THE OMAHA DAILY BEE.

ESTABLISHED JUNE 19, 1871. OMAHA, MONDAY MORNING, OCTOBER 4, 1897. SINGLE COPY FIVE CENTS.

REFUSES MEDIATION

New Spanish Premier Emphatically Opposes Foreign Interference.

SAGASTA PROCLAIMS HIS POLICY

Methods of the Last Two Years in Cuba Will Be Reversed.

WEYLER TO BE RECALLED AT ONCE

Autonomy on the Broadest Possible Plan Part of the Program.

EXTENSIVE REFORMS ARE PROMISED

Queen Regent Confides in Liberal Leader Task of Forming a Cabinet and Parliament Will Be Dissolved at Once.

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MADRID, Oct. 3.—(New York World Cablegram—Special Telegram.)—I called on Premier Sagasta, who said in response to my queries:

"You ask me if the liberal party would assent to mediation by the United States with a view to hastening the pacification of Cuba and inducing the rebels in arms and the exiles to accept autonomy?

"Why should we assent to mediation when our intentions—long and often expressed by the liberal party—aim at realizing all that America could suggest. No Spanish party, certainly not the liberals, could assent to foreign interference in our domestic affairs or with our colonies. No government could hope to induce the nation to accept such interference. If America, as we firmly believe and hope, is disposed to be sincerely friendly with us, let her enforce the rules of international law and stop the flow of moral and material aid, without which the insurrection could not last six months.

WILL RECALL WEYLER.

"We shall reverse completely the policy of the last two years in Cuba, beginning, naturally with the recall of Weyler.

"I informed the queen yesterday that the liberal party would accept the responsibilities of office most willingly if her majesty honored the party with her confidence, that the liberal party had plans for all the pending questions of the day in Spain and certainly would grant to Cuba autonomy along the lines traced in the program of the Cuban autonomists themselves. I said so in my manifesto in June and have repeated the same promise during the government holidays. The liberal party is prepared to grant to Cuba all possible self government—a broad tariff and every concession compatible with inflexible defense of Spanish rule and sovereignty in the West Indies. We believe this will satisfy the majority of the Cubans and we will act thus spontaneously."

The new prime minister spoke with much warmth and an unusual flow of words, although the statesman generally is reserved.

REFORM CUBAN ABUSES.

I understand that the liberal party will take in hand vigorously the reform of abuses in the administration in Spain, the Philippine islands and in Cuba especially, and make extensive reforms in taxation and the finances. All this will meet the desires of the queen regent. I am able to state that the queen confides to Senor Sagasta the mission of forming a liberal cabinet on the understanding that with her full assent he shall reverse the colonial policy of the last two years and recall Weyler immediately and that at her request he also shall undertake to reform every branch of the administration in Spain and the colonies. I have learned that the queen very resolutely took the initiative throughout this crisis and its solution is quite in harmony with the public sentiment.

The liberal party will have to dissolve Parliament, the majorities in the two chambers being conservative.

ARTHUR E. HOUGHTON.

QUEEN REGENT FORCES A CRISIS.

Leaves Azcarraga No Alternative but to Resign.

LONDON, Oct. 3.—The Madrid correspondent of the Standard says:

The queen regent took a strong initiative during the crisis and profoundly surprised General Azcarraga by leaving him no alternative but resignation. She frankly expressed her disapproval of the conservative administration, especially in its treatment of the anarchist prisoners at Fortress Montjuio. She said she had allowed Senor Canovas to remain in office in the hope that he would modify the rigor of his repressive policy in Cuba and she had repeatedly called the attention of the ministry to the administrative scandals and abuses. Moreover, her majesty said she waited patiently for two months after the death of Senor Canovas in the hope that the new government would correct these evils. On its failure to do so she took it upon herself to consult General Campos, Senor Silva and others as to the best means of pacifying Cuba by an endeavor to satisfy the autonomists and thus virtually to steal a march on American diplomacy.

All the statesmen whom she consulted appear to have advised a liberal cabinet as the best means of attaining the queen's wishes. Thereupon her majesty thanked General Azcarraga for his splendid services as minister for war and intimated her intention to appoint Senor Sagasta as minister.

The latter expressed his intention to give the largest measure of Cuban home rule, to reverse the conservative policy in Cuba and the Philippines, to recall General Weyler if he did not resign, to procure for a dissolution of the Cortes and to select able representatives to go to Washington and European capitals as well as to the colonies of Spain, to prove to America and Europe that Spain is going to do what the United States has suggested, could be accomplished more quickly and better by mediation or the interference which the Spanish people would certainly not brook, and to which no Spanish government could assent.

Senor Sagasta met with a hearty response on the part of the liberal statesmen, and Spanish stocks and securities have steadily risen on the strength of this settlement of the crisis.

The Daily News says, editorially, this morning: "If General Woodford has not presented an ultimatum at Madrid it seems clear that he has made representations carrying tolerably similar effects and practically resulting in the downfall of the cabinet. The change of the ministry seems to tend toward an accommodation with America's known desires."

HAVE NO USE FOR AUTONOMY.

Cubans Demand Nothing Short of Absolute Independence.

NEW YORK, Oct. 3.—The Herald tomorrow will print a number of interviews with leading Cubans here on the situation in the island. The Cubans all maintain that autonomy for the island is out of the question, but most of them are in favor of paying Spain a reasonable indemnity providing it evacuates the island at once.

T. Estrada Palma, representative of the Cuban provisional government, said: "To the Cuban patriots it makes little difference whether a liberal or conservative ministry directs affairs in Spain. A change in government in Spain does not alter the case of the Cubans. They are now more firmly determined than ever to push the fight until the absolute independence of Cuba is acknowledged. I believe the Cubans are willing to pay a reasonable indemnity to Spain provided it withdraws its troops from Cuba before the island is completely ruined."

Enrique J. de Verona said: "I believe autonomy would complicate rather than solve the Cuban situation. Absolute independence is the aspiration of the immense majority of the Cuban people. Cuba needs a definite program. Spanish autonomy would not give it to the island. The only practical solution of the Cuban problem is absolute independence."

Dr. Henry Leon de Sayes said: "Cubans are and have been willing to treat with Spain for a cessation of hostilities, provided Spain shall acknowledge Cuba's independence."

Colonel Lopez de Queralta, formerly of the United States army and a veteran of the ten years' war in Cuba, said: "I would like to see Cuba freed by force of arms. But to avoid further shedding of blood of innocent people I would, though painfully, sign and give my consent to a compensation to Spain for the sake of getting rid of the Spanish."

E. Trujillo, editor of El Porvenir, said: "Cubans are fighting for absolute independence and will accept no other solution."

Brigadier Eugenio Sanchez Agramonte, surgeon general of the Cuban army, said: "Cubans are firmly determined to fight until absolute independence is accomplished, but a few million, more or less, providing the sum is reasonable, would be paid by them to Spain in order to prevent a prolongation of the struggle."

Regarding the plan for the purchase of Cuba from the Spanish General Emilio Nunez, who has been consulting with the Junta leaders in New York, said: "I cannot see how the plans for the freedom of Cuba on the basis of a guarantee to Spain by the United States of $2,000,000 in cash could be displeasing to any of the parties, except that the amount is greatly in excess of the value of the relics left by Weyler. The United States could be able to back up the proposition because it would have the revenue of Cuba as a guaranty and would gain from improvement of trade relations. I believe that stern as our resolution is never to lay down our arms to Spain, the majority of our people are not so unwise as to imagine it better to fight to the last gasp rather than cease the struggle on terms so favorable as are now possible."

ENDORSE NEW GREEK CABINET.

Athens Papers Well Pleased with the Latest Ministry.

ATHENS, Oct. 3.—The new cabinet organized by M. Zaimis has met with favorable reception from the press. The Asty, the Akropolis, the Ephimeris and the Scrip all denounce M. Delyannis. The Scrip hopes that "The Greek Ollivier will cease to disturb the country he ruined," adding that "his return to power would be a national disgrace."

The new ministers took the oath of office before King George this morning, Captain Hadji Kyriako having accepted the portfolio of minister of marine. A large crowd assembled in the vicinity of the palace and gave them a sympathetic greeting. The cheering was especially enthusiastic for General Smolenski, minister of war.

M. Karapanos, M. Ralli and the tricouplists have decided to support M. Zaimis.

The new government has decided to send Prince Mavroro Corcede, the former Greek minister to Turkey, to Constantinople to negotiate the definite peace treaty.

TORTURED BY THE THIBETANS.

Terrible Experiences Undergone by Henry Savage Landor.

BOMBAY, Oct. 3.—Henry Savage Landor, a well-known artist, traveler and writer and grandson of the celebrated Walter Savage Landor, has just returned to India after a terrible experience. He had undertaken an exploring tour in Thibet, but he was abandoned by all the members of his company except two coolies. Finally the Thibetans arrested him by an act of treachery, sentenced him to death and after torturing him with hot irons, actually carried him to the execution ground. At almost the last minute the execution was stopped by the grand llama, who commuted the sentence to torture by the "stretching log," a species of rack, which greatly injured Mr. Landor's spine and limbs. After being chained for eight days he was released. Mr. Landor has no fewer than twenty-two wounds as the result of his torture.

CAUSES GOVERNMENT TO PAUSE.

Great Outcry Against the New German Naval Bill.

BERLIN, Oct. 3.—The outcry against the new naval bill which contemplates an appropriation of 410,000,000 marks to be distributed over seven years and the construction of a score of vessels, of which ten are to be large ships, appears to have caused the government to pause. Prince Hohenlohe, the chancellor, returned to Berlin last night and on Wednesday next, with Admiral Tirpitz, will consult with Emperor William on the naval program.

The National Zeitung, in a paragraph evidently inspired, announces that the details of the program have not been settled but will be the subject of deliberation at the meeting of the Bunderath next Wednesday, as the admiralty has no idea of trying to curb the budget rights of the Bundesrath.

Confirms Darwin's Theory.

LONDON, Oct. 4.—A dispatch to the Times from Melbourne says that the expedition of the Sydney Geographical society, under Prof. David, to the Ellice islands, between the Gilbert islands and the Fiji islands, northeast of Australia, has obtained evidence confirming the theory of Darwin as to the formation of coral islands. Diamond drilling in coral to the depth of 557 feet failed to reach bottom.

Lost Off the Labrador Coast.

ST. JOHNS, N. F., Oct. 3.—The schooners Garibaldi, Ercubus and Poppy, were lost off the Labrador coast in the severest of storms which have prevailed during the past fortnight. Five men and one woman were drowned. The schooner Nautilus which left the same port caught fire and was burned to the waters' edge and sank. The crew was saved.

Afraid of the Sun.

YOKOHAMA, Sept. 18.—The emperor of China has forbidden all sorts of banquets and junketing because an eclipse will occur on January 22, 1898. An eclipse of the sun is said by the Chinese to be a proof of the wrath of heaven at the lack of virtue in a ruler.

Fighting in South America.

LONDON, Oct. 4.—According to a dispatch to the Times from Buenos Ayres telegrams from Brazil to that city report several days' severe fighting at Canudos between the government troops and the rebels. Both sides lost heavily and the government troops failed to capture the stronghold.

Miners Ask an Advance.

LIEGE, Belgium, Oct. 3.—The national congress of miners which has been in session here, decided to make a demand for an advance of 15 per cent in wages. If this demand is not granted by the middle of November the executive committee will call a general strike.

Drowned on Skagway Trail.

VANCOUVER, B. C., Oct. 3.—Word has been received that ex-Mayor Fred Cope was drowned in a creek on the Skagway trail while fording it with a horse. He slipped and was instantly washed away.

Socialist Convention.

BERLIN, Oct. 3.—The socialist convention was opened at Homberg today. Its principal object is to decide as to the participation of the socialists as a party in the forthcoming elections to the Diet.

OCTOBER ON GREAT LAKES

Most Dangerous Month in the Entire Year for Mariners.

WEATHER BUREAU VOLUNTEERS ITS AID

Secretary Wilson Compiles Records of Storms for the Purpose of Assisting Navigation on the Inland Seas.

WASHINGTON, Oct. 3.—It is the policy of Secretary James Wilson to extend the operations of the Department of Agriculture along all useful lines authorized by law. Recently, after a consultation with the chief of the weather bureau, he decided to make use of some of the great fund of meteorological information contained in the weather bureau by having a monthly marine meteorological chart issued for the benefit of the mariners of the great lakes. He was of the opinion that by a study of the records of past storms much useful information might be collated and published, showing a month in advance what mariners might reasonably expect.

The first of this series of monthly charts was mailed from the central office of the weather bureau yesterday. It gives information relative to the present month of October. It shows the principal tracks pursued by storms crossing the lake region. The track of greatest frequency is eastward through the center of Lake Superior. The storm track next in importance is a line drawn from Milwaukee northeast to Alpena. The next in order of frequency is a line drawn from the southern point of Lake Michigan northeast to Port Huron, and the least frequented of the four storm tracks is represented by a line drawn from Port Arthur southeast to Petoskey, Mich. In other words, if during the coming month a mariner notices by the daily reports a storm center in the region of any of these tracks he can very accurately determine what will be its future course and can steer accordingly. The chart shows the normal wind direction for the coming month at each one of the weather bureau stations and about the number of foggy days that may be expected on different portions of the several lakes as determined by the records of the last twenty-seven years. The text printed on the back of the chart shows the location of all the danger signals of the weather bureau—about 125 in number—and much other information useful to vessel masters.

OCTOBER A BAD MONTH.

A typical cyclonic storm is shown in one corner of the chart, with the converging of the winds toward the center, and a wind barometer table of the lake region is included in the text.

A little study of the diagram of the storm center in connection with the wind barometer table will enable captains who have left port to determine the progress of storms last noted on the weather bureau charts on shore. On the average five storms pass directly over the lake region in October, a majority of which, however, can be safely weathered by the larger craft. Occassionally an October storm of unusual severity sweeps over the lakes, endangering the safety of the strongest vessels. In the last twenty years not more than a half dozen such storms have occurred in the month above named.

The storm of October 23 and 24, 1887, was probably the most widespread and serious for the season that has occurred in recent years. October is a month of transition from warm to cold—generally one of the most pleasant in the year. The change to winter conditions is first noticeable on Lake Superior, where light snow storms may occur at any time after the 15th. Snow falls in the vicinity of Marquette a little earlier than other points to the westward. It has been observed as early as September 13, both at Marquette and Sault Ste. Marie. On lower Lake Michigan snow has fallen as early as October 6, but the average date for snow at the eastern end of Lake Erie, October 28, is about ten days earlier than at the western end.

INCREASE IN THE UPSET PRICE.

Details of Arrangements for the Union Pacific Sale.

WASHINGTON, Oct. 3.—Nearly $51,000,000 is the total amount that is to be received by the government for its lien upon the Union Pacific railway as a result of the foreclosure sale on November 1.

Both the officials of the organization and the representatives of the reorganization syndicate are very reticent as to the details of the transaction, but the negotiations of the last few days have led to an agreement which is in effect an increase of about $5,000,000 in the amount which the government is to receive for its lien. This will make the increase in the cash balance of the treasury as a result of the sale of the road and the bonds in the sinking fund about $46,000,000, as the $4,537,216 in cash belonging to the Union Pacific sinking fund is now carried as part of the cash in the treasury.

It is now understood that all the payments are to be made in two months after the sale, which would bring in the total amount paid by the first of January. The government is then required to pay on January 1 on account of matured bonds of the various Pacific railways $30,000,000 in round numbers, so that all but about $16,000,000 of money paid for the government interest in the road will go back into circulation immediately on that date.

One of the matters which has been considered at the recent conferences between the attorney general and Governor Hoadley, representing the reorganization syndicate, has been the question of the withdrawal of such a large sum as $46,000,000 from circulation for even a short time. The treasury officials have no desire to lock this money up in the treasury and tighten the money market in consequence, and it is probable that the $30,000,000 which will have to be paid out again on January 1 will not be actually paid into the treasury at all, but will be deposited in the national bank government depositories, where it will be subject to the draft of the treasurer of the United States, and can be paid out in redemption of bonds without being actually taken out of circulation at all. The balance of the purchase money will be transferred to the treasury.

Part of the increase which will be paid by the reorganization syndicate is the result of recognition by that syndicate of the validity of the government claim to a lien on the Omaha bridge. An increase of between $1,500,000 and $2,000,000 is made on this account. It is impossible to learn whether the remainder of the increase is due to placing a new valuation on the bonds in the sinking fund or to a direct increase in the amount to be bid for the government lien on the Union Pacific road.

EXPENDED ON STORES FOR ARMY.

Annual Report of Quartermaster General Weeks.

WASHINGTON, Oct. 3.—The annual report of Quartermaster General Weeks to the secretary of war states that during the past year the entire army has been elaborately and promptly supplied with all necessary articles of quartermaster's stores. The sum of $7,837 was expended in the purchase of tents for the Mississippi flood sufferers last spring and tents were supplied also to the citizens of El Paso, Tex., rendered homeless by the Rio Grande floods and to the tornado sufferers at Chandler, Okl.

In changing stations of troops $182,640 was expended. The appropriations for the enlargement of posts was expended at the following points: Fort Harrison, $40,000; Fort Wayne, $20,000; Presidio, $83,979; Fort Hancock, $324,752 (this was for thirty-two buildings, sewerage, water supply and heating); Spokane, $100,000; Fort Riley, $75,000; Fort D. A. Russell, $40,000; Fort Monroe, $13,925. The appropriation of $40,000 for a post at Bismarck, N. D., has lapsed into the treasury and is no longer attainable, the citizens failing to offer a suitable site.

RELATES TO NICARAGUAN CANAL.

Claims of Costa Rica to Certain Territory Are Baseless.

WASHINGTON, Oct. 3.—Senor Calvo, the Costa Rican minister, today called attention to a publication regarding the rights of Costa Rica in the delta of the San Juan river, a matter which has a strong bearing on the future of the Nicaraguan canal project. The published statement was as follows:

"General Alexander decides that the boundary between the two republics shall commence at the extremity of Punta de Castilla, at the mouth of the river San Juan, and shall continue following the right bank—that is to say the Costa Rica bank of said river—until a point is reached three miles from Satillo Villa.

"He located this point according to the treaty stipulations at a place that puts the San Juan river and its delta wholly within the territory of Nicaragua. Nicaragua owns the river Summo Imperio as part of its domain and exercises over it all rights of sovereignty and domain. Greytown, instead of being on Costa Rican soil, as was contended, is determined to be in Nicaragua. The whole claim of the Costa Ricans thus falls to the ground."

Postal Statistics.

WASHINGTON, Oct. 3.—Henry A. Castle, auditor for the Postoffice department, has closed the books for the postal service for the fiscal year ended June 30 last. The results compared with the preceding year show that the receipts increased $166,254 for the year; expenditures increased $347,745, while the deficit was increased by $3,304,490. For 1895 receipts were $82,665,462; expenditures, $94,097,042, and the deficit was $11,431,579.

Cuban Mass Meeting.

WASHINGTON, Oct. 3.—The Cuban mass meeting announced for this afternoon was handicapped by the officers of the Cuban league, except the president, Clara Belle Brown. It was said the league officers are in a broil and a reorganization is likely. The speakers today were Rev. Byron Sunderland, senior pastor with Dr. Talmage at the First Presbyterian church, and Rev. Henry Cowden, chaplain of the house.

DENVER AND GULF RAILROAD.

Sale of a Large Block of Securities of the Company.

DENVER, Colo., Oct. 3.—Receiver Trumbull of the Union Pacific, Denver & Gulf railroad, has returned from New York City, where he attended a meeting of the reorganization committee.

He said today: "A syndicate composed of the strongest financial and banking houses in New York City, headed by Hallgarten & Co. and J. Kennedy, Tod & Co., purchased several weeks ago from J. Pierpont Morgan & Co., trustees of the Union Pacific collateral trust of 1893, a large block of Gulf securities, viz: Consul bonds, $6,500,000; stock, $13,000,000, making a total of $19,500,000.

"This sale of $20,000,000 in Gulf securities to the syndicate is the basis of reorganization of the road. It represents nearly one-half of the road's securities. Enough additional proxies have already been obtained from other sources to give the syndicate control of the road. Consequently there was appointed a reorganization committee representing a majority of the bonds and stocks. It consists of J. M. Dodge, chairman; W. Hermann, H. Levis, Oliver Ames, George M. Hallman, Henry Bridge and J. Kennedy Tod. Three months will be spent in dealing with the plan for reorganization. Six months longer will be required to make the arrangements provided for in the plan. The new company, therefore, can scarcely take possession before July 1, 1898. The road will probably have a new name. The reorganization committee has under consideration the completion of the Gulf line between Pueblo and Walsenburg. It is a good omen for Colorado that the strong financial houses of New York City desired to take hold of the road. They will develop as far as possible the industries along the line. It looks as though Colorado is not altogether in disrepute when a $20,000,000 deal can be closed in a week. That was the time required after the men interested in the sale got to work."

STEEL BARGES TO CARRY GRAIN.

Ship from St. Louis to New Orleans for Three Cents a Bushel.

ST. LOUIS, Oct. 3.—Stockholders of the Consolidated Elevator company have practically decided to organize a company to build steel barges of light draft, in which it is expected grain can be shipped to New Orleans for 3 cents a bushel. W. B. Samuel, general manager of the company, has this to say on the subject:

"A steel barge line will be running on the Mississippi the early part of 1898. There is a movement on foot to build steel barges of the latest construction that will draw but fourteen or fifteen inches of water and carry 800 tons of freight. That will make them capable of running during the lowest stages of water in the river and they can carry grain the year round to New Orleans for 3 cents per bushel. One of the best known shipbuilders in the country will establish a shipyard in St. Louis and construct these barges. By the first of next March we will have a boat and four or five steel barges ready for the spring trade. These steel barges can be operated far cheaper than the wooden barges can. Only 2 per cent of the cost of a steel barge will pay for its annual repairs, whereas it requires from 8 to 10 per cent to keep a wooden barge in good shape. Owing to this low cost of operating steel barges, a very low freight rate can be offered the public."

EXAMINER AND AUDITOR AGREE.

Hundred and Thirty-One Dollars Will Be Paid to Cover the Shortage.

PIERRE, S. D., Oct. 3.—(Special Telegram.)—Yesterday the public examiner and Auditor Mayhew reached a final settlement which changed the original report of the examiner $1, leaving $131 due the state from Mr. Mayhew, and that amount will be turned into the treasury at once. The final total is all definitely located as having passed through the auditor's hands, and no one can be accused of any willful appropriation of funds. The apparent $56 increase shown yesterday was explained satisfactorily, and the whole matter, so far as money is concerned, is practically wound up.

Funeral of Mrs. Katherine Hodges.

CHICAGO, Oct. 3.—The funeral of Mrs. Katherine Hodges, the well known authoress, took place today. The services, which were held under the auspices of the Masonic Order of the Eastern Star, were largely attended. Mrs. Hodges, whose death from apoplexy occurred last Thursday, was widely known as an authoress and newspaper worker. She was a member of the Illinois Woman's Press association, president of the Authors' Protective Publishing company and the author of several books, among which are histories of New York and Colorado, "Fifty Years a Queen" and "Life of Mrs. Henry Ward Beecher."

Troops to Keep Indians Quiet.

GUTHRIE, Okl., Oct. 3.—Two troops of cavalry have been started for the Darlington Indian agency to keep order during the Choctaw election, which begins tomorrow. The Indians are already beyond control and the cavalry has been sent by order of the War department in response to an appeal from Major Woodson, the government agent.

Movements of Ocean Vessels, Oct. 3.

At Philadelphia—Arrived—Circassian, from Savona.

At New York—Arrived—California, from Hamburg.

At Havre—Arrived—La Gascogne, from New York.

At Queenstown—Sailed—Campania, for New York; Belgenland, from Liverpool for Philadelphia.

FLAMES RUIN THE FARMERS

Prairie Fire Devastates a Section of Country in Manitoba.

FAMILY OF SEVEN IS BURNED TO DEATH

Carcasses of Horses, Cattle and Sheep Are Lying All Over the District—Fire Finally Burns Itself Out.

WINNIPEG, Manitoba, Oct. 3.—The prairie fire which raged all over the country yesterday, being fanned and driven by a gale of wind, died out during the night and this morning's sun dawned upon a terrible scene of death and devastation, farm houses, implements, crops and live stock everywhere being consumed, and many farmers lost their all.

A most lamentable story comes from Beausejour, forty miles east of this city, where two women and five children named Moreski were burned to death. Fire came upon their house, which was in the woods, from two directions simultaneously and cut off all means of escape. The charred remains were found this morning.

There were many narrow escapes. Carcasses of horses, cattle and sheep are lying all over the district and a number of families of foreigners are homeless and destitute. At Bagotte, seventy miles west, the Canadian Pacific station and seven cars, the Dominion elevator with 20,000 bushels of wheat, Lawrie's store, Higinotham's, Link's and Buckanan's stables, a cold storage warehouse and Farmer Waldron's farm buildings and crops were totally destroyed. The little town was practically wiped out of existence. At Stony Mountain fire ran up to the Canadian Pacific railroad platform, where by desperate efforts its action was stayed. Much hay and grain were consumed in this district.

In the Lake Francis district, northwest of the city, there was also extensive destruction of stock. A farmer named Markham was terribly burned while trying to save his property. At Oakland, several hundred cords of wood and thousands of tons of hay were licked up. Just south of this city there is a large hay marsh and fire was driven over this, consuming everything. Nearly every farmer lost his hay and many lost their grain and implements. There were large bands of horses and cattle pasturing on the marsh, and today their carcasses dot the burning prairie. The people in this city were anxious for some hours, for it was feared the fire would come into the suburbs where many valuable residences are situated. A timely change of wind averted the danger.

THREE PERSONS BURNED TO DEATH.

SPRINGFIELD, Mass., Oct. 3.—A special to the Union from East Longmeadow says:

Three lives were lost early this morning by the burning of a dwelling house in the center of this place. The home of George Brownlee caught fire from a chimney. Mrs. Brownlee, her husband and two sons, Thomas, aged 21 years of age, and James, aged 19 years, escaped in their night robes, but Mrs. Brownlee and her son Thomas were a few moments later burned in the building, their bodies being buried in the ruins.

Mrs. Brownlee, losing her head, rushed back into the house, thinking her sons had not come out. Thomas rushed after her to save her and James after Thomas. The mother and elder son were overcome, while James got out but was burned so severely that he died this afternoon. Mr. Brownlee himself was badly burned on the hands and feet. The bodies of the victims were recovered.

COLUMBUS, O., Oct. 3.—A special to the State Journal from Chicago Junction says: The prairie fire is still raging here. The flames have reached the gardens and village of the Hollanders Celery company, and hundreds of men are fighting to keep the flames from entering the village. The wind at present is favorable. Over 3,000 acres of farm land lie in waste. Many families have deserted their homes, leaving crops and stock to perish in the flames. The damage already done amounts to thousands of dollars.

SUFFER FROM A WATER FAMINE.

Streams in Kansas and Missouri Are Drying Up.

KANSAS CITY, Mo., Oct. 3.—According to specials to the Times a water famine is impending in this part of the southwest. In the immediate vicinity of Kansas City there has not been such a scarcity of water for seventeen years. All the small streams and many of the ponds in Jackson county are dry and the same is reported to be true all over this section of the country. Almost every town in Missouri and Kansas is already feeling the effects of the water famine. Those which are coming out best are the ones which have artesian wells. The suffering among the farmers is greater than in the towns, however. Many farmers have for days been obliged to haul water for miles. Stock as well as people are suffering and vegetation is drying up. Unless rain comes soon severe results may ensue.

Fight with Cattle Thieves.

BAKER CITY, Ore., Oct. 3.—Sheriff Kilborn and posse engaged in a battle with two cattle thieves last night on the lower Powder river. In all about forty shots were exchanged. It was dark when the sheriff and his men came upon the bandits, who had with them eighty head of cattle. Both sides opened fire and Fred Hull, one of the thieves, was shot through the arm. Both escaped in the darkness and Hull rode to this city, where he called a doctor to dress his wounds. He was arrested in his room today. His partner, Earl Wheeler, has not yet been captured.

Reward for Train Robbers.

GUTHRIE, Okl., Oct. 3.—The Chicago, Rock Island & Pacific company has offered a reward of $500 each for the capture of the five men who held up and robbed its passenger train at Chickasaw at noon Friday. A score of deputy marshals with bloodhounds are scouring the country for the Jennings gang of outlaws, which is responsible for the robbery. It is believed the gang has doubled back and will strike a Santa Fe passenger train at some point in the strip country.

Pay in Mexican Silver Dollars.

MONTEREY, Mex., Oct. 3.—The manager of the large smelters of the Gugenheim syndicate, situated here and at Aguas Caliente, has notified their men that hereafter their salaries will not be paid in gold, but will be in Mexican silver, at the ratio of two Mexican dollars for one gold dollar. It is reported that the same action will be taken by the railroads and other foreign corporations in Mexico toward their office employes.

Steamer Arrives from Alaska.

SEATTLE, Wash., Oct. 3.—The steamer Wolcott arrived last night from Prince William sound, Alaska. The Wolcott had two passengers who report that everything was quiet on the Copper river. Ex-United States Marshal Lewis Williams of Alaska, who was one of the passengers, states that it is utterly impossible for boats to ascend Copper river, owing to rapids and other obstructions.

Troops to Be Withdrawn.

HAZLETON, Pa., Oct. 3.—It is announced tonight that the battalion of troops still stationed here will be withdrawn tomorrow. All the militia will then have left. The miners are nearly all at work and affairs have again assumed their normal condition.

Steamer Alki Sails.

TACOMA, Wash., Oct. 3.—The steamer Alki sailed today for Skagway with a full cargo of freight and about fifty passengers. The steamer carries a quantity of coal for Seward City.

COOL WAVE IS NOT PERCEPTIBLE.

Wind and Dust Are the Features of Sunday.

Hour.	Deg.	Hour.	Deg.
5 a. m.....	68	1 p. m.....	87
6 a. m.....	67	2 p. m.....	87
7 a. m.....	68	3 p. m.....	86
8 a. m.....	69	4 p. m.....	86
9 a. m.....	70	5 p. m.....	86
10 a. m.....	74	6 p. m.....	83
11 a. m.....	80	7 p. m.....	80
12 m.....	84	8 p. m.....	78
		9 p. m.....	76

If the cool wave visited this section yesterday it was not keenly perceptible to the public. The wind was quite brisk at times and filled the air with dust, but the temperature was oppressive. The maximum for the day was 87 degrees. The greatest need just at this time is rain, but there is none in sight.

TWO KILLED ON THE RIO GRANDE.

Result of Breakage of Trucks on a Day Coach.

PUEBLO, Colo., Oct. 3.—One person killed outright, one so injured that he died soon after the accident, and others slightly injured, is the result of a wreck on the Denver & Rio Grande narrow gauge at Cotopaxi, seventy-two miles west of Pueblo, at 2 o'clock this morning, caused by the breaking of a journal on one of the coaches. The train was the first section of No. 6, from over Marshall pass and was slowing down to take the siding at Cotopaxi. While running at ten miles an hour a journal on the rear trucks of the first day coach broke. The car pitched over on its side and dragged with it all the cars behind, another coach, two sleepers and the company's pay car. Three tourist coaches, the baggage car and engine, all ahead of the first coach, remained on the track. The cars were all crowded with excursionists bound to the festival of Mountain and Plain at Denver. There was little excitement and not much wreckage, as the train was running very slowly. The railroad company furnishes the following list of casualties:

The dead:

MRS. F. B. M'INTYRE, Silverton, Colo.

F. W. SEYLER, 2809 Carmony avenue, Cincinnati, O., legs crushed; died on the way to the hospital.

Seriously injured:

Mrs. Robinson, Delta, head injured.

Mrs. Mary Johnson, Telluride, right shoulder injured.

Frank Eadams, Telluride, cut about head.

Miss Ada Crompton, Delta, injured on head.

Mrs. Saunderg, Salida, cut on lip and left shoulder injured.

Slightly injured:

Miss Laura Gates, Denver, cut on head.

Mrs. James Kirk, Montrose, slightly bruised.

Mrs. G. N. Compton, Denver, back slightly injured.

J. H. Shay, Telluride, left leg and right shoulder hurt, slightly cut about head.

Lulu Chase, Denver, bad cut over right eye.

F. H. Posey, care N. B. McCrary, Denver, right arm bruised, head cut.

John Moling, Teluride, slightly hurt.

C. H. Bernedesfer, Telluride, right side of face scratched.

A. D. Howard, Booneville, Mo., hand cut and side bruised.

H. Williamson, Denver, conductor, head cut and face scratched.

James O'Connor, paymaster, Denver, contused hip.

A dozen or more received more or less painful injuries, but were not seriously hurt.

Mrs. McIntyre was in lower berth No. 4, in the forward sleeper, and was found after the wreck lying dead on the ground opposite her berth window. She was badly crushed. Mr. Seyler was standing on the platform between the two coaches when the wreck occurred. He was badly crushed, but was conscious to the last. Of the injured the death of Mrs. Robinson of Delta, only, is feared.

Immediately after the accident a relief train with surgeons was sent out from Salida and all were promptly given attention. Wrecking crews were sent out from Pueblo and the track was cleared in three hours.

CLEVELAND, O., Oct. 3.—In a freight collision on the Nickel Plate railroad at Willoughby, O., today engineer Charles Brown of Bellevue was killed and seven cars loaded with grain and stock were demolished.

NO BOLT YET FROM TAMMANY.

Henry George Characterizes the Movement as Ill-Advised.

NEW YORK, Oct. 3.—The democratic campaign committee to have charge of the forces which it is said will bolt from the ranks of Tammany did not meet and formally organize today, as had been announced. Instead, the men who are the moving spirits attended several conferences with the democratic alliance and held informal talks with Henry George at the Union Square hotel. Mr. George and his friends disclaim any specific knowledge of a bolt from Tammany hall or the organization of the democratic campaign committee. Indeed, when asked about it, they seemed to consider the movement ill advised or at least premature. Concerning his ability to stand the strain of the short, and in all probability spirited campaign, Mr. George said today he felt equal to the task, providing too much of the work is not heaped upon him.

Former Congressman Tom L. Johnson of Cleveland, O., has come to this city to work for Henry George. Mr. Johnson has won fame by his hustling campaigns in Ohio.

The executive committee of the United German Societies held a meeting at the Teutonia assembly rooms tonight, at which the subcommittees which were appointed at the previous meeting held by the delegates, representing 150 societies, to present the resolution favoring the nomination of William Sohmer for mayor, reported that it has discharged its duty and that the petition was disregarded by Tammany hall. The matter was generally discussed by those present and some favored endorsing Low and others Henry George for mayor. A compromise was arrived at to adjourn until next Thursday. A resolution was adopted in which Tammany was scored. The statement declares that the societies represented will not submit to Croker's dictation.

ESTIMATE OF THIS YEAR'S CROPS.

Wheat Shortage in Northwest Offset by Nebraska's Bumper Yield.

CHICAGO, Oct. 3.—The Orange Judd Farmer, in its final estimate of the year's wheat crop, says that figures based on actual threshing returns indicate a total yield of 589,000,000 bushels, of which 373,530,000 bushels is winter and 215,470,000 bushels spring wheat. With the exception of Illinois and Missouri the winter wheat yield represents the full capacity of the soil. The spring wheat yield in Minnesota and the Dakotas has proven a disappointment, the aggregate being only 129,000,000 bushels. The shortage there is in a measure counterbalanced by the good yield in Nebraska, Oregon and Washington.

The reports on the corn crop are exceedingly disappointing, at an outside estimate of 1,750,000,000 bushels. Drouth during the past two months reduced the average condition from 82.3 a month ago to 78.9 on October 1.

An average oat yield of 28.7 bushels per acre suggests a crop of 814,000,000 bushels, 100,000,000 more than last year.

Probable Suicide.

ST. LOUIS, Oct. 3.—Charles F. Wing, an attorney from Greenville, Ky., lies dead on a slab at the morgue. His body was taken from the river at the foot of Haven street in South St. Louis. Whether his death was due to accident, murder or suicide has not been established.

Lease Great Northern Theater.

CHICAGO, Oct. 3.—David Henderson today confirmed the rumor that he has assumed the management of the Great Northern theater of Chicago. Mr. Henderson says he has secured the playhouse for three years and will make it first class in every respect.

FURY OF OLD OCEAN

Wrath of the Atlantic Causes the Loss of Half a Hundred Lives.

IRON SAILING VESSEL AND CREW GO DOWN

Disaster Occurs Sept. 18, but News is Just Received at Halifax.

STORY BROUGHT BY THE BARK ST. PETER

Captain Skaling Unable to Render Any Assistance to Distressed Ship.

HIS OWN VESSEL OUTRIDES THE STORM

Crew of a Wrecked Schooner Off Atlantic City is Rescued with Difficulty by Life Saving Crew.

HALIFAX, N. S., Oct. 3.—The British barkentine St. Peter, before reported having been passed at sea and making for Halifax in distress, arrived here today. It was partially dismasted in a hurricane that struck it on the night of September 18, compelling it to put about for Halifax in order to repair the damage.

Captain Skaling brings the startling report that the storm through which his vessel passed was the cause of sending to the bottom a four-masted iron sailing ship, which must have carried a crew of at least forty-five or fifty men. The St. Peter and the other vessel had been sailing within sight of each other all day on the 8th, but never came within hailing distance. The name of the iron vessel could not be distinguished from the deck of the St. Peter. When evening closed in the big ship could be plainly seen. Its lights were in sight for some time after dark. Then the hurricane swept the ocean and the crew of the St. Peter had all they could do to keep their vessel afloat. It was thrown on its beam ends and remained in that position for ten hours, during which time the crew were lashed to various parts of the deckwork. The deckload and nearly all the water casks were carried away. Several of the men were knocked about and bruised, but none seriously hurt.

When the St. Peter righted itself on the 9th nothing was to be seen of the four-masted vessel seen the day before, but shortly afterward the St. Peter passed the floating wreck of a ship's deck and deckhouse, which the crew identified as belonging to their sailing companion of the previous day. The condition of the St. Peter rendered it impossible for the crew to make an examination of the wreckage in order to learn the name of the ship, but Captain Skaling is satis