FOR FIFTY YEARS A PRIEST.

Archbishop Kenrick's Gel ien Jubilee Being

Celebrated at St. Louis.

TWENTY-FIRST YEAR.

Fight for the Speakership Will Cost Cleveland Many Friends.

CRISP ACCUSED OF MUCH TRICKERY

His Friends Declare That the Georgian Must Not Be Imposed Upon and Are Industriously Sharpening Their Knives.

> WASHINGTON BUREAU OF THE BEE, 513 FOURTHENT'S STREET, WASHINGTON, D. C., Nov. 29.

Mr. Mills of Texas is apparently much nearer the speakership goal tonight than was Mr. Reed of Maine at this period of the contest two years ago. A week before the republican caucus of the last house met, it was doubtful in the minds of many members whether the gentleman from Maine would be nominated. At this time, one familiar with the inside workings of the democratic machine cannot conceive the turn by which Mr. Mills' defeat may be compassed. Since the Brooklyn delegation of four members have wheeled into has there is little doubt that custom will prevail and the unit rule will make the delegation from New York solid for the Texan.

New York votes as a unit in almost every caucus and convention and nothing less than an open rupture can defeat its unit for Mills. He will also get nearly all of New England, Pennsylvania, a large majority of Ohio and Indiana and more than half of the south and west. Mr. Crisp and his friends are fighting Mills on issues which it is be-lieved will drive all of the Texan's followers away from the Georgian in the event it should become clear that Mills cannot be elected. This would insure the election of some other candidate than Mr. Crisp, if Mills cannot be chosen.

Either Mills or Springer.

Mr. Springer of Illinois is now regarded as the most formidable opponent of Mills, as his following is believed to be more elastic, and it is said he is the second choice of more members than any one except Mills. Which-over way the speakership fight terminates, there will be many sore spots left with scars and wounds which can neither be covered nor heated. The Mills crowd, with ex-Pres ident Cleveland behind them and staking his political future upon them, are burning the bridges. They are not only declaring Crisp to be a protectionist because he has a manufacturing district at home which compels him to favor protection or leave congress, but openly n or leave congress, but open to ounce that all the lobbyists, corruption ists and schemers are for Crisp, thereby casting a very serious imputation upon that gentleman's reputation, against which nothing has heretofore been loudly breathed. They brand him "a do nothing," and say this one supports him because he favors "railroad interests," that one because he is a subsidyist," and others because he favors "special interests."

Phese instituations are decidedly personal and Mr. Crisp and his friends are not the men to shoulder them in silence. They will men to shoulder them in silence. They will retaliate. The Crisp and McMillan following denounce Mills' silver attitude, his open declarations for free trade, and have placed the burden of his campaign directly upon Mr. Cleveland. The election of Mills as speaker will not, however, be a vindication for the ex-president Cleveland will have to make fair. dent. Cleveland will have to make fair weather with the large element he and his friends have insulted in the bitter personal warfare upon four or five candidates for the a controlling influence in the nominating convention next year and at the polls. Some able-bodied democrats swear by that they will meet the "stuffed prophet" and his Philistines at Phillipl with the jawones of a multitude of asses and drive them into oblivion. The contest is growing bitterly personal and according to the highest demo cratic authority, all candidates are wholly unfit to be speaker for many reasons, which

they name between their teeth. Improving the Service.

At least a dozen more national bank ex aminers are needed and will, it is belived, be appointed within a few weeks, the four designated by the comptreller of the cur-rency yesterday only filling emergencies. It is said that over 500 banks are behind the time of requirement in the way of exami-nations. Most of that number have not been examined within a year, and many of them have not had examination within eight months. Four or five of the national banks which recently failed had not been examined within twelve or fifteen months, and were closed almost immediately upon examination An Om tha Woman on Politics,

Today's Washington Post has a column on the wives of prominent politicians who were here for the meeting of the Republican National convention, from which is taken the following of Mrs. John M. Thurston of

Nebraska;

Mrs. Thurston always goes with her husband on his political trips. She is a woman of medium height, with dark brown eyes, full of shine. Her hair is combed high from the forchead and the face is attractive in its intelligence. She is not a stranger in Washington and has many close frien is here. Her pative state is Vermont. She was brought up in Wisconsin and the state of her adontion is Nebraska. Mrs. Thurston is another woman who knows all the politicians in the United States worth knowing. She says: "Many of them have been not rips when Mr. Thurston and myself have been along, and so I have had plenty of time to meet them. Traveling in the same car for one week or two in sucheclose quarters a man's little peculiarlities crop out. They can't help it and you discover what the real natures of public men are. "These times seem fuller to them of significance."

"These times seem fuller to them of significance. I have been interested in national politics for years and at no time since I have had so close a knowledge of public events have they seemed to me so full of importance and deep under-surface meaning as this year. I believe, too, that many public men feel the gravity of the situation and admit it to themselves if to no one else. "This choice of Minneapolis for the convention is full of deep significance. While we would have been glad to have had it in Omaha, we were quite sure it could not come to us and were ready to have it in Minneapolis—anything to get it west of the great river." The Thurstons have three children, the oldest of whom Mrs. Thurston is determined shall follow his father's logal trail. The boy, however, is interested in patents, no matter what they are so long as labeled "invention."

President Harrison's Plans. These times seem fuller to them of signifi-

President Harrison's Plans.

President Harrison will deny himself to all callers except cabinet officers during this week. He intends to complete his message before next Sunday and have it in type. He tween his moments of work upon his message to congress he will devote himself to the myriads of applications for judicial and other appointments. It is expected that the nominations for about a dozen circuit and district judges, two interstate commerce commissioners, a member of the court of claims, ministers to China, Japan and one or two other coun tries and several other important positions, will go to congress within a fortnight after the body convenes. Many important appoint-ments will be made next week and few of

them have been agreed upon. One of the first nominations will be a secretary of war. To agree upon these im-portant nominations, a dozen or more of which are life positions, requires a vast deal of investigation and thought. The president has made very few mistakes so far in his appointments and he desires to keep up the

Reducing Letter Postage.

The proposition of the postoffice inspectors, who have been in session here for some days, to reduce letter postage by furnishing I and 2-cent stamped envelopes at the par value of the stamps, making the envelopes free, is well received and will be proposed in congress. It is conceded on all hands that penny postage cannot be had yet, and free envelopes with atamps is re-

thought that penny postage will be a fact within four years at the furthest. P. S. H. STARED DEATH IN THE FACE.

Rescue of Four Men From a Burning Vessel on Lake Michigan. Curcago, Ill., Nov. 29. -For over an hour

oday out on wintry Lake Michigan, four men stared death full in the face. They were aboard the tug John A. Miller, which wrapped in flame, was running wild at full speed in a great circle. The men had only deck buckets to delay the moment when apparently they would have to decide whether o burn or drown. The smoke and flames from the burning craft were sighted by the tug Welcome, but the waves were running so high that the Welcome was long delayed in reaching the distressed vessel. At last, however, she succeeded in steaming close to the fiery Miller and, by almost superhuman exertions, taking aboard the scorched and exhausted seame the rescuers narrowly avoiding meeting the fate that had awaited the rescued. The Welcome took fire, and only prompt measures averted her destruction.

The four men who escaped from the Miller were Captain Peter Barry, Engineer James Barry, Fireman Charles Newman and a deck hand. The Welcome was under comnd of Captain Thomas Barry, a brother of the Miller's captain.

The crew of the Miller, though suffering tense pain, enjoyed one satisfaction—that of seeing the tug sink without them on board. The fire is supposed to have origi-nated in the explosion of a lamp. It made too rapid progress to permit of any investiga-tion, and after driving the engineer and wheelsman from their position, disabled the steering apparatus, which had been set by Captain Barry to head straight for port, instead of making the buge circle that so nearly proved the doom of himself and men.

MR. HAMMILL'S EXCUSE,

Mighty Small Hole, but the Colora-

donn Goes Through It. DENVER, Colo., Nov. 29.- | Special Telegram to THE BEE, |-Hon, W. A. Hammill, Colorado's member of the republican national committee, returned from Washington last evening, and in an inerview in this morning's Sun thus explains his reason for opposing Omaha's claim for the convention:

"One of the greatest efforts was that made y Omaha. That city based its claims on the assertion that it was a mid-continental city, and appeared to think that everybody west of the Mississippi river should vote for it. You may remember that at the last Colorado republican convention held at Glenwood Springs, it was desired that the Colorado member of the national committee should vote for Omaha, but so far as I was concerned the fact was never impressed upon my mind that Omaha had any of the requisite fitness for a convention city or place in which to hold a large political convention.

"When I reached Omaha on my way to "When I reached Omaha on my way to Washington I became very thoroughly convinced that Colorado, at least, should not vote for that place. In the issue of The Omaha Bee of Friday, November 20, which I picked up on my way east, there was a very nasty article on Senator Stewart's advocacy of the free coinage of silver, the paper taking the ground that a silver dollar was an unsound medium of currency. This would have medium of currency. This would have determined my vote, if nothing else, as it would have been used by eastern single standard men as an argument that the west was not united on the free coinage of silver."

PREPARING FOR THE CROWD.

Minneapolis Exerting Herself to Pro-

vide Accommodations.
MINNEAPOLIS, Minn., Nov. 29.—The Pribune will say editorially tomorrow morning: Applications for rooms for the national convention are pouring in to the hotels. These applications are filed and will receive attention in their order, but no assignments of quarters will be made until after the visit of Chairman Clarkson and Sergeant-at-arms Meek, which will be in about ten days. Meantime the assignment committee appointed by the citizens committee have bee coking into the matter and they are confident that all can be accommodated. The national committee and the various state elegations can be housed at the West, the Nicolet, the Langham and the Holmes, all within a few blocks of each other. The other down town hotels will be able to care for at least 2,000 more, while houses more re-The committee especially desire to see that

uch newspapers as will have a corps of repesentatives on the ground to make detailed reports, are well provided for. To this end it will be well for such papers to send in their applications early, stating the kind and extent of accommodations required. Many of them have already done so, but others have not. These applications will be filed and the requests compiled with so far as it is possible to do so. Communications can be addressed to the secretary of the executive committee or to the hotels direct.

VICTIMS OF THE WRECK.

Death List of the Lake Shore Acci-

dent Growing Larger. TOLEDO, O., Nov. 29.-The results of last night's accident on the Lake Shore in this city have been more serious than at first feared. In addition to the two who were killed outright, five more have since died and several others cannot survive. The wounded also sustained more serious injuries than were supposed at the time. Nearly all were frightfully burned and scalded about the face and hands and many will be disfigured for life. The list of the dead so far

MRS. SARAH McCOY, Ransom, III.
THE TWO CHILDREN of Mrs. M. J. McDonld of New York.
H. VAUGHN, San Fernando, Cal.
THOMAS MCQUEEN, Elkhart, Ind.
MISS ELLA MEYERS, Cleveland.
MAUD McKENZIE, aged 12, Chicago.
The best of Mis. Marcas has already been

The body of Miss Meyers has already been sent to her home in Cleveland, but others still lie at the undertakers here. Those who still remain in a pecarious condition are: Mrs. John Nelson, Toledo; Warren L. Potter, Des Moines, Ia.; Mrs. J. A. McKenzie and daughter Pearl, Chicago; James Ludwig, Peoria, Ill.; John Conway, Melbourne, Mass. The most of these are being cared for at St. Vincent's bosnital.

The responsibility for the accident has not yet been determined. The railroad officials have as yet made no statement, but the coro aer is hard at work on the case and will call a jury Monday morning.

CAPSIZED ON THE PACIFIC.

Nearly 300 Men Supposed to Have Eeen Lost in a Shipwreck.

San Francisco, Cal., Nov. 29 .- A dispatch from Manzanillo, Mex., says the American steamer Reseville has arrived there and reports passing a wreck-that of the brig Tahiti-at sea. She was floating bottom up and the captain of the Roseville says she must have been capsized. The rigging had been cut away on the port side, apparently

to prevent this.
The Tahiti created a sensation on September 30 last, by putting into Drake's bay, near this city in distress. She had 270 Gilbert islanders on board, under contract for work islanders on board, under contract for work in Mexico at starvation wages. These men were practically slaves and there was much talk of seizing the vessel. Collector Pheips, however, decided he had no right to detain her and the brig left. It seems almost certain that all brig left. It seems almost certain that all on board have been lost, as the ship's boats were still with her, and bothing has been heard of any of the survivors. The wreck must have happened at least a month ago. Besides the islanders the vessel had on board n the direction of penny postage and will be officers and a crew of twenty men, making a the best compromise for the present. It is total of 291 on board the ill-fated craft.

RAILWAYS OF THE COUNTRY.

Report of Statistician of the Interstate Commerce Commission.

COMPREHENSIVE STATISTICS.

Miles of Railroad in Operation, Income and Operating Expenses, Accidents, New Roads Built and Other Data.

Washington, D. C., Nov. 29. - There will be issued this week, from the statistician's office of the Interstate Commerce commission the third annual report of the "Statistics of Railways in the United States." This report gives comprehensive statistics covering the operations of railways for the year ending June 30, 1890, and a statement of earnings from passenger and freight service, together with operating expenses and fixed charges for the nine months ending March 31, 1891. A marked feature of this report, which adds greatly to the value of its statistics, is the division of all statistics into ten territorial groups, by which the differences in conditions of operations in varous parts of the country are clearly brought to notice. Formerly, all statistics have been passed for the entire country, and the averages deducted have been for all the callroads in the United States. The comparison rendered possible by this report shows marked differences in the different parts of the

Miles of Road in Operation. Railway mileage in the United States on June 30, 1890, was 163,598.05 miles; the increase in railway mileage brought into operation during the year was 6,030.60. Michigan shows the largest increase in railway mileage during the year, being 439.08 miles, and Georgia comes next with an increased mileage of 437.94 .niles. Group V, made up of the states of Kentucky, Mississippi, Alabama, Georgia and Florida, snows an increased mileage of 1,370.32 miles during the year. The total length of track for the United States, including all tracks, sidings and

spurs, is 209,060,67 miles.

The number of railway corporations on June 30, 1890, was 1,797. Of these, 87 are classed as private roads, with a total mileage of 816 miles. Nine hundred and twenty-seven of these corporations are operating companies and 735 are subsidiary companies that is to say, the mileage which they own is leased to other companies, representing a mileage of 1,546.10 miles, or has been reorganized during the year-and thirty-four companies, representing a mileage of 1,905.87 miles, have merged their corporate existence into other corporations. Fifty companies, representing a mileage of 6,196,04 miles, have been consolidated with other companies. Thus 8,101.91 miles of line have, during the year, disappeared as independent companies. Forty railway corporations operate 77,-872.63 miles of line, or 47.71 per cent of the total mileage. The average length of a line for these forty roads is nearly 2,000 miles.

Income of Big Corporations. There are seventy-four companies in the United States whose gross incomes are \$837,000,000, out of a total gross income of all railways in the country of \$1,051,-877,632; that is to say, seven y-four railway corporations receive 80 per cent of the total amount paid by the people of the United States to the railway service.

The total number of locomotives in the United States is 29,928, of which 8,384 are passenger locomotives and 16,140 are freight ocomotives. This shows ten freight locomo-ives and five passenger locomotives for each 100 miles of operated line, The number of cars used in the railway service is 1,164,138, of which 26,511 are in the

passenger service. The number of cars per 100 miles of line is 744.

The number of tons of freight carried one mile per freight engine is 4,721,627, and the number of passengers carried one mile per passenger engine is 1,413,142. Figures of this sort measure the economy of transportation

The larger portion of equipment is found in railroads in the eastern and middle states. Thus in the New England states group I there are 28 locomotives per 100 of line; in the middle states, group IL, 40 ocomotives per 100 miles of line, while in the states west of the Mississippi, group X. excepted, the number does not exceed 12 locomotives per 100 miles of line.

The number of locomotives fitted with train brakes is 20,162, and the number fitted with automatic couplers, 955. The number of cars fitten with train brakes is 128,241, and the number of cars fitted with automatic couplers is 114,364. When compared with the total number of locomotives and cars, it appears that much remains to be done in the matter of train brakes and automatic couplers.

Men Employed.

The total number of men employed on the railways of the United States is 749,301, being an increase of 45,558 over the number employed in 1889. The average number of men employed per 100 miles of line on all roads is 476. In the New England states, group I, the average number per 100 miles of line is 716; in the middle states, group II, it is 1,167; in group IV, covering the states of Virginia, North Carolina, South Carolina and part of West Virginia, it is 386, and in the various sections of the western states the number ranges from 250 to 328 per 100 miles of line. These figures indicate the increased density of traffic in the eastern and middle states, groups I and II, respectively.

Value of Railway Property. The 156,404.06 miles of line, which is made the basis of statistics in this report, is repre sented by railway capital to the amount of \$9,459,444,173, which is equivalent to \$60,681 per mile. Assuming that the remaining mileage is capitalized at the same rate, the total capitalization of railroad property in the United States would be \$9,084,483,400 The increase in railway capital during the year ending June 30, 1890, over railway ital for the previous year is \$444,268,768. Of this amount \$250,000,000, at least, is due to the increase in capitalization on lines stready in existence. The proportion in railway capital represented by stocks is 46.82 per cent of the total railway capital. The amount of stock per mile of line is \$28.323, and the amount of outstanding obligations, including bonds, equipments, trust obligations, etc., is

There are marked differences in the capi-There are marked differences in the capitalization of railway property in various sections of the country. In the middle states, group II, for example, the capital outstanding amounts to \$118,658 per mile of line. In California, Oregon, Washington and other states and territories constituting group X, states and territories constituting group X, railway capital is outstanding to the amount of \$57,104 per mile. The roads which converge in Chicago, lying east of the Missouri river, that is, group VI, are capitalized at \$47,645 per mile of line, which fairly represents the capitalization in the other sections of the country, exclusive of the middle states and the Pacific slope. The capital states and the Pacific slope. The capital-ization of railroad property is largely in ex-cess of its market value. The interest on railway bonds and the final net earnings available for dividends may be accepted as the amounts accruing to the owners of railways on their investment. The amount paid in interest was \$226,417,937; the final net earnings were \$100,007,084. If the sum of these amounts be capitalized at 5 per cent, it shows that the value of railway property, considered as an investment, esti-mated on the operations of railways for the year ending June 30, 1890, was \$6,007,719,420,

which is equivalent to \$42,631 per mile of Public Service of Railways.

The number of passengers carried by the railways of the United States during the year was 492,430,865. The number of passenger miles, that is to say, the aggregate num-ber of miles traveled by all passengers, was 11,647,780,615. This shows an average journey

of 24.06 miles per passenger, Passenger train mileage for the same period was 285,-575,804, showing the average number of passengers carried in a train to be 41.

The number of tons of freight carried by the railroads of the United States during the

year covered by the report was 630,441,617; the number of tons carried one mile was 76,207,047,298. This shows the average carry per ton to have been 119.74 miles. Freight train mileage was 435,170,812, showing the average number of tons per train to have

The number of passengers carried one mile per mile of line for the railways of the entire country was 75,751. The number of tons of freight carried one mile per mile of line was 487,245. These figures measure the density of traffic. If corresponding figures be given for the various groups into which the territory of the country is divided, it shows that the number of passengers carried one mile per mile of line in the New England states group I. was 233,530, and in the middle states, group II, 183,121. This shows the greater density of pessenger traffic in the districts named. The number of tons of freight carried one mile per mile of line in the middle states was 1,348,107 and in Indiana, Ohio and in the southern peninsula of Michigan, group III, it was 798,763; in Gulf states, group V, it was 304,865; and on the Pacific stope group X, it was 191,806. These figures show how diverse are the conditions, so far as density of traffic is concerned, under which the railways in various sections are greated. are operated.

The revenue per passenger per mile of line for all the railways in the United States was 2.617 cents; the average cost of carrying was 2.617 cents; the average cost of carrying one passenger one mile was 1.917 cent. The revenue for carrying a ton of freight one mile was .941 cent; the cost of carrying a ton of freight one mile was .941 cent; the cost of carrying a ton of freight one mile was .604 cent. The revenue from a passenger train run one mile on all the railways in the United States was \$1.08.941; the cost of running a passenger train one cost of running a passenger train one mile was 80.984 cents. The revenue from a freight train running one mile was \$1.65.434; the average cost of running a freight train one mile was \$1.05.711. These figures show the margin from which railways must secure their profits in the business of transporting passengers and freight. The revenues per passengers and freight. The revenues per ton per mile and per passenger per mile differs greatly in the various sections of the country. The lowest receipts per ton per mile are in the states of Indiana, Michigan and Ohio, group III., being 655 cent. The highest rate of revenue is found on the Pacific slope, group X., it being 1.651 cent. The lowest receipts for carrying a passenger one mile receipts for carrying a passenger one mile are found in the New England states, group L. being 1.192 cent. The highest receipts for carrying a passenger one mile are found in Louisiana, Texas and New Mex-ico, group IX., being 2.583 cents. These figures represent the average of charges and not the rates on any particular commodity or for any particular trip.

Accidents. The total number of persons reported by rallways as killed during the year was 6,240, and the total number reported as injured was 29,034. Of the total number killed 2,451 were employes, 285 passengers, and 3,584 were classed as "other persons." In this latter figure are included the large number of sul-cides. Of the total number injured 22,390 were employes, 2,444 passengers, besides 4,200 un classified. If the number of employes killed be assigned to the total number, it appears be assigned to the total number, it appears that one death occurs for every 306 men employed on the railways, and one injury for every sixty-three men employed. The largest number of casualities occur to men engaged directly in handling trains. Thus, while trainmen represent but 18 per cent of the total number of employes, the casualties sustained by them

account for 58 per cent of the total casualties.

A passenger riding continuously at the rate of thirty miles per hour might expect immunity from death by railway accident for 1,700 years but an engineer, a brakeman or a conductor, under the same conditions, is liable to a fatal accident at the end of forty years. The most common accident to which railway employer are liable results from coupling and uncoupl The total number of casualties that can be traced to this source are 8,210, of

NEED OF ENGINEERS.

Extracts from Commodore Melville's Report.

WASHINGTON, D. C., Nov. 29.-Commodore Melville, chief of the bureau of steam engineering, has submitted his annual report to the secretary of the navy. After detailing the work accomplished during the past fiscal year and the condition of the machinery of the vessels of the navy, the report touches upon the needs of the various navy vards.

By far the most important feature of the report is Commodore Melville's statement touching the personnel of the engineer corps, He says: "It is with regret I am again compelled to report that the number of engineer officers is insufficient for the proper performance of the duties belonging to them, and to emphasize the fact that unless measures are at once taken to remedy this condition and to stop the steady decrease in numbers, we shall before long have a painful awakening by a serious break own or accident on some of our ves-els. There is a limit to even a naval engineer's endurance; and while the officers of the engineer corps will do their best to make all needful repairs and keep in efficient condition the magnificent machinery f the new vessels, from which the country justly expects so much, and in which it take proper pride, they can so no further than he limit of their physical strength. When this has been reached the machinery must

take care of itself."

Commodere Melville says that the number of engineer officers should be at least 300, and even this number would be inadequate unless supplemented by a sufficient number of intelligent and skilled officers and well trained firemen.

Davidson Prepared to Contest Call's Seat in the Senate. Washington, D. C., Nov. 29.-Ex-Representative Davidson of Florida has arrived in the city, bringing with him documents which he will use in his contest against Call for a seat in the United States senate. Mr. Davidson said tonight that his contention was that in electing a United States senator a quorum of each branch of the legislature was necessary, and that he would prove that the senate lacked two of a quorum when the balloting began on the senatorship. A quorum of the house and senate, he will tain, was not sufficient,

JUST FLYING.

Remarkable Time Made on the Pennsylvania Route.

WASHINGTON, D. C., Nov. 29.-The fastest time ever made by a railroad train between Virginia Visited by a Severe Blizzard New York and Washington was accomplished today by a special train over the Pennsylvania railroad. It left New York at 2:45 p. m., and stopped in the station at this city at 7 p. m. Deducting eleven minutes for stops, the actual running time was four hours, or 240 minutes for £28 miles, averag-ing fifty-seven miles per hour. Some very fast bursts of speed were made on various parts of the line, reaching in instances the extraordinary rate of seventy-five mnies per

Submitted Its Report. Washington, D. C., Nov. 29.-Ex-Senator Palmer, president of the national commission of the World's Columbian exposition, submitted to President Harrison the report of the commission regarding the progress and condition of exposition work. It concludes with a strong et dorsement of the action of the board of con-trol in applying for a loan of \$5,000,000 by the general government. This report and the report of the heard of lady managers, pre-viously submitted to the president, will form the basis for a special message to congress some time in December,

VERY PORTENTIOUS OMENS.

Signs Which Seem to Indicate the Dissolution of the Dreibund.

MUTUAL DISTRUST OF AUSTRIA AND ITALY

Result in the Italian Chamber of a Question Propounded in the Austrian Reichsrath - Belgium's Singular Attitude.

Copyrighted 1291 by James Gordon Bennett.1 Paris, Nov. 29.- | New York Herald Cable -Special to THE BEE, |-The political world n France takes no stock in the solidity of the triple alliance. It is believed that in passing from theory to practice, the allies will no longer agree together. At least so people argue, an argument that explains the close attention with which diplomacy follows the neidents taking place yesterday in Rome, There is no attempt to hide the dissatisfaction felt there on account of Austria-Hungary, the cause thereof being the speech of M. Kalnoky, the Austrian prime minister.

A Catholic deputy in the Austrian reichs rath asked M. Kalnoky how a good understanding between the pope and the Italian government could be reached. M. Kalnoky replied that no one had yet found a solution f that problem.

Thereupon the Italians took offense, and resterday a deputy in the Italian lower chamber interpellated the marquis di Rudini, asking by what right the minister of an allied power spoke about an Italian question settled these many years by Italy. . The ftailan premier replied that he did not see that any other power had taken any part in Italian affairs. The official policy of Austria had always been satisfactory. The deputy retorted that even France considered the question of the papacy settled. The discussion was postponed until

tomorrow. Italian touchiness on all questions con nected with the papacy makes impossible an agreement on this question between Italy and Austria, consequently the alliance is always on the point of dissolution. Italy distrusts Austria on the papal question; Austria suspects Italy on the irredentist question. When two persons who stand with clasped hands are always watching each other to see that they are not mutually robbed, there is little chance that they will long remain united.

A peculiar anti-French movement has started in Belgium. One would think that its instigators took the cue from Germany. Bills were posted all over Brussels, protest ing against the class books given to children from which they learn to despise Germany. The protest also appeared in Le Rehin (newspaper), with a plan for initiating Belgium into the ways of German life and making known her true friends. The symptoms are regarded as signifying that Bel gium is making preparations for future events, such as a violation of her neutrality in case of war.

DISORDERLY STRIKERS.

They Capture a French Mine and Defy the Authorities.

Paris, Nov. 29.-Eight hundred strikers at River de Gier, after holding disorderly meetings and parades today, captured the Ague Grand mine and rebaptised it "Bertholet mine," in memory of a former deputy of the Loire district. They intend to resist any attempt to dislodge them.

At Lens the situation is improving. The arbitration committee at Arras has adopted a series of resolutions settling the wages and other questions, but leaving the eight hour question untouched.

He is Not Sorry. Paris, Nov. 29.—The archbishop of Aix celebrated mass in the Basilica, at Lyons, this morning. In the course of his address the archbishop referred to his recent trial before the court. He did not regret what he had done, he said, and the fact that a fine has been imposed would not have the effect When the archbishop was leaving the ca-

called out "Vive Soulard!"

The archbishop paused and responded to this manifestation, "Not vive Soulard, but vive le Condamne." The people then, taking him at his word, cried again and again, "Vive le Condamne!"
until the cardinal drove away in his carriage.

thedral the congregation rose en masse and

Partisan Fight. Panis, Nov. 30 .- A deputation of the League of Patriots, headed by M. Derowlede today wreathed the monument on the field of Champigny. In an address M. Derowlede said the time was approaching for a war of revanche. M. Laur and Mery, also spoke. A hostile crowd hissed and hooted and finally a partisan fight broke out. An indescribable scene of disorder ensued. Gendarmes quelled the disturbance.

THE WEATHER FORECAST.

OFFICE OF WEATHER BUREAU, Омана, Nov. 29. The high barometer is now over the interior and eastern part of the country. Quite cold weather continues north of the Ohio and east of the Missouri rivers. But the low barometer, now central north of Montana, is rapidly warming up the mountain regions and the far northwest. Generally fair weather prevailed yesterday, no precipita-tion, either as rain or snow, having been reported over the districts west of the lakes The storm or low barometer in the north-west will raise the temperature during the next few days. Yesterday Miles City en-joyed a maximum of 54°, Rapid City 62°, Valentine 52° and North Platte 58°.

For Omaha and Vicinity—Warmer, fair weather today; much warmer tomorrow. Washington, D. C., Nov. 29, 8 p. m.—For Iowa, Minnesota and Nebraska—Warmer, south winds and fair weather; warmer and probably fair Tuesday.
For Missouri, Indian Territory, Oklahoma and Kansas - Warmer south winds, clear and warmer and fair Tuesday.

For Colorado-Fair; cooler Tuesday.

For the Dakotas-Southerly winds and

fair weather; colder Tuesday. UNDER A MANTLE OF SNOW,

and Cold Weather. Nonrolk, Va., Nov. 29 .- Norfolk is a win ter city today. A blizzard of great severity struck the city, beginning about 2 o'clock this morning, accompanied by sleet, which turned into a heavy snow, now lying seven inches deep on the level, and has drifted much

deeper in places. For the first time in several years sleighs are on the streets.
At Fortress Monroe it has been snowing since midnight, Saturday, and it is the worst storm seen here in years. Reports from Staunton, Harrisonburg and other places in Virginia speak of unusually cold weather.

Arrested an Embezzler. Ashland, Ore., Nov. 29. - An officer from Missouri arrived this evening with requisition papers, signed by the governors of Missouri and Oregon, for J. R. Tantum who was arrested two weeks ago by instructions of the Jamesport, Mc., bank. The officer immediately started on the return trip with the The charge is embezziement of \$6,000 and forcery.

Prosecuting Attorney Marcy K. Brown, in

an interview tonight, stated that had nothing whatever to do with the ecution of the prisoners, further than might be called upon to testify at the lifthe declined to testify them, he might imprisoned for contempt or arrested accomplice after the fact in assisting it escape of the man to whom the ransom

BLAINE IS A WELL MAN.

His Attending Physician Interviewed on the Secretary's Condition. PHILADELPHIA, Pa., Nov. 29.-The Press tomorrow will publish the following "To consult his medical adviser was the prime reason for Mr. Blaine's trip to Philadelphia, Mr. Blaine learned that he was in better health and strength now than he was four years ago, and that six months or a year hence he would be stronger than he is now. He learned further that he is as good a man physically at 01 years, Mr. Blaine's age, as anybody else of

"Mr. Blaine is a well man." This is what Dr. Taylor, the physician to the secretary, said yesterday in an interview. Dr. Taylor thoroughly examined Mr. Bigine during the latter's visit to this city and he has been the many reports to the contrary. "Mr. Blaine is in better condition, a great deal better condition than six months or a

year ago," added Dr. Taylor, "and, so far as I can definitely say from a careful observation of his condition and what has been told me of what it was before I began to attend him. Mr. Blaine enjoys better health than he did three or four years ago. Six months hence he will be even better than he is now. "Mr. Blaine is a well man. For his years; he is sturdy. When I began to attend him last spring he was suffering from an acute illness. He was in a very bad condition and completely broken down by over-work. I did not know what the outcome would be. Now there is no doubt in my mind, for Mr. Blaine's health is excellent. He is back to his normal weight. Mr. Blaine has got well by the exercise of com-mon sense, not medicines. At Bar Harbor he went out riding so far per day, walked a certain distance and played hand ball a fixed length of time. In short

he conscientiously observed my advice in the matter of exercise, and now we are both very much gratified. Before his illness Mr. Blaine was not a man who would take much exercise. Now he is the opposite. He has grown to like it. Mr. Blaine wrote me a couple of weeks before his visit here that he couple of weeks before his visit here that he walked about two miles every day. Very often he says he walked a mile at a stretch. "If Mr. Blaine continues to take care of himself as he is now doing, I see no reason why he should not live many years longer. He has entered upon the ripe age, being 61 years old, and he takes pleasure in his present strength. When I examined him he pulled up his right arm and feit his him he pulled up his right arm and feit his muscles. They were good and large. It is very gratifying to state that his limbs and s are more muscular and larger than have been for many years.

When I said he will be even in better health in six months from now I state as a reason that a person, say one who has been ill with typhoid fever, will not recover all his former strength immediately upon re-covery. He will have a heavy feeling in his lumbs, etc. This will gradually work off day by day until be finds himself sturdy, quick and full of bright health."

FIRE RECORD.

Tracy, Minn., Almost Destroyed-Other Conflagrations. TRACY, Minn.; Nov. 29 .- A large portion of

from a fire, which broke out at 11 o'clock this morning on Front street in the Hughes building. The wind was blowing a gale and the flames spread rapidly. Facilities were inadequate and all that could be done was to save some of the contents of the buildings in the path of the flames. All the buildings between Third and Fourth streets, except the state bank, were destroyed. Help arrived from Marshal and the fire was brought under control. The buildings burned were: R. E. Hughes' general store and residence, J. J.
Hartigan's saloen, H. C. Heine's shoe
store, J. B. Waugh's hotel, Braun's
restaurant, Bedle & Segur's meat
market, Allen Bates' confectionery,
Gubs' hotel, D. Stafford's hardware store, G. Peterson's tailor shop, O. L. Partridge's general store and J. D. Owens' general store Several smaller losses are included and a number of families are without homes Every hotel in the place is gone. There are suspicions of incendiarism, but nothing definite is known. It is impossible to esti-

mate the loss at present mate the loss at present
Minneapous, Minn., Nov. 29.—The fire
reported to have occurred at Escanaba,
Mich., was at Gladstone. According to
General Manager Underwood, the Soo
company has at Gladstone an elevator, two flour sheds, a coal dock in three sections and an ore dock. The fire started in the ele vator at 2 o'clock in the morning and that structure burned. One flour shed was con-sumed and the fire is now in one section of the coal dock, where it is under control. The elevator was worth \$70,000 and had from 30,000 to 50,000 bushels of grain in it. The flour shed was worth \$25,000 and contained from 8,000 to 10,000 barreis of flour. The coal dock had six hoist-ing engines and was worth \$40,000. The en-gines and 5,000 tons of coal went into the water. The property is all sovered by in-

urance. LYNN, Mass., Nov. 29 —The fire in the block owned by L. E. Parker, heir of J. N. Buffington, was not totally extinguished intil 10:30 a. m. today. Loss estimated at \$8,000; insurance, \$7,000.

REFUSED TO ANSWER.

Ex-Supreme Judge Fox of California

to be Tried for Contempt. SACRAMENTO, Cal., Nov. 29.-Hon. C. N. Fox, ex-judge of the supreme court, has at last appeared before Judge Catlin in answer to the citation directing him to show cause why he should not be published for contempt for refusing to answer a question propounded by the Sacramento grand jury as to who had paid him a fee of \$300 for appearing as counsel for J. B. Jones in the inquiry that is being made by a com-mittee of the last legislature. Fox stated to the court when the matter came up that he onsidered that he was bound by oath not to answer that question, and that it would answered by others now on subpoena. He asked for a continuance that he might pre-pare his answer. Judge Catlin said he did not sustain Fox in his opinion regarding his obligations, but granted him a continuance to next Wednesday.

Fatal Freight Train Wreck.

Ashlash, Ore., Nov. 29.—The north-bound freight on the Southern Pacific, which left here late last evening, was wrecked sixty miles north of here. Brakeman John Coughlin was killed. The train parted on a down grade and the hind section ran into the front section. Several cars were demol-

Stenmer Arrivals.

At London-Sighted: Moravia, from New York: Minnesota, from Baltimore; Beigrade, from Philadelphia. At havre—Gourgogoe, from New York. At New York—Champagoe, from Havre; Aurania, from Liverpool; Persian Monarch,

World's Fair Commissioners. Boss Crry, Idaho, Nov. 29,-The governor

has appointed James M. Wells of Koutenai county, as World's fair commissioner for Idaho, vice Delamar, resigned.

Seattle Shocked.

about five seconds each, were felt here.

WEIGHTED WITH YEARS AND HONOR.

Demonstrations Made and to be Made in Honor of the Venerable Prelate -Distinguished Churchmen in Attendance.

Sr. Louis, Mo., Nov. 29 .- Of all the days

in the calendar year this has been the day of days for the Roman Catholics of the United States. From the Atlantic to the Pacific and from the lakes to the gulf, dignitaries and laymen of the Catholic caurch in America have come to celebrate the achievements of a great man's life. Today began the celebration of the golden jubilee of Peter Richard Kenrick, bishop and archbishop of the archdiocese of St. Louis for the past fifty years. Solemn services of thanksgiving were held in all of of the Catholic churches of the city. In most of them the visiting prelates pontificated and sermons, germane to the occasion, were delivered by visiting orators. At the cathedral, Rt. Rev. John Hennessy of Dubuque, Ia., pontificated. At St. John's entiren. Archbishop Ryan celebrated pontifical mass, and Bishop Keane of Washington, D.C., preached the sermon. At St. Francis Xavier's church, Archibishop Janssen of New Orleans, La., said mass and Bi hop Moore of St. Augustine, Fla., preached the sermon. At St. Alphonsus Archuishop Gross pontificated. Archbishop Feehan of Chicago, Ill., celebrated mass at St. Bridget's, and Bistiop Hogan of Kansas City, Mo., dehvered an oration on Archoistrop Kenrick. Bishop Hennessy of Wichita, Kan., pontificated at St. Leo's, and Father Nugent of Cape Girardeau, Mo., prenched. Bishop Rodemacher of Nashville, Tenn., pontificated at St. Joseph's church, and the sermon was delivered by Bishop Marty of Sioux Falls, S. D. Bishop Scanion of Salt Lake City, Utan, colebrated high mass at the Church of the Annunciation, and Father Head, the paster, preached, Bishop Stephen Ryan, of Buffalo, N. Y., officiated at St. Vincent's church: Architshop Katzer of Milwankee at Peter and Paul's, and Bishop Fink at St. Mary's. Bishop Bourke, of Cheyenne, Ariz., and Rt. Rev. Feuton Mendweiler officiated at St. Anthony's churcu; Bishop Bonacum at St. Patrick's and Bishop Spalding at the church of the Immaculate Conception.

The celebration which began this morning will be in keeping with the noble character of the venerable and venerated prelate, No event in the Catholic church in America has brought together as many distinguished lignituries. All the church ecclesiasts will be present, and his holiness the pope has sent a representative with a gift.

In St. Louis the interest has not been confined to Roman Catholics. Many prominent oitizens, of all creeds, have given of their time and means to aid in making the occa-sion one of the grandest of its nature ever

The Christian Brothers gave an entertainment today in bonor of the Most Rev. Archbishop Kenrick at their college. Various prelates and churchmen were present. The entertainment was of a musical and literary character and was given under the direction of the Kenrick Literary society. Music was the ousiness part of this piece is in ashes rendered by the college orchestra and several ode by Mr. Griswold Smith entitled "Our

Archbishop," the orchestra concluded the exercises with the jubilee march. Archbishop Ireland's lecture at Music hall onight was a prominent feature of the festiv-nes. The distinguished prelate is one of the nost forcible speakers in the Catholic church. All sorts and conditions of men were anxious to hear and see this prince of the church, vhose name has become a by word in American oublic life, and therefore the hall was crowded. He is known to the politicians by reason of the vast influence he wields, to the Grand Army through ties of loyalty and comradeship, to the temperance men by his unflinching stand for the principle of total abstin-ence, but above all he is known to the workngmen, to whose cause he has devoted much of the energy of his mind and the cloquence of his tongue. His subject was "The Church

and Workingmen."
A feature of additional interest was the fact that Cardinal Gibbons attended the lecture. He was introduced to the audience and occupied a seat on the stage. At the close of the lecture the cardinal and Arch bishod Ireland held an informal reception for about half an hour.

The jubilee mass will take place tomorrow morning in the old cathedral on lower Walout street, which has stood there since 1834. Owing to his advanced age, 85 years, Archbishop Kenrick will not officiate as celebrant, that duty being assigned to his eminence, Cardinal Gibbons. The jubilee sermon will be delivered by his grace, Archbishop Ryan of Philadelphia, familiarly known here, where he resided many years, and was much beloved as Father Ryan.

A jubilee banquet will take place tomorrow afternoon at the Lindell hotel. The banquet will be in honor of Archbishop Kenrick and his guests, the visiting clergy. invitations have been issued to the archbishops, bishops and other leading diguitaries of the church and will be a clerical affair throughout. Speeches will be made after the courses are

The grand torchlight procession Monday night is expected to be a splendid affair, every effort having been exhausted to make it memorable. Between 25,000 and 30,000 men will participate. Tomorrow morning at the Music hall several thousand children will raise up their voices in hymns of rejoic-ing and praise, and in the evening in the same place, all the Catholic choirs in the city will mite to render one of the most magnificent musical compositions ever produced.

The main social event of jubilee week will be a reception at the Marquette club Wednes-day morning. The reception will be given in

honor of Archbishop Kenrick and the visiting clergy.
The Catholic Knights of America will tender a reception to Archbishop Janssen of New Orleans, the supreme spiritual director of the organization. Wednesday evening at Music ball in the Exposition building. The knights latend to make the occasion one of the features of the week as a demonstration They propose to show that the recent trouble which disturbed their ranks has not yet in

the least tended to produce discord among After the fixed features of the jubilee are over the remainder of the week will be given up to a round of receptions and social honors of different descriptions.

BRECKENRIDGE ON CARLISLE. Mills' Election Means That the Demos

crats Will Make the Fight on Tariff. LEXINGTON, Kv., Nov. 29 .- Colonel Breckenridge, speaking to an Associated press reporter on the Carlisle letter, said: "I agree with Carlisle on both points in his letter. On tariff reform we can elect the president and a majority in both houses of congress, and only on that issue. I am a sincere bimetalist, and I am anxious to avoid division in the democratic party, for if we divide we

will not only lose tariff reform, but the silver question. The election of Mr Milis will be a declaration that the tariff issue is

the question upon which the presidential canvass will be fought. His defeat will be

accepted as a declaration that we are not

willing to make that the issue." Made an Assignment.

PHILADELPHIA, Nov. 28.—The Advance Beneficial order made an assignment to-day for the benefit of certificate holders. Estimated claims of certificate holders, \$100,000 BEATTLE, Wash., Nov. 28.-At 3:31 this To meet these the order has \$70,000 in cash and \$77,000 locked up in the suspenced Spring afternoon two snocks of earthquake, lasting Garden National bank.