DEATH IN THE STORM

Oklahoma the Scene of a Frightfully De-

structive Cyclone.

FOUR TOWNS BLOTTED OUT OF EXISTENCE

Norman, Downs, Moore and Keckuk Falls-

Masses of Tangled Ruins.

OVER HALF A HUNDRED PEOPLE KILLED

Scores of Injured Pasta Night of Terror in

a Drancaing Storm.

HORRORS DISCLOSED BY BREAKING DAY

Hall and Rain Add to the Terrors of the

Winds-Pitiful Condition of the

People in the Path of

OKLAHOMA CITY, Okl., April 26 .- Two dis-

inct cyclones, a terrific hall storm and a

water spout combined to work awful de-

struction in the newly built towns in Okla-

homa last night. It is reported that sixty-

two human lives were sacrificed—it is posi-

tively known that forty were killed-while

several were fatally and scores seriously

injured. The damage to property is in-

estimable. The names of the victims so far

List of the Killed.

the Storm.

fore of Sioux City's Enterprises Forced to Make Assignments.

HER BANKS STAND UNHARMED SO FAR Slight Run on One Yesterday Readily Met

by the Officers-Help from Bill

for Hedges Did Not Come-Hankinson's Schedule, Sioux Crrv, Ia., April 26.—[Special Telegram to THE BEE |-The financial situation ere today was one of considerable uncerainty, although no Sioux City bank involved. There was a panicky elling yesterday afterooon, due to

he failure of the Union Loan and Trust impany, but assurances were positive that he banks were clear. The banks had been uletly fortifying themselves for several days for the worst, and were ready when the crash came. This morning there was a run on the Sloux City National, but it did not assumed anything like serious proportions. The clearing house association this morning agreed to stand by the Sloux City National, which was the bank at which most suspicion was pointed. This morning William L. Joy, president of the bank, issued a circular in which he personally guaranteed all depositors of his bank, and

gave his personal word that it had no involvement in the Union Loan and Trust failure. So far there is no indication of the withdrawal of the deposits of country banks, which are very large in the aggregate Many country bankers are arriving in the city, but none of them are checking out. It was demonstrated that no bank was seriously involved in the failure of the trust company

Expected Money Did Not Come. So far no funds have been received today from J. J. Hill, president of the Great Northern system, who is in the east, and with whom an arrangement was made last Saturday. It was from him that some of the principal parties in interest expected to get funds to tide over the crisis in the Union Lean and Trust company, as Garretson had been negotiating with him for the sale of the Sloux City & Northern and the Sieux City, O'Neill & Western railroads, and the socalled Pacific Short Line bridge across the Missouri river, and it is reliably reported that there was to be a cash consideration of about \$1,000,000. The deal was to be consummated by the middle of May, but it became apparent that the Union Loan and Trust company could not survive that long. so great was the volume of demands that were made upon it.

Saturday A. S. Garreton, who had the nego tlations in charge, went to St. Paul and saw Mr. Hill, who at once started east and upon Garretson's return here it was understood that the money from Hill might be here on Wednesday. But the affairs of the trust company reached such a point yesterday that the crisis could be postponed even twenty-four hours. Creditors were preparing to attach immediately and nothing remained but to assign. It is impossible to learn whether Mr. Hill has been heard from today, but no money had arrived from him up to 1 o'clock.

Dry Goods Company Goes. The effect of that failure was made mani fest today in a series of important failures. At 3 o'clock this afternoon the Sloux City Dry Goods company, in which A. S. Garret son is a large share owner, filed an assignment to W. F. Thomas, with a statement sho ving assets to the amount of \$371,169.04, and liabilities to the amount of \$232,000. The dry goods company had a deposit of \$35,000 with the Union Loan and Trust company to meet claims from manufacturers and jobbers, and the failure of the latter made an assignment necessary. Manager Shotwell believes that the company will be reorganized. The creditors are jobbers and manufacturers in all the large cities cast and west.

Hankinson's Company Assigns. The Sioux City Dressed Beef and Canning company of which Ed Haakinson is president and W. V. Hedges is secretary, assigned this afternoon to H. J. Taylor. The assignment is said to be due to the failure of the trust company. The following schedule is filed with the assignment:

ASSETS.

Building and plant.	\$190.738
Building and plant. Stall Manhattan market, New York	4,500
Bills receivable. Forty-nine shares, Union Refrigerator	3.00
Transit company	4,900
Beventy-three shares, Stoux City Dressed Beef and Canning company	
Office fixtures	2140
Tools and fixtures	2,044
Stock on hand and in New York	6.400
Sundries London Sloux City Colony Invest-	1,872
ment company	41.375
Sioux City Rapid Transit company Real estate (to be valued)	5,000
Total	\$2014 73G

Sioux National bank, Sioux City Union Loan and Trust company. Iowa Land company Union Stock Yards company, Sionx City treasurer for taxes... D. T. Bedges Total \$275,070

Legal Complications Commence. The Sioux City Engine works today began suit against the Sioux City National Bank of Sioux City for \$110,000 to recover \$35,000 nileged to be on deposit, which the bank refuses to pay, and the balance for damage to credit. The fatture of the Union Loan and Trust company is at the bottom of this complication

Mechanics' liens aggregating \$19,594 were today filed against the the Sioux City Termimal Railway and Warehouse company which assigned yesterday. In addition E. Wakefield, general contractor of the Terminal company, filed a lien for claims aggregating \$36,000.

Transferred Its Real Estate.

The Interstate Investment company, of which John Hornick is a principal owner, did not make an assignment, but made transfers of all its property. Real estate to the mount of \$98,000 is transferred for the bene-t of stockholders, and there are a number of transfers in which the consideration is nominal, presumably for the benefit of

More Assign nents Expected.

It is believed that there will be several more assignments tomorrow. D. T. Hedges today stated that the Union Stock Yarus company would be reorganized, but it is not snown whether an assignment will be made. The company, however, is seriously affected by the failure of the Union Loan and Trust

But with a few exceptions the belief is central that the worst of the crash is over great many creditors and other persons interested are arriving in the city. The as signee states that not many of the stock holders of the Union Loan and Trust com-pany have been heard from There are about 400 shareholders of its \$500,000 capital. most of them scattered through the eastern states. An immense amount of the paper endorsed by the trust company is pouring in for collection. This also was principally

ONE IN THE CENERAL CRASH | *old in the east. The total amount is over

Schedule of the Dry Goods Company. The creditors of the Sieux City Dry Goods company for stock for amounts in excess of \$1.000, as shown by its schedule filet today, are as follows, there being in addition a long list of credits for amounts less than \$1,000:

F. Naylor & Co. etropolitan Knitting company, Heline Lowrey & Co. Joseph W. North & Co. Fisk Turner company
Hagedorn & Mertz
Townsend & Gale
Westbrook Manufacturing tompany
Carey, Hayno & Smith
James Long, Hro. & Co
Royd, Sutton & Co
Vellier & Sons
Joch & Schument 1,895.75 dghton & Beach abeliaer & Lufferty inreson Silk company Orich Manufacturing company Warner Reps Alliance Waterproof Patric cou-Sewell Bros. Manufacturing com-Schler's Sons Gudfman Bros, & Bondy, escher, Whitman & Co. Sourcester Manufacturing company, I. B. Claffin company, I. W. Granless & Son Voodward, Baldwin & Co.

Garner & Co. C. M. Bailey, Sons & Co., Wilmordling & Bisset... Schoolers & Bro. L. L. Ganes & Co. Nealon, Goodrich & Co. CHILLANN GETTING MAD.

ane, Tucker & Co. Idrich, Iddings & Clifton.

Wilson, Bradbury & Co. John Farnum & Co. Joffin, Allemus & Co.

), R. Wood & Sons.

Charges Against Minister Egan May Result

In Serious Trouble, (Copyrighted 1837 by James Gorden Reginets) VALPARAISO, Chili, (via Galveston, Fex.). April 26. By Mexican Cable to the New York Herald - Special to The Bek. | - Accusations against Minister Egan in connection with the escape of Blandlett Holly have been made by a Chilian government officer. It is claimed that the State department at Washington was not fully incormed by Mr. Egan in regard to the charges made against Blandlott Holly, Colonel Fuentes and others who are supposed to have been granted an asylum in the United States legation.

Enemies of the United States minister are endeavoring to make it appear that the recent plot to assassinate President Montt and sack the Casa de Moneda were concocted by those to whom Mr. Egan was affording an asylum. The evidence upon which these statements are founded is far from convincing. It is also asserted that Minister Egan directly aided Holly and others in escaping after he received instructions from Secre tary Gresham to discontinue sheltering them

His enemies say he informed the refurees that he could no longer protect them as nour in advance of the time agreed upon. He per-mitted them to disguise themselves with false whiskers and by painting their faces, and his son is alleged to have aided them in their efforts to avoid capture by the Chilian

The Chillans appear to believe that Sceretary Gresham's instructions included the surrender of the refugees, but in reality Mr. Egan was merely directed to as't them to leave the legation house. It is the desire of the Chilian government to avoid any show of disrespect to the United States or to disrupt the friendly relations between the Chillan and American governments, but it is that members of the cabinet are not friendly to

Egan's daily association with Juan McKenna, one of the noted Baimace-dists, is the one cause for the distrust shown toward him by the Chilians. I have heard the hope expressed in many quarters that the United States government would place the legation in charge of Consul Barre until the arrival of Minister Porter to succeed Mr. Egan. Persons who express this hope appear to believe there are many documents in the legation which would embarrass Mr Egan if they should come into possession of want some one to take charge of them at

Preparations are being made to give Minister Porter a fine reception when he An extra session of congress has been called to meet on Saturday for the purpose of considering financial and other questions.

SEVERE RAIN STORM.

South Dakota Farm Lands Placed in Good

Condition. Stoux Falls, S. D., April 26.-[Special Telegram to THE BEE |- Reports received from all parts of the state show that a heavy storm has been raging for the past twenty four hours. The rainfall was particularly severe, but later turned to snow. moisture was the heaviest known in years and the ground is in better condition crops than for some time. Here the fall was fully five inches of water and it varied from that much at Yankton to half as much at

Nati nal Civil Service Reform League. New York, April 26 -The first general business session of the National Civil Service Reform league was held at the City club today. There was a good attendance and considerable enthusiasm was shown, the speakers being frequently interrupted by

At this morning's meeting Carl Schurz At this morning's needing Carl Schurz was elected president of the league and vice presidents were elected as follows: Charles Francis Adams of Boston, Henry Hitchcock of St. Louis, Henry Charles Lea of Philathe phia, John Jay of New York, A. R. Mc-lonough of New York, Bishop H. L. Potter of New York, Bishop Ryan of Buffalo and S. F. Wallis of Baltimore. Speeches were made by seven distinguished

Movements of Ocean Steam rs April 26. At Hamburg-Arrived-Moravia, from At Licard-Passed-Scandia, from New York; Pennland, from New York;

gentlemen during the course of the meeting

on subjects appropriate to the occasion.

Movide - Arrived - Anchoria, from At Southampton-Arrived-Lahn, from

At Boston-Arrived-Prussian, from Glas-

At New York-Arrived-Nevada, from Liverpool; Teutonic from Liverpool.

Decorated the Graves of Their Dead. Jackson, Miss., April 26.-From the crowd assembled in the City cemetery this afternoon it seemed that almost the entire population participated in the ceremony of deco rating the graves of the confederate dead.
At Vicksburg, in addition to decorating the soldiers' graves, the confederate monu-ment was unveiled with Impressing cere-

monies, ex-Governor Lowry delivering the Cowhided a Minister.

St. Louis, Mo., April 26.-A special to an evening paper from Monette, Mo., says: Charles Odor of Pierce City this morning publicly cowhided Rev. A. E. Hoffman, an evangelist, who has been holding protracted meetings at one of the Christian churches. Odor charges that Hoffman alienated his wife's affections.

Sentenced a Firebug. MILWAUKER, Wis., April 26.-Matthew Thomet, the firebug, pleaded guilty today of having fired the Stadt theater. He was given the maximum penalty of the law, Judge Walber sentencing him to eight years at sentencing him to eight years at hard labor in the state prison.

MOVED ON THE METROPOLIS

Mighty Fleet of War Vessels Steams Into New York Harbor.

READY FOR THE GREAT PARADE TODAY

Thousands of Interested Americans Watch One of the Grandest Naval Displays Ever Witnessed-Maneavers of the Monsters En Route.

New York, April 26 -At daylight this morning when the sun arose over the islandhills, it looked down in the lower bay on the grandest marine view that has ever been

seen in the waters of New York. The vessels which arrived at Gravesend tay last night swung at their anchors in the beautiful sunlight of this April morning and not long after sunrise everybody in the fleet and those who had to do with getting ready for its reception, were making the final preparations for the parade upon the bay and river to the anchorage. Early in the morning the Miantonomah left the fleet and went up the bay to point off the Battery. where she prepared to give the visitors an

where she prepared to give the visitors an American salute.

When the Miantonomah left it seemed to be a signal for every ship in the fleet to start coaling up, and in a short space of time rolls of black smoke were ruffling out of black and white hulls alike. From the bluff of Fort Wadsworth it did not require a field glass to distinguish signs of activity aboard the white squadron. There was a hustling and a businesslike air, aboard them all. At 9.18 the Phillatelphia fired a single gan and 3. Other Philadelphia fired a single gun and a good many of the sight-seeing pleasure craft bent on curiosity blew their whistles. but none of them could be heard so strong was the wind. They gave it up in despair. for those on board seemed to appreciate that they were out of it. The float male too im-posing a sight for the spectators to cut any

Fine Showing of the American Fleet-By all olds the American line made the finest showing. That was the opinion of every one. But then every one who witnessed the picture from land was netwated by a feeling of patriotism. Certainly the Americans, and they numbered thousands, who looked down man the Philadelphia. who looked down upon the Philadelphia, Newark, Atlanta, San Francisco, Bancroft, Bennington, Battimore, Chicago, Yorktown, Charleston, Vesuvias and Concord had rea-

on to feel proud.

Just such a day was given to the fleet on its start from Hampton Roads, and while the harbor room in New York is by no means as great as that of the southern port, there was plenty of room for the war ships to move in, and surely the high banks of the Narrows gave pienty of room for visitors, thous ands taking advantage of these opportunities Nearly every one was furnished with a glas f some kind and closely watched the beauti-ul fleet at anchor, waiting for Admiral Therardi to give the signal from the flagship

Philadelphia.

The fleet was anchored in squadron formation, the powerful Blake, with Vice Admiral Sir John Hockins' pennant standing out stiff in the wind, being about 500 yards below Fort Lafayette, and the Philadelphia, with Rear Admiral Gherardi's blue flag with two white stars at her main, the same distance below Fort Tompkins. Strung behind each leader were the ships which were to follow up the bay and all were in readiness for the start. The Dimitra Denskoi was in the position in which she anchored last night and the crew had been busy getting her into trim for the review. As she had not been in port at Hampton Roads, it was necessary for the other admirals to pay their respects, and at half past 8 o'clock Sir John Hopkins put off from the Blake and was saluted by fifteen guns from the Russian as he sten upon the quarterdeck, the British flag at the same time being hoisted. This was the first firing that broke the stillness of the morning air, and the spectators, not generally knowing the cause of the firing, were

waiting for the forts to answer. Signaled to Get Under Way.

A minute or two afterwards the attention of all was directed to a black speck up the Narcows, and with two streaks of foam di rerging from her bows, and with a wide wake of white water astern of her, the dia-bolical Cushing rushed by at express-train speed. She reached the Philadelphia in a short space of time, wheeled around as a she were on a pivot and run up alongside the flagship with dispatches to Admiral Gherardi. She reported all right at the anchorage and along the route of the parade, and the signal under way" was given. As soon as the sig-nals were hoisted on the Philadelphia two of the patrol boats took up their position about 200 yards above the squadron,

ready for the start. Steam was up on all the war ships, and Admiral Gherardi was assured of mpt start when the orders were given At a quarter past 9 o'clock all anchors were hove short, and only the signal was needed to move the procession to the anchorage for the great review of tomorrow. Looking down the bay, the war ships could be seen in squadron formation. One gun sounded from the Philadelphia, and her signals came down on the run. Her screw began to churn up the waters of the bay, and she slowly forged aheadagainst a strong tide which was racing down through the narroy gateway to the upper bay. The Blake was not quite in line with the Philadelphia, so the latter waited for her to come abreast of her before she went away. In the meantime the vessels which had anchored more than the regular squadron distance apart and were in some cases out of line, pointed their prows toward t'e channel, closing in for the parade.

Under Way at Last.

Another gun from the Philadelphia was Another gan from the Chicago at 9:30 o'clock.
It told that the Blake was abeam of the flagship, and the actual start was made then. The patrel boats leading the fleet pushed ahead, and the Philadelphia, with the tremendous black hulled and pov looking Blake abreast, swung into the rows at a speed of about eight knots an hour. Once more the guns of Fort Hamilton boomed a streak of red flashes out from the Long Island bluff, and the sound of cannon came across the water. An immense cloud of white smoke drifted seaward, sent there by the wind. Almost Captain Hubbell's men at Fort Wadsworth who had been watching for their neighbors across the water to start the work, followed with a thundering discharge from half a dozen guns, good sonly for saluting. Then the forts followed one another. A flash and boom from Fort Hamilton would be the sig-nal for another from Fort Wadsworth, and for ten minutes, at regular intervals, the guns spurted flashes of tire, and banks of white smoke were blown out of the cannon's mouths. The Philadelphia and Blake dipped their colors in answering salute and came up the bay, proud of the positions they held at the head of the fleet. Between the Narrows and Quarantine the Philadelphia and Blake seemed to be of the same size. They were in striking contrast, one painted white, the other black. However, it was when they got abreast of Quarantine and could look over their quarters that the English vessel looked her proudest. The Blake steamed along as if she appeared to be conscious of her strength.

Leaders of the Procession.

The two leaders in the procession flew their national flags. The Philadelphia carried a blue peter at her fore and flew an immense American flag at her stern. The cross of St. George was rippling from the Englishman's fore and an admiral's flag was over the stern. Other vessels in the fleet came along in the same style substantially

as follows Starboard Column-Great Britain, Blake Australian, Magicienne, Tartar; Russia, Dimitri Donskoi, General Admiral, Rinda; France, Arethuse, Hussard, Jean Bart; France. Arethuse, Hussard, Jean Bart: Italy, Etias, Giovanni Bansan; Spain, Infanta Isabel, Reina Regente, Neuva Espain; Brazil, Aquidabad, Tiramentes, St. Quebleia. Port Column-United States, Philadelphia,

Newark, Atlanta, San Frasensco, Bancroft, Bennington, Baltimore, Chlengo, Yorktown, Charleston, Vesuvius, Concord; Argentine Republic, Nuevode Julio; Holland, Yan Speyk; Germany, Kalserin Augusta, Seenaler, United States, Miantenominh, All, of the Augustan Bosels flow blue.

Trouble for the Western Roads Seems Now

All of the American vessels flew blue peters and American flags. The foreigners flew the flags of their nations, and when an admiral was aboard that fact could be learned by a flag used to designate his rank. The leaders kept the distances assigned them with remarkable precision. A cabland a half length (300 yards) separated each ship from the other and this dis-tance was maintained with absolute precision. Very slowly they proceeded at first, but 100 yards above the forts they had nearly reached their full

squadron speed.
Standing on the high Long Island shore midway between Owishead and Fort Hamilton, the view was a beautiful one. The fleet was then proceeding at about eight knots an hour, and was in perfect formation. The war ships were directly under the fort, and the narrow channel had brought them almost side by side, the 600 yards in-terval between columns being abandoned of necessity. The interval of 300 yards be-tween vessels was maintained, and they steamed along in company.

Anchored in Port.

It was just 11:45 when a single gun from the Philadelphia announced that the anchor-age ground had been reached and auswering almost instantly, a gun boomed on the Chi-cago and the anchors of the twelve Amer-ican ships dropped as If released by elec-tricity. The foreign vessels slowed down, and steamed to positions opposite the escort-

ing vessels of our fleet.
Aside from the signal gun to anchor, there was no cannonading to wake the echoes of the peaceful palisades or the heights of Riverside park. It was high noon when the last anchor was dropped and the fleet was in

position.

The caraveis were not in the position today which they will occupy in the review tomorrow. The Santa Maria, with her tomorrow. The Santa Maria, with her black hull, canary colored prow and bul-warks and three raking masts, inclined at an angle of about 45 degrees, swung at anchor o posite the foot of West Ninety-fifth street, near the New Jersey shore. A cable's length southeast of her was the Pinta, her small size and different color bringing out the two old-fashioned craft in oringing out the two old-fashioned craft in strong contrast. The Nina was far below, opposite the foot of West Seventy-ninth street, and also near the New Jersey shore. James N. Tappen, John Austin Stivens, sr., and John Austin Stivens, jr., represent-ing the committee of 100, went aboard the Philadelphia at 20 clock this afternoon to extend the formal invitation for the naval ball to the admiral and his staff, and to the cantains, commanders and the officers of the captains, commanders and the officers of the American fleet.

IN MEMORY OF ERICSSON.

Unveiling of the Monument to the Great Inventor in New York City, New York, April 29:—The day opened with the unveiling of the heroic bronze statue of John Eriesson, inventor of the Monitor, in Battery park. The ceremonies were simple. It was presented to the city

by the Swedish citizens, Half an hour before the Swedish societies drew up to the stand, the double-turreted monitor Miantonomah steamed slowly up to the Battery and took up a position near at hand for the purpose of firing the gun salute at the unveiling. Two of her marines came ashore and were stationed with the signal flag at an elevation to give notice to

the gunners at the proper time. The exercises began at 10:20 o'clock with the singing of "Columbia" by the Swellish singers assembled, after which Rev. Mr.

Krotell delivered prayer, Mr. Ashley Cole read the act authorizing the erection of the statue and brought forward Miss Esselinda Andersen, the young ed by the St unveil the statue. Miss Andersen took hold of the cord attached to the flag-covered statue, and as she gave a sharp pull they fell apart and were pulled revealing the figure of inventor. At the same great same time cheers arose from the enthusiastic crowd as a greeting to the representation of the illus-trious Swede, the signal men from the Miantonoman gave their signal, Mr. Cole moved his handkerchief and the salute from

the monitor roared out. While the guns were saluting the Swe lish guard standing in front of the statue pre-sented arms. The band played "Hail to the Chief of the North," and a moment later the singers gave the Swedish song, "Hoross

Svea."
After the music, Mr. Cole, formally ad dressing Mr. Paul Dana, president of the park board, delivered the statue to the custody of the city. After a few words of ac-ceptance in behalf of the city by Mr. Dana, Colonel Millian C. Church, chairman of the legislative commission for the Ericsson statue, delivered an eration, in which he thus referred to the great inventor: "Posterity will never question the claim of John Ericsson to an enduring memorial as one of Manhattan's greatest sons. The nature of his service to the country and to humanity was such as to demand and receive the reward of a public recognition seldem accorded o any man. Living, he won the applause of the world, and dving, America and Sweden united in funeral honors, such as have had no parallel in our history.

Statute to Audubon.

The monument to the memory of John James Audubon, the famous naturalist, was unveiled this afternoon in Trinity cemetery in the presence of many members of scie tific societies from different parts country. It was erected from contributions from societies in all parts of the country. Addresses by leading scientists were the principal features of the unveiling.

Cleveland in New York. New York, April 26. - President and Mrs Cleveland arrived here from Washington tonight. With the president were the mem bers of his cabinet, with the exception of Secretary Herbert, who reached the city just in advance of the squadrons Tuesday. The wives of several of the secretaries were in cluded in the presidential party, which went directly to the Victoria hotel. President Cleveland excused himself from accepting the invitation tendered by Clarence W. Bowen on behalf of the Union League club to attend the banquet there this evening The cabinet officers were also compelled to decline similar invitations, owing to the lateness of the arrival.

IOWA'S G. A. R. ENCAMPMENT.

Adjournment of the Meeting at Keckuk-Council Binffe the Next Place, KEOKUK, la., April 28.—The second day of the Iowa department encampment, Grand Army of the Republic, was devoted wholly to business. Phil Schaller, Sac City, was elected department commander; Thomas Bell, Fairfield, senior vice president; L. S. S. Trouse, West Mitchell, junior vice com-mander, and Rev. G. K. Hoover, Davenport, chaplain. The next encampment will be

Married at frienwood

GLENWOOD, Ia., April 26. - [Special to THE BEE.]-At 8 o'clock last evening Ida M. Powell, eldest daughter of Dr. F. M. Powell, was married to Elmer E. Block of Chicago The ceremony was performed by Rev. Mr Duryea. Guests were present from New York, Chicago, Omnha, Quincy, Council Buffs, Kansas City, Jacksonville and other titles. At 2:30 in a shower of rice Mr. and Mrs. Block departed for Chicago, their uture home.

Iowa Shriners on a Tour. Mason City, Ia., April 26.—[Special Telegram to The Brie.]—The Mystic Shriners of Cedar Hapids, Ia., are making a pilgrimage throughout the state. They stop at Mason City tomorrow and go to Sioux City on Fri-day. Extensive preparations are being day. Extensive preparations are being made to receive them. Masons from all over the northern part of the state will be

Trouble for the Western Roads Seems Now Absolutely Unavoidable.

ACTION OF THE RIO GRANDE STARTS IT

Cut of Four Dollars on the Denver Bushness Lets Down the Bars-Chances that the Agreement Will Be Smashed for Good.

While all the railroads centering here have put in the agreed-apon rates to the World's fair, there is an undercurrent of uneasiness that bodes no good to the rates in the very near future. The position taken by the Rio Grande in authorizing a \$45 rate to Chicago from Colorado common points means war. and everybody in this section of the public domain recognizes that the fellow with the longest pole will get the persimmons and poles are being lengthened in consequence.

Back of the Rio Grande are the Burlington and the Rock Island, and these two Chicago roads are playing a waiting game to see what develops in the next few days. The what develops in the next few days. The Alton, having signified its readiness to put in a rate equal to or lower than a lower rate made by the Western Passenger association, may be expected to commence the work of demoralization from the Allssouri river, which necessarily affects all the Omaha lines. With the Alton in the field reducing the agreed-upon basis of 80 per cent of the double locals, making a 2 per cent reduction which the \$45 rate from Colorado virtually is, the bottom will completely drop out of is, the notion will completely drop out of the agreed-upon rates and there will be a wild scramble for business.

Could the scalping business be entirely eliminated from consideration of railroad climinated from consideration of railroad problems, then the railroads would have fairly good sailing, but with scalpers in the field looking for plums the situation grows decidedly squally and little boats had best keep near shore, as one passenger agent expressed it this morning. Tickets from Colorado common points to Chicago authorized by the Rio Grande will be scalped at the Missouri river and this means utter demoralization.

The authorized rate from Denver to Chicago is \$49, but the row between the Santa Fe through its representative in Colorado, the Midland, and the Rie Grande over rates the Midland, and the Rio Grande over rates to local points, has so widened matters that it seems impossible to bring the warring factions together in anything like peace and harmony. To retailiate upon the Midland for reducing rates to Colorado common points from Denver, the Rio Grande starts the first demoralization in World's fair rates by reducing the rate to \$45, a clean cut of \$4, and the Burlington and Rock Island, allies of the Rio Grande, must accept business at Denver on these terms, which means simply a \$25 rate to the Missouri river, and a \$20 rate on lines east of the river.

The Rio Grande, in defense of its position,

The Hio Grande, in defense of its position, alleges that the \$25 rate has been in operation for years on west bound business from same rate in operation on east bound business. This position is not taken as fair by either the Northwestern or the Milwansee and the breach grows wider every hour. Unless the Rio Grande recedes from its position the Union Pacific will be compelled taken a land and they all the labor of pelled take a hand, and then all the labor of mouths given to the consideration of World's fair rates by general managers and general passenger agrass in the transmissouri country will be regarded as of little value in attempting to solve perplexing problems.

Rio Grande tickets go on sale today from Colorado common points. The moment those tickets are scalped in Omaha complete demoralization of passenger rates from the river will follow.

FIRST BLOW STRUCK.

How Chicago Views the Action of the Ric Grande in Cutting Rates CHICAGO, Ill., April 25.-The first blow of what may be a long and bitter war in western passenger rates was struck today when it was announced that the Denver & Rio Grande had decided to put in the following rates: From Denver and Colorado common points to Chicago, \$45; Denver to Santa Fe. \$5. The cut from Denver to Santa Fe. Albuquerque and other points average 70 percent In addition to this, the Denver & Rio Grande will put on a better sleeping car service between Santa Fe and the east. The rates are announced to take effect over the Missouri Pacific, and it is understood that they will also be taken on the trains of the Burlington and of the Rock Island as well. The Atchison road has notified the chairman of the Western Passenger association that it will on May 20, when it is free to withdraw from the association, meet the rates made by the other roads, and that if it should be made aware of any reduction made by western passenger lines cast of th river that it will meet them at once. It ha announced that it will give the roads which are responsible for the reduction until Satur day to reconsider the rates, and if they are not withdrawn by that time it will make a through rate from Colorado to Chicago on the same basis as that made by the Denver & Rio Grande. That means that the tickets over the Atchison between Chicago and Kan sas City will be sold at a round trip rate of

The action of the Denver & Rio Grande was a surprise to the majority of the lines, as they confidently believed that both the Burlington and the Reck Island would prevent the Colorado road from making any radical move in the reduction of rates These roads say now that it is not in their power to prevent the Denver & Rio Grande rom reducing its rates as long as it pay them their percentages on their share of the business, and that they have not authorized the reduced rates, but at the same time they idmit that they are going to take care he business at the reduced rates. If matter is not arranged in some way before the time for the Atchison to withdraw from the Western Passenger association arrives, there is nothing that will prevent the liveliest kind of a rate war.

Nebraska Rate Bill.

The roads interested in the Nebraska reight rate bill have put in another day con-sidering the measure and have done nothing definite. It is probable, however, that if they are compelled to give in to the law that they will make a through tariff which will be the sum of the local rates and not based on a through tariff schedule. The meeting today was of the opinion that the roads in the Western Freight association should help them in the fight and stand a possible change on their percentages of Nebraska business but the thing did not progress to any extent New Running Schedule.

that, beginning May 14, its trains will run as follows: The New York and Chicago limited will leave Chicago at 5:45 p. m., daily, ar-riving in New York at 7:30 p. m., Beston 11:20 p.m., the following day.
The North Shore limited leaves Chicago at 11:a m., daily, arriving in New York at 2:40 p.m., and Boston 5:10 p.m., the folday. The New York special will Chicago at 12:30 noon, daily, ariving in New York 3:45 p. m., the following

The Michigan Central has announced

and Chicago limited will leave New York at 10 a.m., daily, arriving in Chicago at 9:45 a. The North Shore limited will run as heretofore. The World's fair special will leave Hoston at 8:30 a m.; New York at 12 noon, arriving at Chicago at 1 p. m.,

In the westbuond trains, the New York

Totano, O., April 25. - The price of the Toedo, Ann Arbor & North Michigan stock

has dropped from \$30 to \$13 on the New

York Stock exchange since Monday. This

looks rumous, but the Toledo people are not

concerned about it. They declare it is surely afternoon and will place in nomina a stock jobbing break, and that it was man candidates for the supreme court.

ipulated through the recent strike of the en gineers, which was precipitated for that purpose, and that similar tactics have been pursued with the stock of this road before President Ashley of the Ann Arbor road says that the stock has been lower before; that the earnings are larger than ever before, and that the public, and not the road holds the stock.

UNION PACIFIC ANNUAL.

Stockholders in Session in Boston Receive

Reports of a Prosperous Year. Boston, Mass., April 26.—The annual meet ing of the stockholders of the Union Pacific road was held here today. The annual report was the most favorable in many years The company earned about 3% per cent on the capital stock, twice as much as the stockthe capital stock twice as much as the stockholders—surplus—the previous—year,
and—compares—with a deficit of \$275,000—in—1890.—Out—of \$2,070,000
surplus for the year, \$1.086,000 remains in
actual cash. The reduction in expenses—in
all departments has been quite general.
After accepting the annual reports able
stockholders took a recess of two hours to
ballot for directors. The ticket is the same
as last year, except George Gould to succeed
his father, and Sidney Dillon Ripley to succeed Sidney Dillon.

ced Sidney Dillon.

The directors were re-elected and the new sy-laws adopted by 287,574 votes, the foreign by-laws adopted by 287,574 votes, the foreign vote not appearing, as the books abroad closed too late. The directors then reelected officers and chose Alexander E. Orr of New York chairman of the board. The directors elected committees substantially as last year. G. M. Lane was added to the finance committee. Comptroller Oliver W. Mink was also made second vice president. Washingron, D. C. April. 25.—The president has announced the following appointments: Government directors of the Union Pacific, Henry F. Dimock of New York, Don M. Dickinson of Michigan, J. W. Doane of Illinois, Fitzhugh Lee of Virginia, and Joseph W. Paddock of Nebraska.

SUING FOR TRACK RENTAL.

How the Strike Was Settled,

terpretation from the company, placed on the section by themselves, the only thing

left them to do was to order the men back to

Both sides refuse to say a word as to any

sions were made and the men went back to

Colorado Benefits by the Rate War,

DENVER, Colo., April 25.-There are no

new developments in the Rio Grande-Santa

Fe fight today, and as yet the Santa Fe has

not met the cut on World's fair rates or any

of the sweeping cuts made by the Rio Grande to Santa Fe New Mexican territory. It is

thought, however, that some retaliatory

The Rio Grande officials boldly announce that should the Santa Fe meet or reduce

Rio Grande rates, they "will go them one better." They declare that they are en-listed for the war, and will not allow the

Santa Fe to have either rates or peace unti-the Santa Fe restores the local rates in Colo

rado, which the Rio Grande alleges were cut

Atchison, Topeka & Santa Fe will not allow

colorado will have a very low rate to the

NEWS FOR THE ARMY.

Changes in the Regular Service as Au-

nounced Yesterday.

Telegram to THE BEE | -The following army

The extension of leave of absence granted

First Lieutenant William W. Galbrath.

Fifth artillery, is further extended two

Captain Heary H. Wright, Ninth cavalry

rill be relieved from recruiting duty at New

York City by the superlatendent of the recruiting service on or about May 12 and will proceed to join his regiment.

First Lieutement Loyd S. McCormick. Seventh cavalry, is detailed for recruiting duty and will proceed to Philadelphia at such time as his services can be spared by the commanding general, Department of Texas. This detail is made with a view to a town of data until October 1 1891.

our of duty until October 1, 1894. First Lieutenant Francis G. Irwin, jr.

Second cavalry, will at once be relieved from recruiting duty at Jefferson barracks

and will report to the commanding officer

Second cavalry, for assignment to duty as special regimental recruiting officer. He wif

proceed to Springfield. III., and await the in

cavairy, will proceed at earliest practicable date to Jefferson barracks and report to the commanding officer for duty at that depot.

Lieutenant Colonel Samuel B. M. Young ourth cavalry, is detailed as a member of

the examining board convened at Fort Leavenworth, March 10, vice Major Francis Moore, Fifth cavairy, relieved.

The leave of absence granted Lieutenant

of absence for four months is

Colonel Charles C. Byrnes, deputy surgeon general, is extended one month.

granted Major Edward M. Hayes, Seventh

First Lieutenant Henry E. Watterman

orps of engineers, now stationed at Mil

waukee, will be relieved from duty under the immediate orders of Major James F. Gregory, corps of engineers, and will then

proceed to Cincinnati, O., report to Daniel W. Lockwood, corps of engineers, for duty

inder his immediate orders and take station

P. Ewers, Ninth infantry, is extended one

Leave of absence for six months on sur-

geon's certificate of discibility, is granted Captain Orin B. Mitcham, ordnance depart-

ment, with permission to go beyond the sea and apply for an extension of six mouths. Captain Henry Metcalfe, ordnance de-

partment, will report in person to Colonel Charles H. Alden, assistant surgeon general,

president of the army medical board in New York City, for examination.

Sionx Falls, S. D., April 26 - Special Telegram to THE BEE - The republican

state committee met today and fixed upon

September 20 as the time and Huron as the

place for holding the next state convention. The convention will meet at 4:30 in the afternoon and will place in nomination three

South Dakota Republicans.

The leave of absence granted Major Ezra

structions of his regimental commander. First Lieutenant Roger B. Bryan, Sec

York City by the superintendent

Washington, D. C., April 26.-[Special

important local rate of the

Assuming that the

that company without cause, and

Denver & Rio Grande road over its

affect every

Chicago fair

months.

system of 1,650 miles.

orders were issued today:

steps will be taken by it tomorrow

mmittee on the other.

Rock Island's Case Against the Union Pacitte in Court. Cure soo, Ill., April 26.—The suit of the REV. J. M. CORN. Rock Island Railroad company against the MK, and MRS, PERRY. MR. and MRS. BANKS, MISS FILLA BANKS. Umon Pacific Railroad company for \$200,000 for rent of trackage came up in Judge Mefor rent of trackage came up in Jurge McConnel's court today. The day was consumed in arguing the pleadings. The suit
arises out of a contract the Union Pacific
made to lease the tracks of the Rock Island
from Lincoln to Omaha. The Union Pacific
company says that they never used the
tracks because they were not built in the
time specified, and therefore they refused to
pay the rent for thom. The suit is based on
the contract for the lease. The trial will
occupy about two weeks. JERRY BANKS. FRANK BANKS JOHN O'CONNOR, WIFE, TWO SONS and THREE DAUGHTERS.

WHOLE FAMILY OF MR. JOHNSON, conisting of five personal ED JOHNSON. THREE HIRED HANDS.

JOHN O'CONNOR JR. JOHN O'CONNOR, SR., WIFE and SEVEN HILDREN. MRS. ROONEY.

as known are:

MRS. MORONEY and FOUR CHILDREN. From a leader among the boiler makers it s learned that the recent strike of the Union R. C. CLEMENTS. Pacific shopmen grew out of a misunder-CHILD OF MR. BATEMAN. standing as to the interpretation to be

standing as to the interpretation to be placed on article i, section 2 of the agree-ment made September 5, 1892, relative to the employing of men and reducing the working hours. In the several conferences this one article was the bone of contention and when the committee received the in-HENRY PEARY and FAMILY OF SEVEN. REV. MR. CARLO. Seriously Wounded.

CHARLES HARWELL. MRS. KETTHIOGE AND INFANT. MRS. SNYDER. IL P. HOLIDAY AND CRIED. THOMAS WEAVER. John Dorlit. George O'Conoor, MR. MORONY AND THREE CHILDREN.

of the details arranged between them, whereby it was made possible for the men to resume their vocations in the shops. PAT O'MALLEY. The company gave its pledge to the executive committee that it would do nothing to ALBERT SINNON MR. AND MRS. G. LMORE. embarrass the strikers in any way and that the section in question should be construed as the men desired. Beyond this no conces-MRS. CALBERT. MRS. S. H. WILK NSON. sions were made and the men went back to work with the agreement of September 5, 1892, once more in force, its interpretation agreed upon between Mr. Dickinson and Mr. McConnell on the one hand and the executive

GEORGE HUGHES AND CHILD. Orders on this city for coffins have been received from Norman. Supplies thave been telegraphed for from other points.

Norman's Sad Fate

The brunt of the storm was laid upon the prosperous little town of Norman, on the Santa Fe road, about twenty miles south of here. At that point thirty-two people were killed, dozens injured and the town almost completely destroyed. A pall has overspread the town, business is suspended and everybody able to lend assistance to the poor unfortunates, or toward removing the dead bodies are out in search along the track of the cyclone. The people are frenzied and cannot give an estimate of their

loss, and knew nothing except to care for the dead and injured. Oklahoma City has responded nobly and the mayor and principal citizens organized a relief corps and are at the scene of destruc-

Further on the towns of Downs and Keothe cuts made by the Rio Grande to go un-noticed, the prospects are that the people of kuk Falls fared but little better. The townswere nearly devastated and scores of people injured, fatally and otherwise, though the loss of lives here. If anp, will not be so ser-

ious as at Norman. The first signs of the impending danger were seen inte yesterday afternoon in a pall of black clouds overshadowing the northwest for miles around, while further away to the west, rushing across the horizon, could be seen the cyclone. Men left their business places and nurried to their homes, where all who could quickly sought the

cyclone caves. It Came with Irresistible Force.

At 7:30 o'clock the monster from the westeached its antagonist from the northwest, and with their combined strength swooped down on the town of Moore. Houses with precious lives were caught up and carried sefore the angry torrent, trees were twisted off and barns, fences and everything in its

path was laid low. Passing along for eight miles it struck the lown of Norman, where the damage was reseated, and then on to Downs and Keckuk Falls and through Pottawattamic county, where thousands of dollars worth of property was demolished and where dozens of

ives must have been sacrificed. The house of J. O'Connor, near Moore, was lestroyed and O'Connor and his wife and three children and five neighbors, who had sought shelter in the building, supposing 15

was tornado proof, were crushed to death. The frame house of John Banks was torn o pieces and he was killed, while others of his family of six were badly injured, three of

the children and Mrs. Banks fatally. The home of Henry Dyer was demolished but his sick wife and child were picked up and carried some distance without being

hurt. West of Norman eight houses were de molished and five or six persons badly injured. East of the stricken town two men and two women were killed. Similar reports come from all around, but it seems im-

possible to get names. Passed a Night of Terror.

The night passed by those who had escaped the storm's ravages was hideous in the extreme. Around Norman, after the cyclone had done its destruction, a fearful hall storm started in, and after it a violent rain storm. It was too dark to search out the dead and to most of the injured and dying who were successful in making their voices heard above the storm's roar, came but feeble relier. The would-be rescuers could hear the pitiful cries of unfortunates and here and there locate the imprisoned victims, but help in most cases was out of the question and several of the poor unfortunates were compelled to lay buried underneath the debris of their once happy homes. Those who survived with their injuries and after laying in the cold all night, were too faint when morning came to call for help.