his resignation to President Jordan today as the result of the controversy over the dismissal of Prof. Ross, head of the economic department.

Professor Aldrich came to the university last year from Harvard.

SNOW THROUGHOUT OREGON.

PORTLAND, Nov. 19.—Light snow fell today at various points in Oregon and Washington and tonight the thermometer is at the freezing point.

MAN FROZEN TO DEATH.

Intense Cold and Much Snow in British Columbia.

VANCOUVER, B. C., Nov. 19.—The storm of Saturday has been renewed today in the interior of the province and the snow is deep at up-country camps.

Intense cold is reported from many points and at Port Moody, twelve miles from Vancouver, Thomas Rooche was found dead from cold.

GRIGGS TO PRACTICE LAW.

Attorney-General Will Open Law Offices
in New York and Washington.

NEW YORK, Nov. 19.—Personal friends of Attorney-General Griggs are authority for the statement that Griggs upon his retirement from President McKinley's cabinet will open a law office in New York city.

It is said that he will also have an office in Washington.

ANOTHER RAILROAD DEAL.

Southern Pacific and Pennsylvania In-
terests Secure Representation in
Board of Baltimore & Ohio.

BALTIMORE, Nov. 19.—Much speculation was indulged in today as to the significance attached to the changes made in the directors of the Baltimore & Ohio railway at the annual meeting today.

Captain John P. Green, former vice-president of the Pennsylvania Company, Chas. H. Tweed, chairman of the board and second vice-president of the Southern Pacific railroad, and Martin Erdman, of New York, were elected directors in the places of J. J. Kennedy, of New York; Henry Clay Pierce, of St. Louis, and Alex Brown, of Baltimore.

A full list of the directors elected in: Ed R. Bacon, Martin Erdman, John P. Green, Edward H. Harriman, J. J. Hill, Southernland M. Provost, Norman P. Ream, William Salmon, Jacob Schiff, Charles Steele, James Stillman, Charles H. Tweed. By the election of Captain Green, the Pennsylvania representation in the Baltimore & Ohio directorate is increased to two, the other representative of the Baltimore & Ohio's big competitors being Third Vice-President S. M. Provost. In the person of Mr. Tweed the Southern Pacific railway obtains important representation in Baltimore & Ohio affairs. It is understood that the presence of both Mr. Green and Mr. Provost means that the Pennsylvania and Baltimore & Ohio will work together in harmony and that rate wars are practically things of the past.

LIFE SAVED BY ELECTRIC LIGHT.

An interesting calculation has recently been made which shows that when the electric light has entirely displaced gas, oil lamps and candles, there will be 6,000 less deaths annually, these being so much more unhealthy than electricity. In a like manner there will be far less sickness in the world, when every one learns to check the inroads of dyspepsia with Hostetter's Stomach Bitters. Constipation, indigestion, biliousness, fever and ague and malaria are but danger signals proclaiming a diseased condition of the stomach. Good digestion is at the base of perfect nutrition. The Bitters strengthens the stomach, and cures all disorders arising from mal-nutrition. Every one would do well to try it. See that our Private Revenue Stamp covers the neck of the bottle.

REWARD FOR CONVICTS.

One Hundred Dollars for Capture of
Each Dead or Alive.

LEAVENWORTH, Kan., Nov. 19.—One hundred dollars reward each for the capture, dead or alive, of Estel and Craven, the escaped convicts who have given the penitentiary guards a wild chase since their dash for liberty on last Friday, was offered today.

INVITATION TO MCKINLEY.

To Attend Bazaar of Junior Order of
American Mechanics.

WASHINGTON, Nov. 19.—President McKinley received an invitation today to attend the fair and bazaar of the Junior Order of American Mechanics at Baltimore next week. The president replied that government business compels him to decline.

AMERICAN WHISKEY EXPORTS.

More Distilled Spirits Sent From Here
to Germany Than to Any Other
Country.

NEW YORK, Nov. 19.—A special to the World from Washington says: Germany is rapidly becoming a nation of whiskey drinkers, according to the report of Commissioner of Internal Revenue.

CATARRH.

Catarrh has become such a common disease that a person entirely free from this disgusting complaint is seldom met with. It is customary to speak of Catarrh as nothing more serious than a bad cold, a simple inflammation of the nose and throat. It is, in fact, a complicated and very dangerous disease; if not at first, it very soon becomes so.

The blood is quickly contaminated by the foul 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 Harrisburg, 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 Swift's Specific is the medicine. I am such a true believer in the efficacy of Swift's Specific that I can honestly and conscientiously recommend it to any one suffering from Catarrh. Have recommended it to many, and am happy to say that those whom I have indicated to use it can hear me out in the statement that it will cure any case of Catarrh if taken according to directions."

is the only purely vegetable blood purifier known, and the greatest of all blood medicines and tonics.

If you have Catarrh don't wait until it becomes deep-seated and chronic, but begin at once the use of S. S. S., and send for our book on blood and skin diseases and write our physicians about your case.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

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UNCLE SAM'S FEAST DAY

should be provided with a choice fragrant cigar to top off the dinner with, and there is nothing that will tickle the palate and delight the heart of the connoisseur like one of our Garcia cigars. It is the best cigar for the money that is made, and will give the lover of a good smoke a treat for 12½ cents. Try a box for Thanksgiving.

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NEHALEM RAILROAD.

Project for Its Construction Is Taking Shape.

PORTLAND, Nov. 19.—The Oregonian will say tomorrow:

The project for a railroad from Portland to the Nehalem coal fields is taking shape. It is supposed that inducements favorable to the Great Northern are behind the present Nehalem project. It is expected that something definite regarding the building of a line will be given out in a few days.

This route makes the distance from Portland to Nehalem less than 75 miles. It contemplates going out a few miles on one of two tracks already built, on the Southern Pacific to Hillsboro or the Northern Pacific to a point near Holbrook.

GOOD ROADS ASSOCIATION.

Delegates From Thirty States in Session at Chicago.

CHICAGO, Nov. 19.—The convention of the Interstate Good Roads Association opened today with delegates from over thirty states present.

The purpose of the meeting is to effect a national organization and to bring influence to bear upon congress to secure an appropriation for the improvement of highways commensurate with the needs of the country. Committees will be appointed to work with the thirty-eight state legislatures and also to carry the matter direct to congress.

FIVE ABOVE AT SPOKANE.

Coldest Night Ever Experienced There in November.

SPOKANE, Nov. 19.—This is the coldest November night ever experienced in this section. At 9 o'clock the thermometer stands at five above zero and the weather observer says it will touch zero before morning.

Foley's Honey and Tar

heals lungs and stops the cough.