

ELEVEN ARMORED SHIPS.

Bids Will Be Opened for Largest Construction Contracts Ever Given at One Time by the Government.

NEW YORK, Nov. 28.—Eleven armored ships to cost about \$66,000,000 when finished are attracting shipbuilding experts to the navy department this week, says a Tribune special from Washington. They will make final studies of the plans and specifications, to win in the great competition eleven days hence, when the bids will be opened for perhaps the largest construction contracts ever undertaken at a single time by the government.

The amount at stake at noon on December 1, according to the congressional appropriation, for hulls and machinery alone will aggregate \$43,000,000, and within this sum the bids will be confirmed, the remaining \$23,000,000 required to furnish the guns, armor, equipment and stores of the vessels being reserved by the navy department for expenditure after the vessels are launched and nearly ready for service.

Certainty of big competition has been brought about by the peculiar wording of the two appropriation acts authorizing the ships and by the delay in designating the two classes of cruisers and battleships, of which the department took advantage in stipulating that all bids be opened on a single day. The act of March 3, 1899, provided for three battleships and three armored cruisers and the act of June 7, 1900, added two more battleships and three armored cruisers, each class under both acts being identical and the limit of cost for hulls and machinery for each vessel being \$3,000,000 in the case of the battleships and \$4,000,000 in the case of the cruisers.

The probable distribution of the construction of the eleven big vessels has become very interesting in view of an interpretation of the two acts of congress by Judge-Advocate-General Lemley of the navy. He finds that the Pacific coast under the two acts can secure three battleships and one cruiser or three cruisers and one battleship or two battleships and two cruisers. The coast is entitled to not more than four vessels, being limited to two under each act. The remaining seven vessels must be built on the Atlantic.

Each act imposes additional restrictions as to the number of vessels which may be built by one contracting party and in this particular, according to Captain Lemley's finding, a bidder on the Atlantic may secure a maximum four battleships and two cruisers or four cruisers and two battleships, making in all six vessels, but no bidder can secure three of one type and three of another or five of one type.

The Scotts of San Francisco declare they want more than four ships and if their bids appear to entitle them to more than that number, the secretary of the navy will submit the matter to the attorney-general for disposition and if this goes against them the builders of the Oregon will appeal to congress to place them on an equality with their eastern competitors.

BURGLAR WAS HIRED.

No One Else Could Open Safe of Late Colonel Pickard.

CHICAGO, Nov. 28.—A special to the Tribune from Columbus, O., says: In order to immediately secure valuable papers belonging to her dead husband, the late Colonel F. J. Pickard, a civil engineer who died a few days ago, an expert safe bower now a convict in the state penitentiary here, was loaned to Mrs. Pickard by the warden long enough for him to open the strong box in which important papers were kept.

The entire affair was kept secret and the prisoner was conveyed through the city in a closed carriage to the safe, which he blew open, and was returned to his cell before daylight this morning.

All private papers were locked up in Colonel Pickard's safe, the dead man alone having known the combination. The town was searched in vain for an expert to open the safe and the novel plan of securing the services of a burglar was adopted. It took the convict twelve minutes to open the safe.

INTERNATIONAL DIFFICULTIES.

Uruguay and Bolivia Find Much Fault With Brazil.

NEW YORK, Nov. 28.—A dispatch to the Herald from Rio de Janeiro says: Official information of a positive character has confirmed the reports that Uruguay is about to sever friendly relations with Brazil. It is admitted that the government at Montevideo is estimating that it will soon hand his passport to the Brazilian minister.

The Brazilian cabinet has discussed this attitude but in the event of definite action has not decided what course shall be pursued.

Bolivia also is showing some feeling

against Brazilians. Its minister has presented a protest against alleged support given to the republic of Acre by the authorities of the state of Amazonas.

The Bolivian minister informed the minister of war that the Bolivian troops have been hampered greatly in their work of suppressing the rebellion because supplies have been received by the insurgents through Brazilian territory.

Through its soldiers and its friendship with Peru, the Bolivian government has been able to stop war supplies from the west. Its officers who are endeavoring to suppress the trouble report, however, that the rebels, many of whom have come from the state of Amazonas, have no difficulty in obtaining munitions by way of the Amazon and Peru rivers.

Brazil is asked to take decisive measures in co-operation with Bolivia to end the rebellion.

NIBELUNGEN RING.

Its Production for First Time on Pacific Coast Packed San Francisco's Grand Opera House.

SAN FRANCISCO, Nov. 28.—The production of this week for the first time on the Pacific coast of Wagner's Nibelungen Ring by the Maurice Grau Opera Company has proved to be a notable musical event.

"Das Rheingold," the prelude to the great trilogy, was presented on Monday night to an enthusiastic audience that filled the Grand Opera House. Last night "Die Walkure" was given with a cast including Van Dyck, Blipham, Blass, Galski, Schumann-Heink, Nordica, Scheff, Homer, Oltka, Baumeister, Marylin and Bridwell.

The curtain was announced to rise at 7:30 p. m., but before that hour there were 3000 people in the house and not an inch of standing room remained. Scores were turned away from the doors. The services of a squad of policemen were required to restrain the crowd that vainly tried to gain admission.

Walter Damrosch conducted the performance, which was staged with the wealth of detail that characterized the New York production. The conductor and singers received many curtain calls.

ENGLISH MYSTERIES.

People Cannot Understand Two Phases of the Policy of the Foreign Office.

NEW YORK, Nov. 28.—Two mysteries in foreign policies remain unsolved, says the Tribune's London correspondent. The first is the difficulty in enforcing the death sentences against Chinese princes. The second is Lord Salisbury's neglect to give notice to the powers of the annexation of the Transvaal.

The most reasonable explanation offered in diplomatic circles is the unwillingness of the British foreign office to precipitate the downfall of the French ministry. The exchange of courtesies between French officials and Mr. Kruger would have been impracticable if this had been formally severed and neither the president nor the premier nor the ministry would have been spared if Mr. Kruger had not been received with proper state and ceremony. Lord Salisbury studies the policies of foreign capitals and sometimes makes it easy for a government with which he is in sympathy, to escape disaster.

BROKERS ARRESTED.

Two New Yorkers Arraigned on a Charge of Grand Larceny.

NEW YORK, Nov. 28.—Charles M. Hughes and Ira D. Godfrey, who are said to have conducted a discretionary pool brokerage business in this city, have been arrested.

The charge against them is grand larceny and they will be arraigned on that charge today. Specific complaints against them were made by J. T. Amberg, an attorney of Defiance, O., and August Irmus, of Brooklyn. Amberg, however, made a settlement and withdrew his prosecution. Irmus is still a complainant and says his claim is for \$239.

Captain McCluskey, of the detective bureau, says Hughes was arrested on November 28, 1899, and is now under \$5000 bonds. At that time there were many complainants and one was a Swedish servant girl. After he was liberated under bond Captain McCluskey said Hughes went into business with Godfrey, who claims to be a member of the New York stock exchange.

MURDERED HIS CHILD.

Horrible Crime of an Utah Coal Miner.

SCOTFIELD, Utah, Nov. 28.—Richard Smith, a coal miner, beat his wife almost insensibly and struck his three-month-old child on the forehead fracturing the little one's skull so that it died later.

A pair of twins somewhat older had been sleeping in the bed. Smith wrapped the bedclothes so tightly about the children that they were helpless. Then he saturated the clothes with kerosene and set fire to them. The mother had recovered sufficiently by this time to scream for help and neighbors arrived just in time to save the children's lives. While this was going on, Jacob Kangas, a neighbor, was prevented by family interference from killing his wife and three children. The two men had been drinking together.

AFFAIRS IN JAPAN.

Japan Feels Her Importance and Refuses to Be Ignored in Settlement of Chinese Question.

(Correspondence of Associated Press.) YOKOHAMA, Nov. 28.—A speech by Mr. Kato, the newly appointed minister of foreign affairs, indicates that Japan finds herself involved in the same difficulty in the diplomatic maneuvers now progressing in China that she underwent in her military operations. Just as the supposed necessity for concerted action caused the disastrous delay then, so this country finds itself hampered by having to wait upon the action of the allied powers with the impossibility of their coming to an agreement.

The enormous commercial trade which it has at stake in north China, as well as the patriotic sentiment which will be aroused upon the least encroachment upon its rights in Korea, will make it incumbent upon the Western powers to be very cautious about slighting the counsels of the nation holding the balance of power in the Orient.

JAPAN'S GREAT HOLIDAY.

Japan's great holiday, the third of November, the natal day of the emperor, was of unusual interest this year as indicative of the pleasant relations now established between the government and the foreign community, fully justifying the wisdom of treaty revision.

The annual ball given at the imperial hotel was attended by a larger number than was ever known to be the case on a similar occasion and the cordial good feeling of the foreigners who were present in unusual force was especially notable. The review of the troops in the morning was a most brilliant and impressive spectacle, more than 170,000 of the various branches of the service, including some who had been returned from the seat of war in China, taking part in it. The concourse of spectators was unprecedented and it may be looked upon as one of the indications of a growing martial ardor which recent events have evoked.

HARVARD CLUB.

The return of Minister Kinnaird from St. Petersburg to his new post in China and that of Minister Kurino from Paris, together with the appointment of Baron Kaneko to the post of minister of justice, are to furnish occasion for a notable banquet of the Harvard Club, of which all three of these distinguished persons are members. It will be held in the latter part of this month. The club is the only Western university organization on this side of the globe and it has already had a most successful career. Its membership is almost exactly divided between Americans and Japanese. There is talk of organizing an Anglo-American university club on an extensive scale, the constituency for it being very large.

WALDERSEE DISCONTENTED.

Comment is rife and much sympathy expressed concerning the almost impossible task imposed upon Count Von Waldersee in China while he is practically left without command or sufficient authority to enforce it. Russia, France, Japan and America practically ignored his credentials and numerous rumors are rife that he has asked for his recall.

GUNBOAT BANCROFT.

Will Probably Survey Approaches to Canal Entrance on Pacific Coast.

NEW YORK, Nov. 28.—It is probable, says a World dispatch from Panama, that the officers of the United States gunboat Bancroft, which is now at Colon, will come to Panama to survey the Laboca pier and approaches to the canal entrance on the Pacific side from Colon. The Bancroft will go from Colon to Bocas del Toro on an expedition, in connection with the Isthmian canal survey.

The arms for the Honduras government, which were temporarily detained at Panama on suspicion that they were intended for the Colombian rebels, have been delivered to the Panama Railroad Company. They will be forwarded immediately.

ADMIRAL ON ASIATIC STATION.

Rumor That Kempff Will Be Replaced by Rodgers.

NEW YORK, Nov. 28.—It is considered likely in naval circles, says a Herald special from Washington, that Rear-Admiral Frederick Rodgers, president of the inspection board, will be assigned to duty on the Asiatic station.

It cannot be ascertained that he is to succeed either Rear-Admiral Remy or Rear-Admiral Kempff, though there are rumors that he will relieve the latter. It is intimated that with the large force of American warships in Asiatic waters there should be a commander-in-chief and two subordinate flag officers.

PASSENGERS SAVED.

Now Believed That Only Express Messenger Was Drowned When Train Went into the River.

PITTSBURGH, Nov. 28.—Train No. 41, on the Cleveland & Pittsburgh Railroad, which left Pittsburgh at 11 o'clock city time last evening, was wrecked at 1:30 o'clock one-half mile west of Beaver this morning. There were, at first, reports of heavy loss of life having occurred, but later reports put the number at one with several injured.

Express Messenger Casey was drowned and his body has not yet been recovered. The injured are: Engineer Albert Coughanour, who struck by his post and went down into the Ohio river. He had one foot cut off, but is not otherwise hurt; Conductor Frank Connel, slightly injured; J. A. Allen, baggage-master, slightly hurt; John Taylor, Pullman porter, injuries not stated.

All of the passengers are thought to have been saved, though many of them were badly shaken up.

When the train left Pittsburgh union station it was composed of engine, express and baggage cars, two coaches, mail car and one sleeper. There were a total of nineteen through and in all thirty-five passengers. Those who escaped the wreck left the train at points between Pittsburgh and Sewickley.

The cause of the wreck was a wash-out. There has been recently laid some new tracks along this section of the road and the heavy rise in the Ohio loosened the earth. The earlier train had passed over safely but some time before the arrival of No. 41 the tracks had been carried away. Into this, while going at its usual speed, No. 41 plunged and the engine and the entire train were precipitated into the river.

The home of Engineer Coughanour is in Cleveland. He, with the passengers, were sent on their way as soon as another train could be made up at Beaver.

There had been alarming reports of heavy loss of life, spread in Pittsburgh and at Beaver. In the latter place some of the passengers who had made their way into the town from the scene of the wreck placed the number of dead at nineteen, but this was denied by the railroad officials.

The engine and express car are completely submerged and all coaches on their sides down in the river. The express messenger is in his car yet.

EAGAN WANTS A PARDON.

Ex-Commissioner-General Is Sorry He Spoke During the Army Best Investigation.

NEW YORK, Nov. 28.—A special dispatch from Washington to the Tribune says:

Charles P. Eagan, commissary-general of subsistence of the army, has come to Washington. It is understood, to appeal to the president for a pardon and for restoration to his duty. He was suspended from his rank and office for a term of six years on February 7, 1899, for his language before the court of inquiry on the army beef.

He has called at the white house, but he failed to see the president who, it is generally rumored, offered some time ago to remit the sentence of the court martial provided General Eagan will apply for retirement. This General Eagan has refused to do, it is said, contending that he is entitled to return to duty and vindicate himself before retiring.

Under the sentence imposed upon him not reach the age of regular retirement until January 18, 1905, although the president could cause his retirement without application when he becomes sixty-two years old. In the meantime General Eagan can be retired only upon his own application on account of thirty years' service.

Under the sentence imposed upon him General Eagan enjoys the full pay of his grade, or \$7500 a year, besides allowances. On the retired list he would receive only \$5025.

It is reported that he has been informed that an effort will be made to have congress enact at the coming session a statute giving the president authority to place upon the retired list any officer of the army, navy or marine corps under sentence or suspension of a longer period than one year.

NEW ARMY BILL.

Provision Made for Enlisting 15,000 Navies of the Philippines.

NEW YORK, Nov. 28.—According to a dispatch from Washington to the Tribune, a virtual agreement upon the essential features of proposed legislation for the army was reached last night by war department officials, and that of the congressional leaders.

It provides for a permanent standing army organization with a minimum strength of 50,000 men to be increased as the occasion demands by doubling the size of companies, in the discretion of the president as commander-in-chief and subject to the limitation of annual appropriations. The new organization will have sufficient officers, about four thousand in excess of those at present in the regular establishments, to meet the requirements of companies of military men. The companies may be increased to 140 men each without additional officers. Permanent allowances will be made for 18,000 artillery men in regimental organization who are needed to care for the coast defenses.

The framers of the adopted plan favor empowering the president to enlist natives of the Philippines, not to exceed 15,000 men as needed, to be organized in regiments with American officers after the English manner of fighting rebellious natives with their own people. General MacArthur has urged this step, and gives assurances that he can easily select experienced officers from the volunteers in his division and will have no difficulty in getting desirable enlistments for an efficient Macabese cavalry, now 500 strong.

In the new permanent organization 50,000 strong is confidently believed to be insured, not a doubt being expressed by war department officials and congressional leaders that the house and senate are prepared to agree promptly to the new military basis. As to the elastic features involving the discret-

ionary power of the president to increase the size of companies not more than double their strength, there is some doubt.

WHEAT MARKET.

PORTLAND, Nov. 28.—Wheat, Walla Walla, 53 1/2¢.

SAN FRANCISCO, Nov. 28.—Wheat, May, 105 1/2¢; cash, 96 1/2¢.

CHICAGO, Nov. 28.—Wheat, December, opening, 70 1/2¢; closing, 70.

LIVERPOOL, Nov. 28.—Wheat, December, 5s. 10 1/2d.

INLAND EMPIRE VS. PORTLAND.

Mr. Warren Says Common Point Rate Is Not a Question of Portland vs. Astoria.

The following extracts from a letter written by D. K. Warren, of Warren, to the Oregonian, were published by that paper yesterday morning under stirring headlines. That evidence of smallness on the part of the Oregonian, however, does not prevent the powerful facts and figures presented by Mr. Warren, who has given the matter careful study, from standing above any belittling headlines.

Limited space forbids using the entire article, but the following excerpts will prove of interest to every fair-minded thinker on the subject.

This is not a Portland vs. Astoria question in any true sense; indeed, it is not alone an Oregon question, it is a question of vital importance to the entire Columbia basin—an empire six times as large as New England. Much has been said and written in regard to the natural advantages of the down-grade route from this vast empire to the Pacific ocean, but let me ask. What advantage are the people of Oregon deriving from this gravity route to the seaboard?

Two lines of railway, with heavy grades and costly tunnels, have been constructed over the Cascade mountains to Puget sound, to compete for the trade which is naturally tributary to this practically water-level route. These mountain roads fix the rate on tonnage satisfactory to them for service rendered, and our Oregon down-grade line charges the same rate to a point 119 miles distant from the ocean, and 100 miles shorter haul. From a table distance before me, I note the following: From Pendleton to Seattle, 335 miles; from Pendleton to Astoria, 331 miles; Walla Walla to Seattle, 351 miles; Walla Walla to Astoria, 345 miles. And yet in the face of these facts, William Hall tells—as he thinks—a credulous constituency (see Oregonian, November 7) that in the case of the Oregon road should deliver the tonnage at the mouth of the Columbia river practically the same distance that the mountain roads must haul to Puget sound, the farmers would have to pay an extra charge of 50 cents per ton.

It seems a waste of time to answer an argument so devoid of the plainest elements of common sense. Does he think the producers of Oregon will forever sit like blind owls upon the dry limb of a dead tree and hoot only when they are told to hoot?

Just a few words in reply to the article of Major Sears, in the Oregonian of the 4th inst. He says the commercial part of a region will be as close to the producer as it is possible to reach with the class of transportation demanded by the requirements of the country. In order to give all the strength possible to his argument, let us concede this to be true and see how it will apply to the seaport of Portland.

Does Major Sears remember that the United States and the Port of Portland have expended more than \$1,800,000 on river improvements between Portland and Astoria, or, in round numbers, 30 cents per ton for all foreign export tonnage from the Columbia river for ten years, and that the engineers' report that \$3,000,000 will yet be required to obtain a channel of 25 feet in depth?

Does he bear in mind the fact that the expenditure on dredging to this date for 1899 was more than \$1500 per ship for the grain fleet of that fiscal year, and that no permanent improvements were made, but simply the same conditions maintained—that is, a minimum depth of 12 feet of water? (See General Wilson's report, Oregonian, October 30, 1899.) Does he take into account the rapid increase in the size and depth of the vessels built and building to

carry the tonnage of the world? And in the face of these facts can he assert that Portland can afford to rest on her oars, as it were, and go to sleep? Surely he must think that no other port or place has any other mission than to feed the cow from which Portland draws the milk. If this be so, I would call his attention to this statement of the New York delegation before the house committee on rivers and harbors in 1893, and from which report please note the following: "The maximum draft of ships has increased from 21 feet in 1871 to 32 feet in 1898, and the maximum freight-carrying capacity from 2000 tons to 12,000 tons, and in exactly the same period the reduction in freight (to European ports) was from \$3.40 to \$1.40 per ton on flour, from \$3.22 to \$1.92 on wheat, and from \$9 to \$3 on provisions." And, as Mr. Schwab said, the rates came down with ships of deeper draft, just as on railroads they came down with more capacious trains and more powerful engines.

Mr. Ross informed the river and harbor committee that his steamship line alone "had seven vessels sailing out of New York that draw over 35 feet, and within two years will have seven more, of which two would draw 34 feet."

Now, when we have in mind the fact that from the Pacific coast ports we have the long voyages of the world's commerce, and only three possible ports for deep ships on a coast line of some 1200 miles, and that, as above stated, freights come down as the size of the ship is increased, it is readily understood why James J. Hill is building ships of 3500 tons capacity.

We cannot believe that Portland, the queen city of the Northwest, the place in which every loyal Oregonian feels a just pride, will continue to pursue a policy so narrow as to drive the commerce of a new era dawning upon us from this noble river to our sister states, north and south, when, by a liberal policy on her part and on the part of the O. R. & N. Co., she can hold the supremacy as a commercial center and control a good share of the commerce of the Northwest.

We are now pleading for harmony and justice, and merely ask the same rates and the same facilities for the farmer and lumberman of Oregon, to place their products in the markets of the world that are accorded the same industries in Washington and California. Let us hope that the writers on this subject will come to forever lay the question. It is not satisfactory when asking a question in regard to common point rates to be confronted with the answer: "Was your grandfather a monkey?"

As above stated, this is not and must not be a question of Portland vs. Astoria, but rather a question of Portland and Astoria against all competitors. With this policy and a hearty co-operation, the Columbia river can easily hold a leading share of the trans-Pacific commerce. D. K. WARREN.

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 12 1/2 cents. Try a box for Thanksgiving.

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NOTICE FOR BIDS.

Bids will be received by the county court until Wednesday, December 5th, 1900, at 2 p. m., for furnishing plans and the construction across Tucker creek in road district No. 6 of a balance draw bridge (26 foot opening) 30 feet (triple approach on the west side, and about 45 feet of trestle approach on the east side of draw span. All of said bridge to be fourteen feet wide and draw built in the same manner as the Warrenton draw bridge.

The right is reserved to reject any and all bids.

By order of the

COUNTY COMMISSIONERS

H. J. WHERITY, County Clerk.

CALL FOR A REPUBLICAN CON-

VENTION FOR THE CITY OF

ASTORIA.

A Republican convention for the City

of Astoria, Clatsop county, State of

Oregon, is hereby called to meet at

the court house in the City of Astoria

on Saturday, December 1st, A. D. 1900,

at the hour of 10 o'clock a. m., for the

purpose of nominating the following

officers of said city, to be voted for at

the next general election in said city,

to be held on Wednesday, December