

# THE ARMY IN SAMAR

### Americans Making Things Warm for the Insurgents.

#### KILLED THIRTEEN AND CAPTURED FIVE

#### A Large Force in Luzon Also Surrendered—Americans Endure Great Hardship—Russian Warship at Manila.

Washington, Jan. 13.—The Navy Department today received the following cablegram from Rear-Admiral Rodgers, at Cavite:

"Waller reports having completed a ten days' march across Samar from Lunang to Bahey. Column endured great hardships. Killed 13 insurgents and captured captain and four men.

#### Surrenders in Batangas.

Manila, Jan. 13.—Colonel Mariseng, Major Cabrera and a renegade priest named Castillo, who stole a valuable image of the Virgin from a church, for which he obtained a large sum of money, have surrendered unconditionally to General Bell, who is conducting the campaign against the insurgents in Batangas Province. They had control of the District of Toad, extending westward to the sea, including the towns of Banan and Guenoa. The agreement is that the chiefs shall absolutely surrender every man and gun in their district. It is estimated that 100 guns will be turned in. Many men and guns have been captured during the past few days, and small engagements occur daily. General Bell visited the city for four hours today, and had a conference with General Chaffee. He says the present campaign is securing valuable results, and that it is possible Malabar, the insurgent leader, will surrender next week.

The United States Commission has appropriated \$2,500,000 for insular expenses during the first quarter of the year.

Admiral Tschoukhine, with the Russian warships, has arrived here.

#### NEARLY UNANIMOUS.

#### House Passes the Original Canal Bill by a Vote of 308 to 2.

Washington, Jan. 10.—The Hepburn Nicaragua Canal bill passed the House late yesterday afternoon by practically a unanimous vote. Only two members out of 310 voted against it.

The opposition to committing the Government to the Nicaragua route attempted to secure amendments to lodge with the President the discretionary power to purchase and complete the Panama Canal, if it could be purchased for \$40,000,000. The test came on the first vote, when the advocates of an alternative route polled 102 against 170 votes. At each succeeding vote their strength dwindled until Cannon (Rep., Ill.), under whose leadership the fight was carried on, was unable to get the ye and no vote on a motion to recommit. All other amendments failed, and the bill was passed exactly as it came from the committee. None of the votes, except that on the final passage of the bill, was a record vote.

The bill as passed today authorizes the President to secure from the states of Costa Rica and Nicaragua, in behalf of the United States, control of such a portion of the territory belonging to said states as may be desirable and necessary, on which to excavate, construct and protect a canal suitable to the wants of modern navigation and commerce and appropriate such a sum as may be necessary to secure the control of said territory.

Section 2 authorizes the President after securing control of the needed territory, to direct the Secretary of War to construct such a canal from the Caribbean Sea, at a point near Greytown, in Nicaragua, by way of Lake Nicaragua, to a point on the Pacific ocean near Brito, and also to construct proper harbors at the termini of said canal and to make necessary provisions for the defense of the canal and harbors.

Sections 3 and 4 authorizes the President to make such surveys as may be necessary and to employ such persons in constructing the canal as may to him seem wise, and directs that in the construction of the canal the river San Juan and Lake Nicaragua shall be used as far as they are available.

Section 5 authorizes the President to guarantee to the states of Costa Rica and Nicaragua the use of the canal and the harbors upon terms to be agreed upon for vessels owned by citizens thereof.

The last section makes a present appropriation of \$10,000,000 to carry on this work and authorizes the Secretary of War to enter proper contracts for material and work as may be deemed necessary therefor, such work and material to be paid for as appropriations may be made from time to time. The section fixes the aggregate cost at \$180,000,000, to be drawn from the treasury on warrants of the President.

#### Repairs to the Brooklyn.

New York, Jan. 13.—It is announced at the Brooklyn navy-yard that the armored cruiser Brooklyn, at present the flagship on the Atlantic station, will come to the local yard for extensive repairs as soon as she is relieved at Manila by the Rainbow, now on her way there. The Brooklyn is to be overhauled at an expense of \$250,000.

#### Mexican Railroad Consolidation.

Monterey, Mex., Jan. 13.—It is announced that the consolidation of the Mexican National and Mexican International Railways will be consummated and both properties placed under one management not later than June 1 of this year. The Mexican International Railway is now controlled by Sover, of New York. This consolidation, if accomplished, probably will mean a fight with those in control of the Mexican Central for railroad supremacy in Mexico.

# SMASH IN A TUNNEL.

### Fifteen Persons Killed and Thirty or More Injured in a New York Wreck.

New York, Jan. 10.—In the New York Central tunnel, that burrows under Park avenue, this city, two local trains collided today. Fifteen passengers were killed and twice that number were injured. A dozen of the latter were seriously hurt, and the roster of the dead may be extended.

It was a rear-end collision between the South Norwalk local, that ran over the New York, New Haven & Hartford road, and was halted by block signals at the southern entrance of the tunnel, and a White Plains local, that came by the Harlem branch of the New York Central. The wreck occurred at 8:17 a. m., at which hour the trains are crowded by suburbanites. Most of the deaths, injuries and damage was caused by the engine of the White Plains train, which plunged into the rear car of the motionless train, and was driven through to the middle of the car, smashing the seats and splitting the sides as it moved forward. The victims either were mangled in the mass of wreckage carried with the pilot, crushed in the space between the boiler and car sides, or scalded by steam, which came hissing from broken pipes and cylinders. The engine, in its final plunge of forty feet, carried the rear car forward and sent twisted iron, broken timbers and splinters crashing into the coach ahead. Lights were extinguished and from the wreckage and darkness came the cries of injured and calls for assistance by those who escaped. Within a few minutes the work of rescue, marked by heroism and sacrifice, began. Alarms that brought every available ambulance in the city, the police reserves of five precincts and the firemen of the central eastern district of Manhattan were sounded at once. With police, firemen and surgeons came a score of volunteer physicians and half a dozen clergymen. Ladders were run down the tunnel air shafts and the firemen and police attacked the debris with ropes and axes. The passengers already had rallied and were trying to release those imprisoned in the debris.

# ALASKA SHIP LOST.

### Captain and Six of Crew Went Down with Her—Was a Collier.

Vancouver, B. C., Jan. 10.—News of another marine disaster was brought from the north this evening by the steamer City of Seattle, arriving from Skagway. The steamer Bristol, one of the oldest and best-known carriers of the coast, lies a wreck on the end of Green Island, forty miles from Port Simpson, and her captain, with six members of the crew, have gone to the bottom with her. The steamer was on her way from Ladysmith, Vancouver island, to the Treadwell mine on Douglas island, Alaska, with 2500 tons of coal. She was wrecked on the night of January 2, and is now nearly out of sight at high tide. Passengers arriving tonight by the Seattle give complete accounts of the disaster.

Green island lies right in the route of Alaska steamers, and, being low and small, is impossible to see on a dark night. The steamer was trying to make Dixon entrance in a rough sea when she went aground. It was 11 o'clock when she struck, and seas washed over her stern. The captain ordered out the boats. Three were safely launched and got away in the darkness. The fourth was probably smashed against the side of the ship. It has not been found, and there is no trace of it, or of the seven men who were to have gone aboard, and for whom all hope has been given up.

#### No Reply from Castro.

Berlin, Jan. 10.—The attention of the foreign office has been directed to the recurrence of statements to the effect that Germany is about to send an ultimatum to Venezuela. The foreign office has again informed the correspondent here of the Associated Press that a reply from President Castro, of Venezuela, to the note handed him January 2 by the German charge d'affaires at Caracas has not yet been received; that Germany will give Castro a reasonable time in which to reply, and that she has no disposition to unduly press the president of Venezuela.

#### Enlarging the Drainage Canal.

Chicago, Jan. 10.—Members of the drainage board will leave for Washington Saturday afternoon to ask congress for an appropriation of \$200,000, to be used by the government engineers in making a survey and estimate of cost for an eight, ten, twelve and fourteen-foot waterway to connect the drainage canal with St. Louis.

#### Wreck on the Rio Grande.

Salt Lake City, Jan. 10.—Freight train No. 15, on the Rio Grande Western, and a work train collided near Roy station, ten miles south of Ogden, in the thick fog this morning. Fireman Frank Cowell, of Salt Lake, was instantly killed, and three men were injured.

#### Cuban Reciprocity Hearing.

Washington, Jan. 10.—The ways and means committee today fixed January 15 as the time for beginning hearing on Cuban reciprocity and it was the prevailing view in the committee that the hearing should not extend beyond February 15.

#### Rear End Collision.

Largo, Ind., Jan. 10.—While an extra freight, west-bound, was making the siding at this place today and had nearly cleared the main track, the east-bound limited, No. 2, running fifty miles an hour, crashed into it. The rear three cars were demolished and the passenger engine thrown into the ditch. One mail car was derailed, but the mail clerks escaped injury. The engineer and fireman stuck to their posts and were badly injured, but will recover. No passengers hurt.

# AUDACIOUS ROBBERS

### Got \$5,000 in Gold Coin for a Hard Night's Work.

#### NATIONAL STOCK YARDS BANK, ST. LOUIS

#### Bound and Gagged Two Watchmen, and Then Opened the Vaults After Nine Hours' Work With Explosives.

St. Louis, Jan. 9.—Six masked men entered the National Stock Yards Bank north of East St. Louis, Ill., last night and after choking and gagging the two night watchmen and the fireman at the steam plant and blowing open the vaults with dynamite, secured \$5000 in coin and currency, with which they decamped early today. From 7 o'clock last night until 4 a. m. they were at work on the vaults without being interfered with. The entire East St. Louis police force, aided by five St. Louis police, are guarding all avenues of escape but as yet have obtained no clue to the whereabouts of the robbers who, it is believed, escaped on horseback.

The robbers overpowered the two night watchmen and the fireman. They were bound and gagged and placed in the composing room of the Daily National Stock Yards Reporter.

About midnight one of the robbers was left to guard the three captives, while the other five went into the bank, which is located on the first floor of the Exchange Building, near the center. With nitro-glycerine the robbers blew open the steel doors of the vault. These doors are of a double thickness of steel and were shattered and the banks books and papers blown into shreds. Entering the vault, the big steel safe, with quadruplicate doors, was next encountered. The plates were drilled and a charge of nitro-glycerine inserted. The explosion destroyed more books and papers and scattered about \$600 in gold and silver upon the floor. This money was not taken by the robbers.

The robbers, who were all masked, appeared to be middle-aged men none of them under 35 years of age. The leader, a man about 40 was tall and slender, probably six feet two inches, with a sallow complexion, short brown mustache and black eyes.

In addition to the \$5000, the robbers secured \$550 left with the bank by Assistant Postmaster Bushnell, of the stock yards. This is the bank whose officers recently swore out a warrant charging Theodore Duddleston, the assistant cashier, with embezzling \$12,000.

The police of both cities are investigating the robbery, and it is said some sensational arrests will be made before night.

# NEW SHELL INVENTED.

### Contains Nitro-Glycerine and Has Proven to Be Very Destructive.

Oakland, Cal., Jan. 8.—B. C. Pettinell, of this city, has invented a nitro-glycerine projectile, which, if the claims of the inventor hold good will prove of great importance. The mechanism of the invention is a secret, and Pettinell is now negotiating with the United States government for the sale of the device. The matter will be considered by the ordnance department today.

The invention, Pettinell says, is a shell that will carry without the least concussion from 50 to 200 pounds of glycerine oil as far as the ordinary shell can be fired by ordinary modern ordnance. The concussion necessary to project the shell, he says, is by his device reflected back to the sides of the shell, so that the glycerine oil is not disturbed in the least.

#### Thanks of Congress to Schley.

Washington, Jan. 9.—Representative Hooker, of Mississippi, today introduced a joint resolution reciting that Commodore Schley was the senior officer in command at the battle of Santiago; that he was in absolute command at that battle, and is "entitled to the credit due to such commanding officer for the glorious victory which resulted in the total destruction of the Spanish ships." The resolution provides for the thanks of congress to Admiral Schley and the officers and men under his command.

#### Receiver for Buffalo Exposition.

Buffalo, Jan. 9.—It having been found impossible to unite the creditors of the Pan-American exposition, the Fidelity Trust Company, representing the first mortgage bondholders, entered a summons and complaint today before the supreme court, asking that a receiver be appointed to take charge of the affairs of the company. Of the issue of \$2,500,000 in first-mortgage bonds, \$150,000 is still unpaid.

#### The Dewey Prize Cases.

Washington, Jan. 9.—The hearing of the prize cases on appeal from the district supreme court, involving the question of the amount of prize money due Admiral Dewey for the victory at Manila, was set today for hearing next month by the district court of appeals.

#### Tobacco Factory Burned.

Richmond, Va., Jan. 9.—The tobacco factory of Cameron & Cameron was practically destroyed by fire tonight. Loss \$150,000.

# HISTORY OF GOLD SUPPLY.

### Two Periods in the Past Compared to the Present One.

There are only two periods in the history of the money metals that can be compared to the present, and to which we may look for any experimental light upon the subject. One of these was the period following the discovery of America and the exploitation of the treasures of Mexico and Peru, and the other the period following the discoveries in California and Australia.

In the period of 150 years following the discovery of America the depreciation of the metals was about two-thirds of their value; that is, in 1650 a given amount of gold or silver bought only about one-third as much as in 1500. The result, naturally, was extreme confusion in affairs, great suffering among wage-earners, and embarrassment to all whose incomes were fixed in terms of money.

The "poor laws" of Queen Elizabeth's time have been attributed to the distress caused by the rise of food without equivalent compensation to the wage-earning class. The quarrel of Charles I. with parliament was undoubtedly aggravated by the necessity for new taxes to overcome the declining value of the revenues; and some historians hold that it was the deadly money question, the bane of politicians in all ages, that cost him his head.

Gold was discovered in California in 1848, and in Australia in 1851; and by 1852 these new fields were producing together over \$100,000,000 a year. The first sign of the influx of the new gold into Europe was seen in the holdings of the Bank of England. They went up from about \$40,000,000 in 1847 to \$110,000,000 in June, 1853. To get this idle money into use the bank reduced its regular rate of discount to 2 per cent; and the market rate, for a considerable time, was reported at 1½ per cent. The belief that the new supplies of gold would effect a permanent reduction of the rate of interest was so general that Mr. Gladstone, then chancellor of the exchequer, proposed in parliament a scheme to refund the consols below 3 per cent and fixed the rate on exchequer bills at 1½ per cent.—North American Review.

# QUEER STORIES

It has been observed that, as a rule, single women live longer than single men.

The Czar of Russia, with ninety million acres, is the biggest land owner in the world.

Recent observations seem to indicate that the incubation period of malaria is about eighteen days.

An ounce of gold was worth fifteen ounces of silver in the year 1880. It would buy twenty-one ounces in 1900.

The city of Portland, Me., has in its streets thirty thousand shade trees, some of which were planted more than half a century ago.

The big gray kangaroo of Australia measures about seven feet from the tip of its nose to the end of its tail. It can run faster than a horse and clear thirty feet at a jump.

A writer in the Cologne Gazette declares that servants in the United States do only half as much work, demand twice as much free time and four times as much wages as servants in Germany.

The danger of living in a house that harbors consumptives is illustrated by the fact that 6,273 patients officially examined by the German imperial board of health, 2,177, or 34.7 per cent, belonged to families that included other victims of tuberculosis.

A traveler writes: "A lady to whom I was sitting next at dinner the other day told me she had a remedy for sea-sickness. She had been a very bad sailor, and even now if she does not practice her remedy she is sick; whereas when she does, she can negotiate comfortably a storm of four or five hours on the high seas. It is simple enough. As the vessel dips she draws in her breath; as it rises she expels it. The remedy seems to me worth knowing."

Many of the greatest men have had phenomenal memories, says a writer in Harper's. Caesar knew the names of thousands of soldiers in his legions. A modern man of science often has a prodigious memory for special terminology. Prof. Asa Gray could at once recall the names of something like twenty-five thousand plants. Prof. Theodore Gill can do the same for fishes. Our memory for mere words is itself much more extensive than is generally admitted. The average well-to-do child of two years of age has a vocabulary of some five hundred words, and its father may have the command of twenty thousand more.

#### Behind the Scenes.

"Why are authors such reticent men?" "They have to be so as not to disclose the fact that most of the wonderful things their publishers say about them are fictions."—Washington Star.

#### Negroes and Whites.

The census of 1900 shows that there are 13,197 negroes to every 100,000 whites, compared with 13,575 in 1890.

#### Weight and Height.

A man should weigh twenty-six pounds for every foot of his height. Ever remark the number of men who have time to tell you they are worked to death, and haven't a moment to spare? They usually call it "burning the candle at both ends."

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The Rev. C. F. WELLS, of Villa Ridge, Ill., says: "Your trial bottle of Asthmalene received in good condition. I cannot tell you how thankful I feel for the good derived from it. I was a slave, chained with purid sore throat and Asthma for ten years. I despaired of ever being cured. I saw your advertisement for the cure of this dreadful and tormenting disease, Asthma, and thought you had overlooked yourself, but received to give it a trial. To my astonishment, the trial acted like a charm. Send me a full-size bottle."

Rev. Dr. Morris Wechsler, Rabbi of the Cong. B'nai Israel, New York, Jan. 3, 1901.

Drs. Taft Bros. Medicine Co., Gentlemen: Your Asthmalene is an excellent remedy for Asthma and Hay Fever, and its composition alleviates all troubles which combine with Asthma. Its success is astonishing and wonderful.

After having it carefully analyzed, we can state that Asthmalene contains no opium, morphine, chloroform or ether. Very truly yours, REV. DR. MORRIS WECHSLER.

Avon Springs, N. Y., Feb. 1, 1901.

Dr. Taft Bros. Medicine Co., Gentlemen: I write this testimonial from a sense of duty, having tested the wonderful effect of your Asthmalene for the cure of Asthma. My wife has been afflicted with spasmodic asthma for the past 12 years. Having exhausted my own strength upon your medicine, I purchased a bottle of November. I very soon noticed a radical improvement. After using one bottle her Asthma has disappeared and she is entirely free from all symptoms. I feel that I can consistently recommend the medicine to all who are afflicted with this distressing disease. Yours respectfully, O. D. PHELPS, M. D.

Dr. Taft Bros. Medicine Co., Gentlemen: I was troubled with Asthma for 22 years. I have tried numerous remedies, but they have all failed. I ran across your advertisement and started with a trial bottle. I found relief at once. I have since purchased your full-size bottle, and I am ever grateful. I have family of four children, and for six years was unable to work. I am now in the best of health and am doing business every day. This testimony you can make such use of as you see fit. Home address, 235 Rivington street.

Feb. 5, 1901. S. RAPHAEL, 67 East 129th St., City.

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