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A SUCCESSOR TO ALGER

No Definite Information as Yet Whom the Man Will Be.

ELIHU ROOT'S NAME MENTIONED

Alger Likely to Be Out of Office Before August 1st—Silent Regarding Course of Resignation—His Letter to the President and the Chief Executive's Reply Therein.

WASHINGTON, July 21.—No definite information was obtainable last night as to the president's selection of a successor to General Alger as secretary of war. This may be due to the fact that a tender of the office is under consideration by the gentleman chosen. There is a desire on the part of the president that General Alger's successor shall be a lawyer of attainments and high standing in his profession, because of colonial and other questions involving legal constructions constantly arising in the department, now that the army is administering affairs in the islands relinquished by Spain. It is felt advisable from a political point of view, that the new man should come from New York, which has been without representation in the cabinet since Secretary Bliss resigned. The gentleman whose name has been under most consideration as meeting these professional and geographical requirements is Elihu Root, but whether he has been communicated with on the subject cannot be learned definitely, though there is an apparently good ground for the belief that he has been. The talk that Attorney General Olney will be shifted from the department of justice to the war department was put down very effectively by Mr. Olney himself, who returned to the city yesterday, and who, when inquired of on the subject, made it plain that his wishes were that he should not be considered in this connection. The attorney general has no thought of becoming General Alger's successor and it is almost certain that he would decline the war portfolio should the president tender it to him, which he (Olney) regards as altogether improbable, if not altogether out of the question. Mr. Olney reached Washington from the east at 8:30 Thursday evening, and after dinner at the Metropolitan club, went to his office. In answer to inquiries, he said that he had not returned at the request of the president, and had not heard from him since he left the city several days ago. He had no knowledge whatever of the press reports in regard to the selection of Secretary Alger's successor, but as secretary of the department is at the head of the department of justice.

Secretary Alger probably will leave Washington early next week, severing his official connection with the war department on Monday, when he expects to turn over his office to Assistant Secretary Melkielehn, who will reach here from the west on Saturday and act as secretary until a permanent secretary assumes the office. Secretary Alger will spend the remaining days of his service in closing up a number of matters, some of which he is especially familiar, including some knotty bridge and engineering projects. He maintained silence respecting his resignation and the causes which led to it, and it is understood if he takes the public at all into his confidence it will not be until after he is entirely out of office. He is in the best of spirits and apparently was feeling refreshed at the relief from the strain under which he has been for some time.

The following is Secretary Alger's letter of resignation and the president's reply to it: "July 19, 1895.—Sir: I beg to tender to you my resignation of the office of secretary of war, to take effect at such time in the near future as you may decide the affairs of this department will permit. "In terminating my official connection with your administration I wish for you continued health and the highest measure of success in carrying out the great work entrusted to you. "I have the honor to be, very respectfully, your obedient servant. "R. A. ALGER. "To the president. "The president replied: "Executive Mansion, Washington, July 20.—Hon. R. A. Alger, Secretary of War.—Dear Sir: Your resignation of the office of secretary of war under date of July 19 is accepted, to take effect the 1st of August, 1895. "In thus severing the official relation which has continued for more than two years, I desire to thank you for the faithful service you have rendered the country at a most exacting period and to wish you a long and happy life. With assurances of high regard and esteem, I am, yours sincerely, "WILLIAM MCKINLEY."

Our Exhibit at Paris. WASHINGTON, July 21.—Commissioner General Peck of the Paris exposition had a consultation with the president in the course of which he explained his plans for the government exhibit at the great fair, and they received the president's hearty approval. The representatives of the commissioners are to select the exhibits from the various departments of the government and the heads of the departments are to be instructed to furnish whatever may be selected. It will be the purpose of the commission to make an especially fine showing in the exhibits of the navy, war and agricultural departments.

A PROTEST AGAINST TRANSFER

Stockholders Not Favorable to Lease of Boston & Albany. BOSTON, July 21.—Stockholders representing between 25,000 and 40,000 shares of the Boston & Albany road, after a conference here, issued a circular to all the stockholders of the corporation, protesting against the transfer of the road to the New York Central on the ground that it is neither wise nor equitable to lease the road on an 8 per cent rental and that it is contrary to the interests of the shareholders. The circular states that the proxies of its signers will be used to secure more favorable terms from the New York Central.

COMBINE OF WESTERN ROADS.

The Colorado & Southern and Santa Fe Enter into a Deal.

OMAHA, Neb., July 21.—A combination has been formed between the Colorado & Southern and the Atchison, Topoka & Santa Fe whereby the latter, beginning August 1, will operate all Colorado & Southern trains on through piece of joint track between Denver and Galveston. The move is a significant and an important one, as by the arrangement the two roads naturally join in harmonious operation, and is given to the Colorado & Southern realization of a long-time ambition—the monopoly on gulf-rocky mountain business, while by the advance of rocky facilities, the Santa Fe is saved many hundreds of miles and will have a system paralleling its great rival, the Southern Pacific, from the Gulf of Mexico to the Golden Gate. The Union Pacific has a little interest in this matter, because the Union Pacific shops at Denver are now controlled by the Colorado & Southern on a lease, and by the new combination the Santa Fe will be equally in these excellent shop advantages. General Solicitor Kelley of the Union Pacific is now in Denver looking into the matter, and it is suggested that the Union Pacific does not view the alliance very kindly, because of certain advantages which will naturally be gained by the Santa Fe, a rival of the Union Pacific for trans-continental business from Denver to the west.

ONLY THREE DAYS GRACE.

The Franco-American Treaty Reaches a Critical Stage.

WASHINGTON, July 21.—The Franco-American reciprocity negotiations have again assumed a critical stage, and as only three more days remain within which a treaty can be framed under the Dingley act, there is considerable anxiety as to the final success of the treaty. The conditions have entirely changed within the last few days and whereas at one time the French ambassador, M. Cambon, and the special reciprocity delegate, M. Charpentier, were quite desirous of closing the matter, it is understood they no longer show any anxiety in that direction. This is said to be chiefly from an agitation which has begun in France against the treaty, on the ground that it threatens to bring American goods in competition with French goods and to throw out of employment many French workmen. This unexpected opposition in France appears to have induced the government to use much circumspection in closing the treaty. This, in turn, is finding expression in the negotiations here and there is an unwillingness to grant the large concessions proposed. An unexpected phase of the negotiation developed of late, in that the American export of mineral oils, which is very heavy to France, at present secures the minimum rate, in anticipation of the closing of a reciprocity treaty, but if the treaty fails the French government will immediately apply the maximum rate. The difference in duty on this one product is said to amount to \$5,000,000. In case this present sharp differences are adjusted the expectation is that the treaty will be signed on Saturday.

A CONCESSION FOR CATTLE.

Will Be Admitted into Certain Portions of Utah Reservation.

WASHINGTON, July 21.—The interior department telegraphed instructions authorizing the admission of cattle into certain portions of the Uinta reservation lands in Utah for grazing purposes. They recently had been prohibited altogether, as the privilege was wanted for about 2,000 sheep and it was feared that this number would be injurious to the lands. On further reflection, however, it has been decided that certain portions of the reservation can be opened without injury if the owners will agree to keep their sheep out of the prohibited portions, the penalty of which will be absolute exclusion from all grazing interests. Not to exceed 200,000 sheep will be admitted. Their admission is to be limited to sixty days of the year. To insure fairness to the smaller owners as well as the larger, the stockmen are required to make a pro rata arrangement among themselves as to the 200,000 or less admitted.

PRESERVES AMERICAN FRIENDSHIP

The Action of the German Members of the Samoan Commission.

BERLIN, July 21.—The Cologne Gazette's Apla correspondent cables that the Germans there are highly pleased over the successes achieved by Baron Speck von Sternberg, the German member of the Samoan commission, against the opposition of the commissioner of Great Britain, Mr. Elliott. The German commissioner, the dispatch adds, acceded to the demand of the United States commissioner, Mr. Bartlett Troup, for the confirmation of Chief Justice Chambers' decision merely as a matter of form and in order to preserve the valuable American friendship, Germany's influence with the natives, according to the Cologne Gazette's dispatch, is stronger than ever. It is added that the Samoans demand special privileges for Mataafa.

VERY WET AT MANILA.

A Precipitation Beyond Anything Heretofore Recorded.

WASHINGTON, July 21.—The following dispatch has been received: MANILA, July 20.—Adjutant General, Washington: Storms still prevailing; barometer rising, indications improving weather conditions. Average rainfall July several years, fourteen and one-half inches; for twenty days now closed, fully forty-one inches; country flooded. Troops on outposts have suffered and former lines of communication cut in some instances; not serious. No material increase in sickness reported. Telegraphic communication maintained. San Fernando Bacor and nearly all other points. Unable yet to coal returning transports. OTIS. Mr. and Mrs. B. Lackamp, Elston, Mo., write: "One Minute Cough Cure saved the life of our little boy when nearly dead with croup. F. G. Fricke & Co."

ATLANTIC TO PACIFIC

Union Pacific the Keystone in the Great Railroad Combination.

FOUR LINES ARE IN THE DEAL

A Combination that Will Bring About a Revolution in Traffic Alliances—Lively Time in the Great Trans-Continental Rivalry Looked For in the Near Future.

NEW YORK, July 21.—The Herald says: A deal is under way involving the combination of at least four prominent railroads and perhaps two or three more, forming a complete trunk line from the Atlantic to the Pacific. The scheme involves a merger of several of the properties in which E. H. Harriman, Kuhn, Loeb & Co. and Speyer & Co. are interested and with their friends exert a controlling interest. Among these properties are the Union Pacific, the Illinois Central and the Chicago & Alton, the Chicago Terminal Transfer company, the Oregon Short Line, the Oregon Railway and Navigation company and the Baltimore & Ohio. It is ascertained in some quarters that the Great Northern will come in, but this is considered doubtful, although James J. Hill is closely associated with several of the railroads mentioned. This combination will give a compact system and will bring about a revolution in traffic alliances. The Union Pacific is the keystone of the closest connection at present is the Chicago & Northwestern, and for a long time it has been the prevailing opinion in Wall street that the Vanderbilts would attach both the North-western and the Union Pacific to the growing New York Central system. The new alliance assumes unusual interest when it is borne in mind that the Vanderbilts are represented on the board of directors of the Union Pacific and were not aware until a few weeks ago of what was going on. The Northwestern directors have hurriedly considered the advantages of extending their Elkhorn branch to Ogden, to a connection with the Central Pacific, which is controlled by the Southern Pacific. Cut off from the Union Pacific, the Northwestern would find no road to turn to for Pacific coast business that does not parallel it for a considerable distance. Thus, with the Northwestern extending its Fremont, Elkhorn & Missouri Valley railroad from Fort Casper to Ogden in order to fight the Union Pacific, and the Northern Pacific forced to protect itself against the Oregon lines which have recently been acquired by the Union Pacific, there is likely to be a lively time among the great trans-continental rivals in the near future.

The importance of the deal may be judged by noting the combined mileage and capital of the several companies, as given below: Union Pacific—Mileage, 2,851; capitalization, \$231,000,000. Oregon Railway and Navigation—Mileage, 1,965; capitalization, \$95,000,000. Oregon Short Line—Mileage, 1,429; capitalization, \$81,568,000. Illinois Central—Mileage, 3,130; capitalization, \$140,400,000. Chicago & Alton—Mileage, 843; capitalization, \$29,400,000. Chicago Terminal—Mileage, 100; capitalization, \$44,000,000. Baltimore & Ohio (old company)—Mileage, 2,623; capitalization, \$124,000,000. Total mileage, 11,411; total capitalization, \$705,368,000.

HOME COMING OF DEWEY.

The Olympia Arrives at Trieste, Austria, With the Admiral.

TRIESTE, Austria, July 21.—The United States cruiser Olympia, with Admiral Dewey on board, arrived here yesterday. The principal paper, El Piccolo, has a flattering article welcoming the admiral to Austria. Admiral Dewey's secretary said to the Associated Press correspondent here today that the passage of the Olympia from Port Said was a pleasant one. The Olympia will remain here about two weeks. Admiral Dewey's health is perfect. He has not decided whether he will go to Carlsbad, as had been announced, but it is not probable that he will do so. The admiral intends to visit Vienna. Upon its arrival here the Olympia fired a salute of twenty-one guns, which was returned from the forts, four Austrian and one Greek war ship, subsequently. Admiral Dewey received visits from the port authorities, the United States minister to Austria, Mr. Addison Harris, and the staff of the legation and the consuls of the United States in Austria. The foreign consuls were received by Admiral Dewey on board the Olympia during the afternoon.

THEY ARE A GREAT HELP.

The Good Service of Gunboats Already Manifest.

WASHINGTON, July 21.—Captain Barker, who succeeded Admiral Dewey in command at Manila, writes to the navy department under date of June 6, expressing satisfaction at the cordial co-operation of the army and navy in putting in service the small gunboats bought by the army to use in the rivers and bays during the military movements. Commander Sperry of the Yorktown reported to Captain Barker from Iloilo that the army gunboat Albany had been supplied with officers and crew. Ensign W. H. Standley being in command. This was done with some difficulty, owing to the lack of men since the capture of Captain More's party at Baoler. The commanding officer supplied an army detail of five men. Commander Sperry says the Yorktown needs more men. During March this country exported thirty locomotives, against sixty-eight in March, 1895. During the nine months ending in March, 372 locomotives were exported, against 337 in the same months a year ago, and 370 in 1897.

AMERICAN WRITERS SUSTAINED.

English Press With Newspaper Men and Against Otis and Tager.

LONDON, July 19.—The afternoon papers of this city generally, in commenting on the protest of the American correspondents in Manila against the censorship, denounce the conduct of the American Philippines campaign as it has been managed by Secretary Alger and Major General Ellwell S. Otis. The St. James Gazette says: "The American people have been hoodwinked by its general and its administration, who have kept up a series of suppressions of the truth and suggestions of the false of Russian ingenuity and thoroughness." The Pall Mall Gazette says: "The correspondents have done their duty to the public as journalists and gentlemen should." The Times in its leading editorial article today says: "Alger has run the war office as a political machine. Military posts have been bestowed upon political friends without regard to fitness or the interests of the country. Dishonesty and corruption have been rampant wherever there was public money to be made. Thousands of American soil by such agencies as embalmers and scandalous neglect of elementary sanitation. As the head is, so we expect subordinates to be. They were chosen with regard to fitness, but with every regard to political service. Naturally they act as the politicians they are, rather than as soldiers and administrators, associated with several of the gentlemen who are prominent in the railroads mentioned. This combination will give a compact system and will bring about a revolution in traffic alliances. The Union Pacific is the keystone of the closest connection at present is the Chicago & Northwestern, and for a long time it has been the prevailing opinion in Wall street that the Vanderbilts would attach both the North-western and the Union Pacific to the growing New York Central system. 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Admiral Dewey's secretary said to the Associated Press correspondent here today that the passage of the Olympia from Port Said was a pleasant one. The Olympia will remain here about two weeks. Admiral Dewey's health is perfect. He has not decided whether he will go to Carlsbad, as had been announced, but it is not probable that he will do so. The admiral intends to visit Vienna. Upon its arrival here the Olympia fired a salute of twenty-one guns, which was returned from the forts, four Austrian and one Greek war ship, subsequently. Admiral Dewey received visits from the port authorities, the United States minister to Austria, Mr. Addison Harris, and the staff of the legation and the consuls of the United States in Austria. The foreign consuls were received by Admiral Dewey on board the Olympia during the afternoon. THEY ARE A GREAT HELP. The Good Service of Gunboats Already Manifest. WASHINGTON, July 21.—Captain Barker, who succeeded Admiral Dewey in command at Manila, writes to the navy department under date of June 6, expressing satisfaction at the cordial co-operation of the army and navy in putting in service the small gunboats bought by the army to use in the rivers and bays during the military movements. Commander Sperry of the Yorktown reported to Captain Barker from Iloilo that the army gunboat Albany had been supplied with officers and crew. Ensign W. H. Standley being in command. This was done with some difficulty, owing to the lack of men since the capture of Captain More's party at Baoler. The commanding officer supplied an army detail of five men. Commander Sperry says the Yorktown needs more men. During March this country exported thirty locomotives, against sixty-eight in March, 1895. During the nine months ending in March, 372 locomotives were exported, against 337 in the same months a year ago, and 370 in 1897. AMERICAN WRITERS SUSTAINED. English Press With Newspaper Men and Against Otis and Tager. LONDON, July 19.—The afternoon papers of this city generally, in commenting on the protest of the American correspondents in Manila against the censorship, denounce the conduct of the American Philippines campaign as it has been managed by Secretary Alger and Major General Ellwell S. Otis. The St. James Gazette says: "The American people have been hoodwinked by its general and its administration, who have kept up a series of suppressions of the truth and suggestions of the false of Russian ingenuity and thoroughness." The Pall Mall Gazette says: "The correspondents have done their duty to the public as journalists and gentlemen should." The Times in its leading editorial article today says: "Alger has run the war office as a political machine. Military posts have been bestowed upon political friends without regard to fitness or the interests of the country. 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