

PLAGUE AT OUR GATES

BRITISH STEAMER FROM BRAZIL IN QUARANTINE

Startling Reports of a Ship's Crew Investigated as the Boat Comes Into Quarantine.

New York, Nov. 21.—The British steamer *J. W. Taylor*, from Santos, is detained at quarantine under suspicion of having bubonic plague among the crew. One man died at sea November 7, with very suspicious symptoms, and Captain Waters and the ship's cook are both ill and showing symptoms of bubonic swellings.

The *J. W. Taylor* left Santos, Brazil, October 24, with a full cargo of coffee and sailed direct for this port. On November 1, Robert Hope, aged 22 years, the steward, was taken sick and on the 7th died. His remains were buried at sea. He was a native of England. Hope was in the hospital at Santos for about two weeks suffering from eruption thought to be eczema.

He returned to duty before the ship sailed, and after seven days at sea complained of pain in the head, limbs and back. He was put to bed in an exhausted condition, and on the second day developed fever. The captain treated him with such remedies as the ship's medicine chest afforded, and nursed the man with care until he died.

On arrival at quarantine the case was reported to the health officer, and in view of the fact that the captain and cook, who were in constant contact with the sick man, were both ailing, the steamer was detained at quarantine for disinfection.

The sick men will be transferred to Swinburne island for treatment. All of the crew will be sent to Hoffman island for observation.

In view of the possibility of sickness on board the *J. W. Taylor* and in the absence of Dr. Doty, health officer of the port, Dr. E. B. Sanborn, chief deputy in charge, decided to call together the advisory board of physicians appointed several years ago. The board members are Drs. G. Janeway, T. H. Prudden, J. D. Bryant, G. L. Peabody, W. M. Polk, N. M. Biggs, W. H. Draper, J. H. Gardner, R. H. Derby and J. W. McLane. The quarantine officials will consult with the board and carry out any suggestions which they may make.

In the meantime the disinfecting steamer, *James W. Wadsworth*, is alongside the infected craft, steaming all the clothing and other textile fabrics. The crew of the *J. W. Taylor* numbers twenty-eight persons. The captain's wife is also on board. The captain and the cook are the only persons affected as yet and they are not very ill.

Officials of the New York board of health boarded the *J. W. Taylor* and made a complete examination of Captain Waters and the cook, who are supposed to be suffering from bubonic plague. Both were suffering from glandular swellings under the arms and groin. On the groins of both men are large swellings which are said to be quite characteristic of the bubonic plague.

Dr. Parke, with the aid of a hypodermic needle, succeeded in extracting a quantity of pus from the swellings on them. This will be carefully examined in order to determine the nature of the disease. The result cannot be learned for several days.

Shortly after being examined by Dr. Parke, Captain Waters, accompanied by his wife and Charles Allison, was transferred to Swinburne island for treatment. Both patients are quite comfortable and will no doubt recover. Dr. John B. Cosby, commissioner of the city board of health, said: "Under no circumstances will the ship be allowed to enter port, even if it has been disinfected. The coffee will be allowed to be landed if the bags it is now in will be burned and the coffee loaded in bulk and then placed in new bags. I believe that the roasting through which the coffee must pass before it is used will kill the germs, it is almost impossible to disinfect a ship, and should there be any danger of the spreading of the disease I would suggest the advisability of burning the vessel, no matter what the cost might be."

SOUTHERN FLOUR TRUST

Two Big Mills Have Closed Since the Chattanooga Agreement

Nashville, Tenn., Nov. 21.—A number of the larger flour milling companies in the South have perfected a combination to regulate prices and control the output of flour in their district.

At a meeting of the southern millers held at Chattanooga recently this agreement was entered into. The conference was attended by the majority of the leading companies of the South and representatives including the Cumberland and Liberty mills of this city. Others represented were: Morristown Milling company, Sweetwater Milling company, Mountain City Milling company of Chattanooga, Shelton Mill of Chattanooga, Kait Bros. of Tallahassee, East Springs Mill, J. Allen Smith of Knoxville and the Atlanta Milling company of Atlanta. It is understood that W. F. Hutchinson, president of the Mountain City Milling company, engineered the deal.

It is understood that the millers also agreed to curtail the production of flour in order that the market might not be overrun. It is also arranged that each company should supply a certain territory.

NO SHOW FOR SILVER

Imperialism, Says Senator Money, Will Be the Issue in Congress

Jackson, Miss., Nov. 21.—United States Senator H. D. Money, senior senator from Mississippi, says that there will be no chance for silver legislation in the next congress, and but little for any other general legislation.

"Imperialism," said Senator Money, "is going to overshadow everything in the next congress. It is the dominant issue and the republicans are going to force it to the front in such manner as to make it a partisan measure. It is going to divide the two parties and the sheep and the goats must separate."

"On the quarantine question I cannot see any necessity for further national legislation. The present national law is adequate to all the requirements of the situation. There does not appear to me to be any conflict between the state and national sanitary officers. There is no way by which congress can reach the municipal authorities, as their police rights are inviolable. When the quarantine bill was before the last congress I offered several amendments to the bill which Surgeon General Wyman concurred in, but the advocates of the bill refused to accept them."

"I think the present waterways convention will have a marked influence in congress. So far as I can see it is a perfectly harmonious body and there will be no opposition to the adoption of resolutions declaring for national control of the levees."

BOERS NOW HAVE 20,000 MEN

Gathering About Estcourt With Apparent Intention to Assault

London, Nov. 21.—The latest news from the seat of war in South Africa is, from one point, favorable to the British, showing that Kimberley is able to hold its own against the Boers, and that Estcourt is able to beat back an attack by the Boer forces now around that place.

The reports pay testimony to the ceaseless activity of the burghers from the Free State frontier, and their determination to cut off relief for Ladysmith, and, if possible, isolate or capture Estcourt, which is the nearest city to Ladysmith still held by the British.

A number of small Boer commandos from the east and west are converging on Estcourt and the railroad just south of that place.

The Boers already aggregate at least 20,000, with a few guns, which they evidently intended for the intrenchments they are throwing up, to mount on hills, to meet any advance north from Estcourt, where General Hilliard is still commanding.

Even with the strong relief column now hurrying up from Durban, the British will have a tough job to pierce the Boer forces thrown across the roads to Ladysmith, while crossing the Tugela river on pontoon bridges in the face of the Boer artillery and rifle fire from the northern ridges commanding the rivers.

The full story of the armored train has brought into relief a number of cases of individual gallantry. Among them is that of a crack rifle shot named Cagenhead, who furnished the range at three different points for the crew of the armored train and kept firing away until his trigger finger was shot away. An old Black Watch veteran named Crow was conspicuous for bravery in helping to clear the derailed trucks. Winston Churchill, amid a hail of bullets, turned to him and shook his hand, calling him a brave old man. Another case was that of a volunteer named Wright who, during the firing, knelt in the regulation position, remaining cool and collected and cracking a joke with every shot, thus dominating his comrades from becoming flurried, while all the time he was suffering from a wound, his right ear having been shot away. Corporal Dickie, though wounded and lying on his back, encouraged the men by shouting, "em beans, boys."

News from the Free State frontier comes from the reinforcements are near, a party arriving at Orange River camp, where Lord Methuen is hurriedly preparing to push a relief force on to Kimberley.

The Scouts' Guards arrived from Cape-town on Thursday and the relief force ought now to be almost strong enough to tackle the Boers besieging the town.

15,000 MEN MAY GO ON STRIKE

Conclusion Reached by Mine-Workers' Executive Board

Indianapolis, Ind., Nov. 21.—The executive board of the United Mine-Workers adjourned at the Occidental hotel at noon. Before closing their session they voted to order a general strike in the southwest, unless certain railroad coal companies consider demands made upon their presidents by President John Mitchell at noon said that he had sent the telegrams to the presidents of the following coal companies, asking the executive officers to attend a conference of the officers of the United Mine Workers and settle the trouble existing:

Central Coal and Coke company, Kansas City, Mo.; Missouri Pacific Fuel company, St. Louis; Kansas and Texas Coal company, St. Louis; and Southwestern Coal and Improvement company, Parsons, Kan. These companies are owned and operated by the Missouri Pacific, Missouri, Kansas & Texas, Cotton Belt and Iron Mountain railroad companies. The mines involved are those in Indian Territory, Arkansas, Kansas and Missouri. The contemplated strike affects all coal miners working for operators shipping coal over the railroads named. There are now 5,000 miners idle in these mines, owing to the trouble between the men and the coal companies.

"The companies will not pay the union scale," said President Mitchell, "and we have decided to bring the trouble to an end. If the presidents to whom I send telegrams ignore my messages—that is, refuse to answer them or decline to meet us in conference—I shall at once order a strike and it will take 15,000 men out."

President Mitchell said this afternoon: "The companies have to meet us or the strike will come at once. No work will be mined for shipment over the roads mentioned. I will give out a statement on Monday regarding the anthracite mines in Pennsylvania. My statement will include a resolution we adopted before adjourning. I cannot participate in a talk of the content of the statement, as I do not want the mine operators to know what we shall demand. If a conference is held with the railroad presidents I wired, it will probably be in St. Louis."

The Illinois situation is greatly improved. I hardly think the West Virginia miners will meet with us as a body in January. Affairs are worse in that state than elsewhere. The miners are poorly paid and their unions are weak and scattered. The southwestern situation, if it comes, will be important, and will tie up several railroads, so far as handling fuel is concerned. I hardly expect an answer today, as I think the coal company presidents will have a conference themselves before answering my message."

GIANT GRAIN CARS

New Ones Received at New Orleans Carry 80,000 Pounds

New Orleans, La., Nov. 18.—The Illinois Central road is receiving the first of the new grain cars which were ordered built early in the spring. These cars are immense, so large, in fact, that there is danger that the elevators here will not be big enough to handle them. Considerable difficulty was experienced yesterday in handling these new cars at the Southport elevators.

The new grain cars have a capacity of 80,000 pounds, while the old cars which were used by the company had a capacity of only 40,000. The new cars, however, are capable of carrying even more than the 80,000, because they are built of the strongest material and are put together with mechanical precision. They are pronounced by railroad people to be about the prettiest haulers of the kind ever seen here.

Yesterday there were over 300 cars of grain reaching the city over the Illinois Central road, and yet the officials say that there is not so big a movement of grain just now as was expected, and as will start in a short time.

Des Moines, Ia., Nov. 21.—All citizens are prohibited from walking the streets after 11 p. m. by an ordinance recently passed by the city council, unless they give good and sufficient reasons therefor. The law applies to adults as well as children and the penalty is fixed at \$10.

ROBERTS MAKES REPLY

CONGRESSMAN ELECT FROM UTAH REPLIES TO CRITICISMS.

Says United States Never Made Compact With Mormon Church, But With the State of Utah.

New York, Nov. 21.—The Times Sunday published a three-column article by Congressman Brigham H. Roberts, discussing the effort being made to exclude him from the house. Mr. Roberts says, in part:

"Those engaged in working up a public sentiment against the representative from Utah demand from the house of representatives either that he be not allowed to take his seat, to which it is admitted that he was legally elected, or, after being admitted, that he be expelled. That the house can do either of these two things is extremely doubtful.

"As many well-meaning people and Christian ministers outside of Utah are misled by the falsehoods of those at the bottom of the religious-political scheme to unseat Utah's representative, and thus defeat the expressed will of the people of a sovereign state, I point out some of the false charges on which the agitation is based:

"It is falsely charged that the Mormon church has broken faith with the government of the United States in regard to polygamy; that is, it is charged that the practice of polygamous marriages has been resumed by the church. In the first place it will be remembered that the compact entered into between the Mormon church and the United States on the subject of polygamy. The only compact on that subject is between the people of Utah, acting through their representatives in the national convention and the people of the United States, represented by the president and congress.

"I affirm positively that that compact has been kept on the part of the people of Utah. There is no attempt made to violate that compact. The only violation of that compact is on the part of the government of the United States, because few men in Utah feel normally bound to fulfill the obligations to the women they married under sanction of the Mormon church, previous to the issuance of the church manifesto in 1852, discommencing polygamous marriages when they saw this as a violation of the compact with the United States. They say that which they know to be untrue.

"Disrupting and discontinuing these polygamous relations was no part of the compact. It was not demanded by the enabling act. It was not any part of the action of the constitutional convention, but on the contrary, steps were studiously taken not to disrupt those relations by constitutional provision by disassociation. Mr. Scott says: 'I am very much pleased with the outlook for national levee control. The present convention is a representative body, made up of delegates from every section of the country. I have not the least doubt that the congress will be strong to see the widespread interests at stake and be made to realize that the levee question is not only a national question, but of vital national importance.'

"We have the report of a competent engineer to the effect that in the building of a system of dykes from Cairo to the Gulf of Mexico will reclaim 13,000,000 acres of the most fertile lands on the globe, and lands which would contribute vastly to the volume of the business of the country.

"We have made careful estimates, and we can produce facts and figures to show that the reclamation of the lands now subject to annual overflow will add \$300,000,000 to the annual business of the country. This country which we propose to protect and reclaim trades with the great markets of the east and the middle west. The wealth, therefore, which would be added to the country would not be so much a local blessing as it would be a great national benefit.

"I feel perfectly confident that government control of the levees is not only assured to us, but I believe that it will be an established fact in the very near future. We have established the reputation of competence which has developed most surprising results. Under our system we have reached every part of the country. Our local merchants and influential citizens have written merchants and business men in other states and they have reached others until we have covered the entire country, and from everywhere have poured in upon us replies promising support and giving encouragement to the movement. There seems to be a general sympathy with the movement in every state, not excepting the Pacific states, which have, of course, little interest except that of fellow-feeling and patriotism."

Mr. Scott said that the great Mississippi Delta was all right. The cotton crop had been made at a remarkable yield. It is made which has almost displaced the almond. The same substance is used for the adulteration of cinnamon, allspice and nutmeg. Prussic acid and essence and oil of almonds are made from the peach and prunes and these favors are used in many ways. The nuts are cracked in San Francisco and the kernels are then sent east.

A shipment of American black bass was made to France and they have flourished so marvelously that today they are common articles of cuisine in hotels and restaurants. When the bass were introduced the French streams were practically deserted.

Des Moines, Ia., Nov. 21.—Attorney General Remley has applied at Marshalltown for a receiver for the Marshalltown Accident Insurance company. The company is only two years old and has \$331,000 insurance in force. The company was unable to consolidate with the Imperial Accident of Des Moines. The state auditor objected to the plan of consolidation and under his directions the application for a receiver was made.

Toledo, O., Nov. 21.—Two of the three Toledo bicycle factories recently adopted by the American Bicycle company were closed today. They are the Colton and Viking works. On Monday the work of dismantling will begin, as the suspension is to be permanent. Machinery will be taken to the remaining trust plant in Toledo—the Loster works. The change affects 500 workmen.

Americus, Ga., Nov. 21.—E. J. McMath, a Christian Scientist, was sentenced to imprisonment for 30 days in the city hall for thirty days and a fine of \$10 in the mayor's court. McMath and other members of the Christian Scientist church refused to be vaccinated.

Five ladies of the congregation were given fifteen days' confinement and for the law applies to adults as well as children and the penalty is fixed at \$10.

WAR HELPS OUR TRADE

It Causes Orders for Almost All Kinds of Goods

New York, Nov. 21.—The war in the South of Africa is being said to tell on the export trade from this port to that country. While there is no such rush of exports as that preceding the Jameson raid three years ago, still the need there for American products is making itself felt. The wheelback ship *Clan Cumming* of the Clan Line of Glasgow, is loading for Barber & Co. at the foot of Congress street in Brooklyn. She registers 3,107 tons, and will be able to carry 8,000 tons of cargo. This is the most widely different kinds of goods that this country produces.

"Of what does her cargo chiefly consist?" asked a reporter of one of the custom house officers in charge of the ship.

"I try and mention some product or manufacture of the United States that is not mentioned in her manifest, rather," he replied. "There is a large quantity of agricultural machinery, but a dearth of the mining machinery that for years past has formed no small part of the exports of the ship's port of Glasgow. There is a vast quantity of Armour's canned beef, park, lard, kerosene and lubricating oils, canned fish, canned milk and canned fruits and vegetables of all kinds. A large quantity of lumber is included in the cargo, as well as several thousand packages of cut horse feed. There are cigarettes and playing cards as well, showing that even grim war will not stop the circulation of these resources of civilization in South Africa. A great feature of the cargo is the quantity of hardware carried, including stoves, tubing and tools of various kinds."

It is known that all or most of these supplies are for the British soldiers, but there appears to be considerable delay about the receipt of shipments from brokers. Judging by present appearances it will take two weeks more to complete the loading of the *Clan Cumming*. She draws, loaded, twenty-five feet of water, so that she will take from twenty-five to thirty days to reach Cape town.

Her cargo is consigned to nine different ports, including Cape Town, Algoa Bay, Mossel Bay, Port Elizabeth, Durban, Delagoa Bay, Grahamstown, Cape Town to Delagoa Bay, the nearest port to the Transvaal, is some 1,300 miles. This would require over four days' steaming at the rate of 300 miles a day, without counting stops for the discharge of cargo.

Few residents of the *Clan Cumming* class can make more than ten knots an hour day in and day out, so it is probable that nearly two months must elapse before the ship can reach Delagoa Bay, when the time lost in discharging cargo at the ports named is taken into consideration.

So far no mules have yet been shipped from here to South Africa since the Jameson affair. This time the shipments of these animals seems to be going on. New Orleans and Galveston, which are clearly better situated for their export than New York.

13,000,000 ACRES RECLAIMED

\$20,000,000 Would Accomplish This Result in Lower Mississippi

Memphis, Tenn., Nov. 21.—The calling of the Waterways Convention, and the interest in the levee question may be ascribed largely to the untiring efforts of Hon. Charles Scott of Bolivar county, Miss., who was made permanent chairman of the convention, and who is president of the Interstate Levee Association. Mr. Scott says:

"I am very much pleased with the outlook for national levee control. The present convention is a representative body, made up of delegates from every section of the country. I have not the least doubt that the congress will be strong to see the widespread interests at stake and be made to realize that the levee question is not only a national question, but of vital national importance."

"We have the report of a competent engineer to the effect that in the building of a system of dykes from Cairo to the Gulf of Mexico will reclaim 13,000,000 acres of the most fertile lands on the globe, and lands which would contribute vastly to the volume of the business of the country."

"We have made careful estimates, and we can produce facts and figures to show that the reclamation of the lands now subject to annual overflow will add \$300,000,000 to the annual business of the country. This country which we propose to protect and reclaim trades with the great markets of the east and the middle west. The wealth, therefore, which would be added to the country would not be so much a local blessing as it would be a great national benefit."

"I feel perfectly confident that government control of the levees is not only assured to us, but I believe that it will be an established fact in the very near future. We have established the reputation of competence which has developed most surprising results. Under our system we have reached every part of the country. Our local merchants and influential citizens have written merchants and business men in other states and they have reached others until we have covered the entire country, and from everywhere have poured in upon us replies promising support and giving encouragement to the movement. There seems to be a general sympathy with the movement in every state, not excepting the Pacific states, which have, of course, little interest except that of fellow-feeling and patriotism."

Mr. Scott said that the great Mississippi Delta was all right. The cotton crop had been made at a remarkable yield. It is made which has almost displaced the almond. The same substance is used for the adulteration of cinnamon, allspice and nutmeg. Prussic acid and essence and oil of almonds are made from the peach and prunes and these favors are used in many ways. The nuts are cracked in San Francisco and the kernels are then sent east.

A shipment of American black bass was made to France and they have flourished so marvelously that today they are common articles of cuisine in hotels and restaurants. When the bass were introduced the French streams were practically deserted.

SENATOR STILL IMPROVES.

Paralysis Continues Receding From Hayward—Doctor Encouraged.

Nebraska City, Neb., Nov. 21.—Senator Hayward has rested easily all day and is feeling much better this evening. His pulse and temperature are still returning and he is able to converse considerably when short words are used, but he is far from being out of danger yet. He is allowed to see visitors, that is, his relatives and personal friends, but no outsiders. It will be some time, even if he continues to improve, before anyone outside will be admitted for fear of exciting him. He is kept very quiet and is constantly attended by a nurse.

The change for the better was noted last Saturday morning and has been very rapid since then, considering all things. Dr. Ross, who was called to consultation last Saturday, contended that he would recover from the attack, but laid great stress on the matter of keeping him quiet, and said that if ever he was first stricken, it would be a quiet life, free from all excitement, with his diet well regulated or his recovery would be of a short duration. He is of the opinion that another stroke would be fatal and that one could be avoided by a violation of the above admonitions.

The senator passed a fairly good night, but not such a one as the night before. His pulse and temperature was above normal last night, but is somewhat better this morning. It is thought that the hemorrhage in his head was stopped several days ago, but all fear is not as yet removed of a relapse. He takes nourishment, which is assimilated. He is brighter than he has been since he was first stricken. He has been expected to take to Washington all packed and his wife and daughter were at Kansas City having additions made to their wardrobes when the senator was stricken, and they had to hurry to the senator's bedside. They had secured rooms at the Portland hotel at Washington, D. C., and had expected to leave for there the first of next week, so as to get settled down before the opening of congress. It is not likely that he will go there this winter. If, at all, so all arrangements will be made to spend the winter here or if the senator should recover sufficiently to travel he may be taken to Southern California or some warm climate to spend the winter, but the present outlook for the family will pass the winter at their home in this city.

DEMOCRATS HOLD MEETING

Gathering of Importance Held in Chicago

Chicago, Ill., Nov. 18.—Democratic party in local politics will be considered Monday in a conference of twenty or more leaders of the party and their silver republican allies. Many of them, headed by Chairman Jones of the national committee, will be here tomorrow.

William J. Bryan, it is announced, is not coming, on account of a previous speaking engagement; neither is William J. Stone of Missouri expected. The following members of the national executive committee have positively promised to attend: Senator James K. Jones of Arkansas; Judge Johnson, the chairman of the executive committee; C. A. Walsh of Iowa; H. D. Clayton of Alabama; Thomas Gahan of Illinois; D. J. Campau of Michigan; W. H. Thompson of Nebraska; J. M. Guffey of Pennsylvania; George Fred Williams of Massachusetts; T. D. O'Brien of Minnesota.

Other leaders who are expected at the conference are: Senator Pettigrew of Wyoming; Congressman Rawlins of Wyoming; Congressman Charles A. Towne of Minnesota; Senator Cockrell of Missouri; Congressman Champ Clark of Missouri.

There is a general discussion of the work to be done prior to the national convention, the results of the recent elections and their possible bearing on the election next year will be considered.

The policy to be pursued by the minority in the coming session of congress will also be given attention, as well as the leadership of the minority. Only one specific piece of business is formally scheduled, the calling of the national convention meeting, which will fix the date and place of the next national convention.

G. O. P. COMMITTEE EXPENSES.

Omaha, Neb., Nov. 21.—The statement of P. H. Mullen, treasurer of the republican county central committee, filed with the county clerk, shows assessments aggregating \$3,422.75. Among those who contributed were a number of persons "not in politics."

The expenditures were for procuring registration and for salaries of Secretary Tucker, \$135; Assistant Secretary Sundblad, \$75; Joe Morrow, as "keeper," \$80; and other amounts running from "donator" to "stenographically" ranging from \$25 to \$35.

The report shows that in the way of contributions Herman Kountze paid \$200; Mayor Moore, \$150; George B. Tschuck, treasurer of the Republican Publishing company \$200; "Dr." Vic Rosewater, \$150; national republican committee, \$37.75; and other republican candidates and officeholders from \$200 to \$5 each.

MOURN THE LOSS ON APPLES.

Chicago, Nov. 21.—South Water street commission men mourn \$200,000 lost in apples. The loss was due to exceptionally wet weather in October, when the cream of the winter stock was shipped from Michigan, New York and Indiana growers. "Cooked" the majority of the consignments so badly that even cold storage could not save them from decay.

The national loss on apples alone, due to the summer weather which prevailed between October 10 and November 1, according to some of the South Water street dealers, will run past the \$1,000,000 mark. Shipments to England and continental ports, they say, turned out so badly that in many cases consignments did not get freight charges from orchard to the wharf.

A bold attempt was made to rob the Deadwood Loan company's jewelry establishment on Lee street, Deadwood. The robbers broke through a plate glass window, but were frightened away before they got much. There is no clue to the thieves.

GENERAL NEWS.

Herr Morris Busch, author of a "Life of Prince Bismarck," died at Leipzig. The Baptist congress came to a close at Pittsburgh after two short sessions, at which papers were read.

President Blickensderfer of the Wheeling & Lake Erie railway has named November 22 as the time for a conference with the employees regarding the increase in wages required by them.

The locked out piano workers of Chicago have decided to appeal to the Illinois state board of arbitration to make an investigation of the causes of the trouble in the piano trade.

Major General Miles has carefully inspected the fortifications at Ballast Point and will leave for Galveston and New Orleans. He expects to reach Washington about the 25th inst.

Major Taylor secured two more world records at Chicago. He reduced the time of the 100-yard race from 49 2/5 to 47 3/5 seconds and the 200-yard race from 27 2/5 to 27 1/5 seconds. Taylor was paced by a motorcycle carrying wind shields.

At the annual meeting of the Cleveland Terminal & Alley Railway company John E. Cowan was elected president and F. W. Underwood, first vice president. Dr. Cowan is vice president of the Baltimore & Ohio railway and Mr. Underwood general manager.

Verona, Italy.—There was a short but very sharp earthquake here. It threw the inhabitants of the town into panic. Colombia.—Panama is tranquil, but there is no telegraphic communication with the interior. The Bolivar rebels have been crushed.

City of Mexico.—Dr. Zaldivar, Salvadorean minister to Mexico, who is also generally accredited to European countries, has left Mexico to accept a position en route to London and Paris, and will for some time reside in the latter city.

Constantinople.—It is authoritatively announced that the Turkish government has approved the concession to the Deutsche bank of a railway extension to Basorah, a frontier city and river port of Asia Minor, 570 miles southeast of Bagdad.

Gibraltar.—The United States transport Thomas, with the Fourth regiment aboard, bound for Manila, was roundly cheered by the British channel squadron, whose bands played British and American pieces as the transport passed.

San Francisco, Cal.—The United States army transport Columbia has arrived here from Manila, via Nagasaki. Eight government employes conspired the entire party and were sick or discharged soldiers being aboard. The voyage was uneventful.

New York.—The transport Meade, with the Forty-third United States volunteer infantry on board, sailed for Manila today. The Meade attempted to get away on Tuesday, but was stuck in the mud at its dock.

Washington, D. C.—Chief Surgeon Woodhull at Manila, under date of October 12, sends Surgeon General Sternberg the following: "A sharp and quite general epidemic of dengue has prevailed in Luzon for some months past and it appears to be spreading to the south. There have been few really severe cases."

Dengue is a species of fever with contagious eruptions. It is rarely fatal.

Washington, D. C.—Recent mail advices from Manila received by the war department show that General Otis has established a medio-legal department in Manila, in charge of two Filipino physicians, Don Jose R. Idalgo and Don Gregorio Singian. An emergency ward and dissecting room has been established for post mortem examinations. The department is to be subject to the orders of the supreme court and the tribunals of justice in Manila.

Washington, D. C.—Mail advices received at the postal department show that the Filipino insurgents have adopted a new method of interference with the military telegraph lines. This is done by attaching a fine copper wire to the line, running it down the pole or through the foliage of a tree to the ground where it is attached. This effectively cuts off communication, and is not easily discovered when once accomplished.

END OF "CORNCOB PIPE" CASE.

St. Louis, Mo. (Special).—After a hotly contested trial, the defendants in the celebrated "corncob pipe case" were tonight found guilty in the United States circuit court of using the mails to defraud. The four men are Henry Ringbeck, E. W. Northstein, M. McElhenny and Arthur Miller. One of the defendants, William Ruff, has already pleaded guilty. No action has been taken in the cases of W. S. Daily and J. E. Whittington, who were jointly indicted with the others named. Their testimony was of great value in the movement and a nol prosey may be entered for them. The witnesses brought in by the government came from a dozen states, showing the wide scope of the operation of the scheme to defraud.

It was the plan of the defendants, as shown by the testimony, to write to the mayor or postmaster of a town telling him that a corncob pipe factory could be established for \$1,000 and that at a small expense, while the profits were represented to be large. The men, whose headquarters were at Washington, Mo., would then offer to sell suitable machinery for \$700 to \$900.

In each case where a factory was set up, the machinery was used for the production of pipe. It was found to be next to impossible to dispose of the product at all, so overstocked was the corncob pipe market. The government alleged that the price asked for the machinery was so excessive that the defendants' letters was to cause an undue and inordinate demand for machinery which really could not be profitably used. The attorneys for the defendants will make a motion for a new trial.

In addition to the work on the railroad from Keystone to Hill City by the Burlington road, and from Rapid City to Mystic by the Dakota Pacific, there are new lines which have been begun or will be in short while. The Burlington is pushing its extension from Dumont on the main line down the road to Elmore and expects to have trains running by the first of January. This line is being built to get around the heavy grade so the road can successfully handle the expected large traffic from the Spearfish line on account of the proposed operations of the American Mining company near the latter place. The Freer surveying for a spur to be put in for the benefit of the Dakota Mining company, whose cyanide plant is at Central City and has passed the experimental stage, operating successfully on the Carbonate district soon. It is rumored that the Elkhorn road will build more to the Carbonate district soon, in order to tap the recently discovered phenolite district ahead of other competitors. At Elkhorn headquarters in Omaha it is stated that the Central City spur is in contemplation, but that the proposed Carbonate extension is purely a rumor and without foundation.