

THE UNDOING OF GENERAL BULLER

Petticoat Influence Was Too Strong at the War Office.

THE KING FORCED TO YIELD

Lord Roberts and War Secretary Broderick Threatened to Resign if Order for Buller's Dismissal Was Not Issued.

NEW YORK, Oct. 24.—Interesting details concerning the enforced retirement of Sir Redvers Buller are given in a dispatch from London to the Herald. It is an open secret that what is known as "petticoat influence" has been far too strong at the war office ever since the Duke of Cambridge resigned and the present commander-in-chief has not escaped it.

There are many people who are inclined to applaud the speech of H. C. Richards, the night before last at Northampton, who declared that if Lord Roberts would leave bazaar openings to Lady Roberts and take the staff selections and war office reforms into his own hands there might be great reform at the war office.

It is doubtful if King Edward will ever have to face a more painful dilemma than the one he encountered when Mr. Broderick and Lord Roberts had an audience with him at Marlborough house, said a member of the king's household.

When the news reached Balmoral of General Buller's Westminster speech, everybody in the household suspended judgment until some sign was apparent how the king regarded it.

Ever since General Buller's departure from Waterloo for the war, when the king—then Prince of Wales—gave the cue to popular opinion of the commander-in-chief with his parting salute: "Good-bye, old Buller," he has thus been spoken of.

Ever since his return to England it was known that the king had not changed his opinion of his former "bon camarade." The day after the Westminster speech it became bruited among the household that the king still held his faith in the bluff old general and regarded his oratorical outburst as merely a military explosion in the face of bitter goading.

So it became an accepted conclusion that no matter what the papers might say the king would stand by his former friend, even to the extent of forming a peerage, as a mark of personal friendship. Some leakage of this opinion found their way to the public press and were transmitted to the war office.

It is said that ever since General Buller refused to correct his Spionkoppe dispatch he has been subjected to the bitter hostility of Lady Roberts, who used every effort to force her husband to demand his recall.

Within the last days her antipathy has found fresh vent, owing to his Westminster speech. It is said she induced "Bobs" to go to the war office and demand of Mr. Broderick that he issue an order for General Buller's resignation. Such an order was issued, but old Buller replied with a flat refusal to resign. Then Lord Roberts and Mr. Broderick cut their heads together and waited for the instance of the king's return to London to lay before his majesty the alternative of Buller's dismissal or their resignation.

It was by no means a pleasant interview. At first the king refused point blank to countenance any such drastic proceeding. He defended Buller right and left and declared that such a proposition as anonymous attacks was sufficient warrant for such an explosion on the part of the bluff old soldier, but Lord Roberts and Mr. Broderick were equally stubborn.

Lord Roberts threatened to resign instantly unless a royal mandate were issued for Buller's demission. To this Mr. Broderick also added his intention to release the scale of the war office. The latter threat would not have weighed for a moment with the king, but "Bobs" popularity is a different matter. His majesty used every effort to induce the commander-in-chief to reconsider his determination. Only when he finally discovered that this was out of the question was the royal consent reluctantly given to the order for General Buller's dismissal.

IRON TRADE SITUATION Strong Home Demand Makes Outlook Appear Quite Favorable.

CLEVELAND, Oct. 24.—The Iron Trade Review, discussing the market conditions this week, says: "The week has brought added strength to the situation. Whatever of easier condition is to be encountered later on, there is no foreshadowing of it in actual events. No revival of export trade is in sight, but home demand is so broad and so strong that iron and steel manufacturers speak confidently of the first half of 1902."

The one overshadowing feature of the iron trade today in all departments is the unprecedented friction resulting from the failure of the railroads to provide for the freight offered them. The story of car storage is as familiar as to lose its force, but the present condition is without parallel in the records of 1899, and with many manufacturers and consumers in the uppermost ques-

tion beyond any consideration of prices or production.

The mills that were closed by the steel strike have made no great headway as yet in replenishing the stock in distributors' hands depleted in the weeks of shut down, and will pass into the new year under full headway, with prospects of operation throughout the winter at the present record pace.

The railroads have placed rail contracts that insure the operation of the United States Steel Corporation's rail mills up to September, 1902, and the presumption is that other producers are not far behind.

INSURANCE IN GERMANY Concessions Recently Made Do not Come Up to Expectations.

LONDON, Oct. 24.—The English insurance companies are rejoicing at the recent report of the United States Consul General Mason at Berlin to the state department at Washington expressing the opinion that under the new imperial insurance law of May 12 last, for the regulation and control of insurance companies doing business in the German Empire, any well organized, adequately capitalized and competently managed foreign insurance or security company will be able to secure a concession to do business in Germany. Meetings have been held in London by English companies who are contemplating withdrawing from Germany. The managers of these concerns informed a representative of the Associated Press today that they are in exactly the same position as the Americans and that they regard "the alleged concessions made by Germany in response to the United States' protest as practically worthless and as being so stringent as to be almost prohibitive."

They point to the fact that only one American company is doing business in Germany. They also state that the time limit in which foreign companies should elect to accept or reject Germany's terms expired this month, but they understood it had been extended to 1902 on account of the refusal of practically all the English and American firms to do so.

In the meanwhile the English firms hope to secure the British government's assistance in alleviating what they consider to be the continued unfairness of Germany's regulations governing foreign insurance companies. The English managers are apparently under the belief that in this effort they would have the support of a similar endeavor in the United States on the part of the American concerns.

THE PRUNE CROP One Thousand Carloads Estimated to Be Now on Hand.

SAN JOSE, Cal., Oct. 24.—Local packers estimate the amount of prunes of the crop of 1900 now on hand at 1000 carloads. The estimate of 1901 prunes is 40,000,000 pounds, which together with the estimate 20,000,000 pounds of the Italian variety produced by Oregon, Washington and Idaho, constitute the stock to be disposed of. So far this season neither commercial packers nor California Dry Fruit Association has made any particular effort to dispose of last year's crop out of the way. The growers are showing signs of uneasiness, but the fruit association is confident of virtually finding a market for the new crop at a good figure. Prunes remain the same with few buyers.

ARE MADE PORTS OF CALL Hamburg Line Will Take Cargo to San Francisco and San Diego.

SAN DIEGO, Cal., Oct. 24.—Captain W. W. D. Schomburg, of the Kosmos, Line, and left and declared that such a proposition as anonymous attacks was sufficient warrant for such an explosion on the part of the bluff old soldier, but Lord Roberts and Mr. Broderick were equally stubborn.

Asked as to the relations between the Kosmos and the Hamburg-American line the captain replied that all business will be done in the name of Kosmos Company, but that two distinct lines will be maintained and that this arrangement will be continued so long as trade warrants.

JOHN J. VALENTINE ILL President of Wells Fargo Company Suffering From Heart Trouble.

OAKLAND, Oct. 24.—John J. Valentine, president of the Wells Fargo Express Company, is lying dangerously ill at his residence in Ross oakland. Ever since last July he has been suffering from acute heart trouble, but not until a month ago was his condition considered serious.

A short trip in the spring at Paso Robles did not do the capitalist any good, and on October 14 he returned to his home and has been confined in bed ever since.

TWO MEN MISSING SAN FRANCISCO, Oct. 24.—For six days W. C. Hanson and Oliver S. Good, all have been missing. A fishing boat in which they left Sausalito has been found drifting bottom upward off Alcatraz island and the relatives of the young men, both of whom were expert draughtsmen in the employ of the Ridsdon Iron Works, have been notified that their bodies probably lie somewhere at the bottom of the Golden Gate.

BRITISH ARE NOT IN IT

BEHIND THE UNITED STATES IN MANUFACTURING METHODS.

American Industrial Competition Is Serious and Has Only Just Begun.

LONDON, Oct. 24.—The Daily Mail publishes an interview with Charles Heitman Elliott, general manager of the Cape government railways, on the result of his recent visit to the United States. "American industrial competition is serious," says Mr. Elliott, "but it has only just begun. Splendid new machinery and new methods are everywhere in preparation and work will be undertaken on such a scale as to make successful competition difficult. My strong advice to the heads of British firms is to visit the United States and see for themselves. What greatly surprises me was the extent of the use of the automatic machinery, nothing like which is to be seen in England."

After describing various large works he visited in the United States he goes on to refer to the use of American locomotives on the Cape railways, explaining that it was only urgent hurry which led to their employment as the British firms are asked for 18 months and the American but six to complete the orders.

The Cape Town correspondent of the Daily Mail, referring to attacks made in London on Mr. Elliott, for giving orders to the United States, says he has made inquiries of the Cape minister of railways and the managers of the companies concerned, and is in position to exonerate Mr. Elliott.

"No orders were placed anywhere," the correspondent asserts, "except with the sanction of the Cape government. Mr. Elliott's mission being simply one of inquiry and advice. The Cape government gave a preference to the extent of 10 per cent in price over foreign-made goods manufactured within the British Empire, and only British inability to complete within the time limit led to the giving of some orders to the United States."

THE TOBACCO WAR

British Firm Thinks It Has Nothing to Fear From America.

NEW YORK, Oct. 24.—The London correspondent of the Herald cables the following developments in the "tobacco war" in Great Britain: "The service rendered to the English trade by Messrs. Wills, Player and the various other manufacturers who have resisted the efforts of Mr. Duke, the head of the American tobacco trust, to purchase their business is everywhere acknowledged in the trade. Some who have not studied the subject sufficiently deep have expressed the opinion that the Buller amalgamation will have nothing to fear if Mr. Duke is going to proceed on the scale which prompted him to offer the Messrs. Wills £2,000,000 (\$3,000,000) for their business, but others point out that the profits on the new British concern are equivalent to about 12 per cent on the £2,000,000, while in buying up, Ochsens limited, Mr. Duke gave a price which leaves him a return of only 4 per cent on his money. Just after Mr. Duke bought Ochsens he placed an order for 25 new cigarette machines of a pattern already in use on a scale of turning out 25,000 cigarettes a day. This order has not been cancelled before delivery was begun."

An important fact in the war is that the Imperial Tobacco Company and its amalgamated British firms had nearly all the chief trade marks. They represent nearly 60 per cent of the best trade and nearly 40 per cent of the poorer trade. The British firms may soon offer the British the choice of selling only their goods, or at least refusing to sell the American company's goods. There are difficulties in the way which

NOTICE TO VOTERS TO REGISTER. Notice is hereby given that all persons are required to register as a condition to the right to vote at the city election of the City of Astoria to be held on the 11th day of December, 1901, and all persons qualified may register up to the 9th day of December, 1901, and up to the hour of 4 o'clock p. m. of said day at the office of the auditor and police judge in the city hall of the City of Astoria. Office hours from 9 a. m. to 4 p. m. H. E. NELSON, Auditor and Police Judge of the City of Astoria, Ore., Sept. 23, 1901.

J. A. FASTABEND GENERAL CONTRACTOR AND BUILDER. Wagon Maker, Blacksmith and Horseshoer. FIRST-CLASS WORK AT REASONABLE PRICES. Special Attention Given to Ship and Steamboat Repairing, General Blacksmithing, First-Class Horse-shoeing, etc. CORNER TWELFTH AND DUANE STS.

THE ASTORIA WATER COMMISSION. By J. H. MANSELL, C. L. WRIGHT, Clerk. "THE MILWAUKEE." A familiar name of the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Posse Limited" trains every day and night between St. Paul and Chicago and Omaha and Chicago. "The only perfect train in the world." Understand. Connections are made with all transcontinental lines, securing to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled by no other line. See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them. For rates, pamphlets or other information, address: J. W. CASEY, C. J. EDDY, Trav. Pass. Agt. Gen. Agt., Portland, Ore. Portland, Ore.

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BRITISH FIRMS WILL NOT FORM STEEL TRUST.

The Trade Practically in the Hands of Three Firms Who Refuse to Amalgamate.

LONDON, Oct. 24.—On the authority of the secretary of one of the largest steel companies in England, a representative of the Associated Press is asked to ask that there will not be any steel trust formed here. There may possibly be some combination of the smaller concerns, but the steel trade of England is practically in the hands of three firms and these concerns emphatically say that they do not contemplate amalgamation or absorption. It appears that a firm of London brokers associated with John R. Bartlett, of New York, approached the leading houses here, but received an emphatic refusal to agree to the proposition made. Bolkow, Vaughn & Company, whose capital is £1,000,000, informed the representative of the Associated Press that whatever suggestion Mr. Bartlett might have with another concern he could not form anything that could, in common sense, be called a trust without the inclusion of itself, Klen & Company, with a capital of £1,000,000, and Bolkow, Vaughn & Company, all of whom agree in denying that this trust is possible.

Mr. Bartlett's proposition is not taken seriously. Representatives of Andrew Carnegie, J. P. Morgan and others would be likely to be offered a trust that was within wide and an important part of even its suggestion and pointed out the futility of endeavoring to amalgamate the large steel interests of England with such an inadequate capital as the sum of £1,000,000, included in the reports in circulation.

While the inquiry made proved the unprofitability of the report that a trust was impending, they stated the opinion from a leading English firm that eventually the Welsh manufacturers would combine probably under the auspices of Messrs. Klen & Company. But even the Welsh combine, it is said, would require more than £10,000,000 capital and it added that such an amalgamation would have little or no effect on the British manufacturers.

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He names as witnesses: John R. Werry, of Clatsop county, Oregon; Herman E. McKenney, of Kootenai county, Washington; Joseph S. Robb, of Kootenai county, Washington; John C. Robb, of Kootenai county, Washington. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 14th day of November, 1901.

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CHARLES STENBERG, Administrator of the estate of Oscar William Steiner, deceased. Dated, Astoria, Ore., Sept. 18, 1901.

FINANCIAL STATEMENT OF WATER COMMISSION. ASTORIA, ORE., Oct. 17, 1901. To the Hon. the Mayor and Common Council of Astoria, Oregon: Gentlemen:—In accordance with Sec. 15 of the Astoria City Charter, we herewith report the receipts and disbursements of the Astoria Water Commission for the quarter ending September 30, 1901, to be as follows:

GROSS RECEIPTS. For July, 1901: From Water Rates, \$1,445.00; From amount received from Sinking Fund for 4 bonds transferred from G. P. Bond, \$153.00; From accrued interest on above bonds, \$120.00; Total, \$1,718.00.

For August, 1901: From Water Rates, \$1,472.00; From Water Rates, \$1,500.00; Total receipts for quarter, \$3,272.00. Balance in General Fund as per July report, \$1,370.04. Total, \$4,642.04.

DISBURSEMENTS. Salary of Superintendent of City, \$1,250.00; Salary of Clerk, \$200.00; Salary of Inspector of City, \$40.00; Salary of Assessor, \$75.00; Salary of Keeper of Police House, \$25.00; Salary of Keeper of Heat Works, \$25.00; Salary of City Attorney, \$30.00; Salary of Jailor, \$15.00; General Fund Security (Clatsop County), \$28.45; Interest Expense, \$5.00; Salaries and Prizes, \$20.00; Office Expense (Post, Legal, etc.), \$15.00; Rent of Office and Shop, \$75.00; Repairs to Constable, \$42.00; Advertising, \$9.00; Tools, \$7.00; Repairs to Telephone, \$4.00; Repairs to Sewer, \$1.00; Transfer from General Fund in Sinking Fund, \$245.14; Office Furniture, \$1.20; Loose Property, \$30.25; Stock of Supplies (400 feet Conduit, Stave Pipes, etc.), \$74.35; Balances to Forward: Road, \$11.00; Repairs to Power House, \$5.00; Repairs to Dam at Heat Works, \$26.15; Total, \$3,085.71.

Respectfully submitted, THE ASTORIA WATER COMMISSION. By J. H. MANSELL, C. L. WRIGHT, Clerk.

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NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Ore., Aug. 24, 1901. Notice is hereby given that in compliance with the provisions of the act of Congress of June 2, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, and the act of October 3, 1893, County of Clatsop, State of Washington, has this day filed in this office his sworn statement No. 154, for the purchase of the S. 34, N. W. 4, Sec. 25, T. 34 N., R. 12 E., of section No. 24 in township No. 1, N. range No. 8 West, and will offer proof to show that the land sought is more valuable for timber or some other agricultural purpose, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Thursday, the 14th day of November, 1901.

He names as witnesses: John R. Werry, of Clatsop county, Oregon; Herman E. McKenney, of Kootenai county, Washington; Joseph S. Robb, of Kootenai county, Washington; John C. Robb, of Kootenai county, Washington. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 14th day of November, 1901.

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