OMAHA, MONDAY MORNING, DECEMBER 5, 1898.

coming west and would pass through Hardy

It was accordingly arranged that speeches

5 n. m..... 5 6 n. m.... 6 7 n. m.... 5

8 n. m..... 4 9 n. m..... 5 10 n. m..... 8

11 a. m..... 11

12 m...... 14

Congress Assembles at Noon Today for the Short Session.

IMPORTANT MATTERS FOR CONSIDERATION

President's Message Will Occupy Time of Both Houses Today.

SENATE MUST CONSIDER PEACE TREATY

Plenty of Appropriation Bills to Be Acted Upon.

PLAN FOR THE GOVERNMENT OF HAWAII

Bills for the Enlargement of the Reg ular Army Will Forge to the Front-Other Measures to Be Taken Up.

WASHINGTON, Dec. 4 .- The curtain will ring up tomorrow at noon upon the closing session of the Fifty-fifth congress. The war and the fruits of the American victory carry in their wake many problems which the national legislature must solve. But though many questions may press for solution, the brief space covered by this 4, precludes the probability of much being accomplished beyond the passage of the regular money budget, the legislation for the increase of the regular army, which the alministration deems necessary to meet the colligations imposed upon the country by the result of the war, and probably the enactment of a law to give permanent ter-

ritorial government to the Hawaiian islands. This covers all the important legislation which the congressional leaders expect to see enacted at this session. It is almost the unanimous sentiment that no attempt should be made concerning the possessions acquired by the war with Spain at this session. There are earnest advocates of the Nicaraguan canal who will strive to secure its passage now and they may possuccessful, but neither it nor any one of the measures, like the pooling bill, anti-scalpers' bill, etc., which have strong friends, will be allowed to interfere with the bills, the passage of which is deemed absolutely necessary to prevent an extra

Avoid Extra Session. The leaders at both ends of the capitol have put their heads together and the work the idea of avoiding an extra session. With this purpose in view the appropria-

tion bills are to be given the road at both ends of the capitol and pressed through with all possible haste. Two subcommittees of the appropriations committee of the house have been at work for a week. The deficiency bill to meet the extraordinary exthat the former should become before the holiday recess, which this year is to be shorter than usual, and Chairman Cannon hopes to see it through the house and into the senate before the end of the present week. The democrats of the house have not disclosed their position, but it is not believed they will seek to obstruct an appropriation bill necessary for the maintenance of the army now in the field Should there be a disposition to open up and prolong a debate upon the conduct of the ican authorities have not seen him and war upon this bill it is safe to assume that know nothing of his whereabouts. the committee on rules will be invoked to

bring in an order of closed debate. President's Message.

Intense interest is manifested in the president's message which will be submitted to congress tomorrow, on account of the great prominence of the many questions it will have to deal with and no presidential message in years, it is safe to say, will be listened to with the interest with which the reading of President McKinley's measage will be heard tomorrow. The reading of the message will probably occupy two hours. The first thing in order after Speaker Reed calls the house to order tomorrow will be a call of the roll to determine the presence of a quorum. Concerning this there is little doubt, as the members are arriving by every train and the hotel lobbies are already thronged. A quorum having been developed, committees will be appointed to wait on the president and the senate to inform them that the house is ready to proceed to business.

Pending the arrival of the president's mes sage several new members elected to fill wacancies caused by deaths or resignations will be sworn in and immediately after the reading of the message is completed the house will adjourn out of respect to the memory of Messrs. Love of Mississippi and Northway of Ohio. Tuesday or Wednesday at the latest the house will plunge into its work. Chairman Cannon will have the denciency bill ready and it will occupy the attention of the house to the exclusion of everything else for the remainder of the

Senators express a determination to take the beginning with the hope of having it well advanced before the holidays. They are counting on taking up the appropriation bills at an early date for the purpose of preventing an extra session due to any failare of part of the national budget. It is expected that the army deficiency bill will reach the senate during the present week. the understanding at the north end of the capitol being that the house will dispose of at within a very few days after assembling. The committee on appropriations will bring it passed quickly and of testing the feeling of senators on questions connected with the

The first day's session will be given up almost entirely to the president's message there is great interest manifested in hearing the minutest details of the executive's recommendations. After the reading of the message the senate will adjourn until the next day. All plans for legislation of this document and as a consequence one paper, said that Rochefort's statement was hears far less than usual of measures to a fabrication, pure and simple. be introduced. It is impossible to say what matters will occupy the week after the disposal of the message, but it to probable that some speeches may be delivered upon the policy indicated by the message and also that the calendar may be taken up. There are many measures which have been reported and there will be no difficulty to find employment if the senate is disposed to settle to routine so early in the session.

Micaragua Canal.

During the closing days of the last sexcion Senator Morgan gave notice of his inat the beginning of the present session. being connected therewith.

READY FOR BUSINESS He unquestionably will redeem this promise and will doubtless seek the first oppor-He unquestionably will redeem this promtunity, but for the possibility of change of sentiment in favor of having the government undertake the entire responsibility of building the canal. All the indications are that this question will be one of the most important subjects under consideration during the session.

Opposition is developing to the bill which the Hawalian commission will bring in and for which early consideration will be asked. There is a considerable contingent in the senate opposed to constituting the islands into a territory because of the apprehension that they may be converted into a state and deliberate consideration of the subject will be asked. While it is quite too early to reach a conclusion there are decided indications of a disposition on the part of the general policy had been pursued.

Reed Arrives.

WASHINGTON, Dec. 4.-The botels are rapidly filling up with members of congress preparatory to the opening session tomorrow. Included in the arrivals today was Hon. Thomas B. Reed, the speaker of the house, who had a number of congressional callers during the afternoon and evening. Mr. Reed expressed a disinclination to talk for publication on the current issues of the day.

Iglesias Goes to New York. before sailing for Paris, He was accompanied president.

Kansas City Cattle Plunger is Said to Be Residing Quietly at Chihunhun.

KANSAS CITY, Dec. 4 .- A dispatch to the Journal from Chihuabua, Mex., says Grant G. Gillett, :the missing Kansas cattle plunger, whose sudden disappearance so

startled the financiafil wo ld, arrived in Chihuahua on November 23 and left on the morning of the 24th for Durango, where it is stated that he deposited a large sum of return ticket to Chihuahua.

Two prominent business men of this city came up from Durango on the same train with him and stated that he bought a firstclass ticket and rode in a second class coach as far as Torreon, where he took the Pullman. The gentlemen entered into conversation with him and he said he had made considerable money in Colorado in the genof the session is to be entered upon with eral merchandise business and that he was in Mexico with the view to investing in ranch or mining properties. He conversed quite freely upon various topics, referring occasionally to the cattle business. He was well dressed and wore several beautiful dia-

> At Jiminez he was met by his attorney, held in this city.

Troxel left Tuesday on the stage for the est, presumably to the mining camps in the Sierra Madre mountains.

Gillett is still in the city but his whereabouts are unknown, except to the detectives, who are closely shadowing his every arrested and held in custody here is untrue. The Jefe Politico says that the Mex-

He will be arrested immediately upon the arrival of the authorities from the states, who are expected to arrive soon from El Paso. Their baggage is all in this city, and on one of the trunks is a tag with the name C. R. Troxel.

Three letters which have arrived at the hotel for G. G. Gillett have mysteriously disappeared.

FRANCE COMPLIMENTS US

Ambassador Jules Cambon Says Nice Things About United States.

Copyright, 1898, by Press Publishing Co.) PARIS, Dec. 4 .- (New York World Cablepreciation of America and its people at New Sarbonne today. He said:

"The agreeable and distinguished society of New York is not the American people nor s New York America any more than Paris is France. America is a very singular country, where everything is colossal, immense, where the people are incomparable in energy and astonishing in activity. There are greater differences between the people of New England and Florida than between the Irish, Scotch and English, but though a thousand races there is only one national spirit, and Frenchmen, like men of other nationalities, while not forgetting their old country, quickly become affiliated citizens of the new."

He referred sympathetically to the former amaraderic of French and American soldiers during the time of Lafayette and said the up the work of the session vigorously in French moral and intellectual influence was still greater in America than was generally thought.

Plequart Makes a Move.

PARIS, Dec. 4 .- Colonel Picquart, now in ustedy and awaiting trial on a charge of having communicated to his counsel documents that had come into his possession in the military department of secret services, has applied to the court of cascation now engaged with the Dreyfus affair to declare whether he is amendable to military or It in early for the double purpose of having civil jurisdiction. His application is based upon various articles in the code of criminal

Says it is a Fabrication

PARIS, Dec. 4 .- Henri Rochefort, editor of the Intransigeant, having declared in that paper that General Horace Porter, United States ambassador to France, recently said England had financed the Dreyfus syndicate with a view of dividing or weakening general scope await the promulgation France, General Porter, on being shown the

GIBRALTAR, Dec. 4.- The United States gunboat Helena, Commander W. W. Swinburne, which left Bermuda on November 10 for Madeira, has arrived here and is coal-United States squadron under Admiral Dewey at Manila.

Carlist Rifles Discovered.

BILBAO, Spain, Dec. 4 .- The local papers eport the discovery here of 296 rifles carefully secreted underground. A number of tention to call up the Nicaragua canal bill Carlists have been arrested on charges of at Hardy, Ark., one fall during the admin-

NEARLY A MILE A MINUTE

Union Pacific Makes the Best Run of the Year.

FAST TIME BETWEEN CHEYENNE AND OMAHA | would be made while the train stopped, not

Eastbound Overland Limited Covers Five Hundred and Twenty Miles in Five Hundred and Eighty Minutes, Making Regular Stops.

The second section of the Union Pacific's the party was Winchell, the assistant geneastbound "Overland Limited" train, carry- eral passenger agent of the road. He was senate to confine the session's work to lng the overland mail, did not tarry long in standing on the broad vestibule at the rear routine measures and the appropriation bills Omaha yesterday afternoon. It was in a and it need surprise no one if the close of hurry to reach the Council Bluffs transfer, Hardy, when a deafening notice ahead caused of the fastest runs ever made by an American road. The test was satisfactory. The 520 miles between Cheyenne, Wyo., and Council Bluffs were covered in 580 minutes, including a stop of twenty minutes for breakfast at Sidney, Neb., and several stops for water and change of engines.

On account of a wreck on the Oregon Short Line the eastbound mail train from the northwest was delivered to the Union Pacific by the Short Line very late. The train was four hours and forty-five minutes fate when it reached Cheyenne, Wyo. It was realized that some fast running would WASHINGTON, Dec. 4 .- President Iglesias have to be done if the mail were to be of Costa Rica left today for New York, brought into Omaha on time. Orders were where he will remain until next Saturday, given for the train "to come right along." As mile after mile of the Nebraska plains by his suite and by Colonel Carter of the was covered in considerably less than a session, which expires by limitation March army, the personal representative of the mile a minute the engineer was told "to keep on a-coming." He did. He landed the mail at the Council Bluffs transfer at GILLETT IS NOW IN MEXICO 5:25 p. m., fifteen minutes behind the first section of the train, which had come through from the west without delay. As the rules of the Union Pacific require two sections to keep ten minutes apart, the delayed train was just five minutes late, having made up four hours and forty minutes in a run of 520 miles on a train schedule that is itself regarded as fast.

Stops to Let Passengers Eat.

The train consisted of a mail car, a baggage car, a chair car and a sleeper. It left Cheyenne, Wyo., yesterday morning at 6:40 a. m., drawn by locomotive No. 1813, in money in the bank. He remained only a charge of Engineer Dudley. The run to short time in Durango, when he bought a Sidney, Neb., 102 miles, was made in ninetyseven minutes, at the rate of sixty-eight miles an hour. The passengers were pleased with this run and scarcely needed the twenty minutes stop made for breakfast, as they were too excited over the rest of the race against time to eat anything.

The big engine tooted, every one climbed aboard and the train pulled out of Sidney at 8:42 a. m., drawn by the same fine product of the Omaha shops, but now in charge of Engineer Stuart. A minute or two was lost by a stop at Chappell to let off some passengers, who were glared at from both sides of the car aisle for breaking in on the run. But No. 1813 was soon making sixty-five miles an hour again to make up lost time. A longer stop was made at Jules-burg to take aboard some mail and for penses of the army and navy during the low conversation and remained together un-six months from January 1, 1899, to July til they reached Chichuahua. They arrived a, m. The 123 miles from Sidney to North here last Monday and went to the leading Platte had been covered in 131 minutes, an of Columbia appropriation bill will be ready by the end of the week. It is necesneces-neces-a law sponded with his signature in a document North Platte, eighty-one miles, had been "Yes, there was." made in seventy-eight minutes, an average

of sixty-two miles per hour. A stop was made at North Platte while engines were changed. Engineer Farrington now assumed the task of making up the lost time. He seated himself on the righthand side of No. 822, another Omahamovement. The report that Gillett had been | built engine, but a lighter and somewhat faster one for a shorter train. He started out for the fastest stretch of all, but encountered any number of unavoidable delays. He got away from North Platte at 11:59 a. m. and came along into Grand Island at 2:25 p. m., covering the 138 miles in 146 minutes, an average of fifty-seven miles an hour. Three minutes were lost by slowing down at Cozad, four minutes at Lexington for water, two minutes at Kearney for of delay leaves the 138 miles covered in

130 minutes. More Than a Mile Per Minute.

At Grand Island engines were changed again. This time Engineer George Myers, with locomotive No. 824, pulled the train, leaving Grand Island at 2:33 p. m. There was a stop of four minutes at the start on a railroad crossing. Columbus was reached at 3:33 p. m. The sixty-two miles from gram - Special Telegram.) - Ambassador Grand Island to Columbus were covered in Jules Cambon delivered an interesting ap- sixty minutes. There was a stop of three minutes at Columbus. The train pulled in at Fremont at 4:22 p. m., and out again at at Fremont at 4:22 p. m., and out again at 4:26 p. m. The ten-mile an hour gait was from Iron, Wyo., to a point on the main forgotten in Omaha, and the union depot line of the Union Pacific between Fort was passed at 5:16 p. m. The run across Steele and Rawlins, Wyo. The first seven the bridge and up to the Council Bluffs transfer was made in just nine minutes more. The train was at a standstill, with the mail ready to be turned over to the Burlington fast mail for Chicago at 5:25

The run is the fastest made for a long distance on the Union Pacific road this year. It is one of the fastest ever made, closely pressing the famous runs over the same race course of December, 1897, for the first race course of December, 1897, for the first to allow them to experiment a little at the place. On December 2, 1897, the 520 miles Horton shops. In June they began work from Cheyenne to Council Bluffs were covered in 557 minutes, including stops. All the conditions were favorable for a fast run In the erection of these cars Mr. Fitzgibb yesterday. The day was perfect, the engines were all in good trim, the men felt like pulling the throttles open and running track and roadbed of the Nebraska division made during the last year gave the engineers a perfectly solid roadbed to run on.

WHEN BEN WINCHELL ONLY BOWED. Story of the Man Who Has Just Left

the Sunset Route. B. L. Winchell, the retiring general passenger agent of the St. Louis & San Francisco, was tendered a farewell banquet by the officers of that road at St. Louis, Mo., November 26. Mr. Winchell has accepted the position of assistant to the president and traffic manager of the Colorado & Southern, which is to be the name of the reorganized Union Pacific, Denver & Gulf. He is well known in Omaha, especially among the passenger officials, who regard him as one of the best traffic men in the west. His ability as an official speaker and his persistant issuance of high-grade advertising matter, have been the two consplcuous features of his career.

Ben Winchell has been the best speake at so many traffic meetings, and at those unofficial occasions when boards of trade have follied the railroaders with banquets, ing. The Helena is on the way to join the that he has come to be regarded as the Depew of the western railroad men. There is a story of the time Ben didn't make a speech, however, that is not generally known 1 among his friends here. It is interesting to recall it on the eve of his promotion to

an executive office. They were talking about having a boom istration of President Harrison. The town the Morro castle at Santiago.

FIERCE STORM IN THE EAST is situated on the beautiful Spring river, and has the Memphis road. The idea of the boomers was to make a resert of the place.

either for summer or winter pleasure seekers. About the time the boom was being planned the announcement was made that Uncomfortable. Russell Harrison, the president's son, was

WILD GALE IS BLOWING ON LAKE ERIE

to speak of an ovation of anvils and fire works. For some reason the Harrison party did not pass through Hardy as arranged, of a Wintry Blast-Jersey but it happened, remarkably enough, that Const Suffers Henvy a private coach full of the Memphis road's officials was fastened to the northbound Damage. train that reached Hardy about 4:30 o'clock

in the afternoon. The youngest member of of the private car as the train rolled into every direction. Dozens of boats are in the the session would demonstrate that this deliver the mail on time and complete one him to wonder if the engine had blown up. bay and fears for the safety of many of

He leaned over the rall and looked forward. A great crowd was gathered and a gale over the lake, anvils and cannons were being fired by the CINCINNATI, Dec. dozen. The train stopped so that the crowd last night was followed today throughout was placed at the end of the private car. the Ohio valley by rain and sleet, with high Cheers were proposed and given with a will, winds. Telegraphic communication, steam and shouts of "There he is!" "Hurrah for railways and trolleys are slightly crippled, the president's son!" and "How young!" The rain and sleet continues, but it is turnwere heard on every side. Then the can- ing so cold that the storm will soon be nons and anvils were touched off again, over, and some of the skyrockets and Roman COLUMBUS, O., Dec. 4 .- All day today

glaring afternoon sun. he could not understand the meaning of the existing there, saying: shouts and exclamations. Then it struck sonage in the forward car, and he at once lars' worth of damage to telegraph, telewent to look. The train started on before phone and electric light companies. Poles damage has resulted. he got through, when one of the officials bave given way under the weight of the wei who had gotten the hang of the situation snow and hundreds of wires are down and met Winchell and rushed him back.

the platform and bow-make a speech-do roads are late and a rear-end collision besomething, for heaven's cake; you're the tween Cincinnati, Hamilton & Dayton trains president's son."

Ben didn't understand anything about it but he went back on the platform and bowed and smiled until he felt like an automaton. lest anow storm known in years has raged all day. Street car traffic is entirely sus-Then it was explained to him. The people of Hardy were shocked to learn next day that they had not seen the president's son, and they at once declared all boom proceedings off.

DENIAL OF THE ALTON DEAL.

John J. Mitchell, a Henvy Stock holder, Speaks Emphatically. ST. LOUIS, Dec. 4 .- The Republic tomor

John J. Mitchell, one of the largest stockholders in the Chicago & Alton railroad, denies that there is an option on that railroad, or that it was to be sold. He said last night: "There is not a word of truth in it, at least, so far as I know, and if there were, I would know it. By that I mean that if the controlling interest of the Alton road had passed into new hands I controlling interest is for sale, of course, if anyone will pay the price asked. What that price was Mr. Mitchell would

not say. "Has anyone an option on the stock?" "No, most emphatically, no, and what is

more, no one ever will." "Has there ever been a bid for the con-

"Yes, there was, but it was not a satisfactory one. As I said before the stock is for sale if we are paid at we want for it. The bid was made we the Illinois Trust company, with which "by nephew is connected. If any deal was made at present it will be through that company, but up to Saturday night there was none."

"Did the Kansas City & Pittsburg people, through President Stillwell, make the bid?" "No; there never was anything in that. Now I have said enough; in fact, more than I had intended, so just deny the rumor."

Railway Notes and Personals. Charles How, formerly chief clerk of the B. & M. purchasing office at Plattsmouth, has been promoted to a higher position with

the same company at St. Louis. baggage and seven minutes at the cast end | Jay Beck has been appointed chief train of the Kearney yards on account of an extra dispatcher of the Idaho division of the Ore-Taking out the sixteen minutes gon Short Line for the lines east of Pocatello, Idaho, and that portion of that roa between Pocatello and Huntington, Ore., will remain in charge of E. C. Manson, peretofore been chief dispatcher of the en-

tire Idaho division. William M. Greene, who has resigned as general manager of the Baltimore & Ohlo ome vice president of the Baltimore & Ohio Southwestern, was tendered a fare well dinner by the business men of Balti-more in that city November 25 and was pre-sented with a handsome silver loving cup

as a testimonial of esteem. E. H. Salteil, president of the Wyoming Land, Iron and Coal company, says that negotiations are now being carried on with teen miles of the road will run over a fis sage brush alkali desert, with a five-tenths per cent grade. There are no streams to cross and the grading is all plow and scraper work. The next five miles are

through a sandy soil. Press dispatches from Horton, speaking of the work which the Rock Island shops at that point have been doing of late in the way of building new cars, state that last May Mr. Wilson and Mr. Fitz-gibbon induced the president of the road on 100 box cars and so well were the offi-cers pleased that they ordered 200 more. In the creation of the cars. saved the company \$9,000, figuring from the prices charged by manufacturers. the shops have turned out 389 cars. flat cars were turned out last week and five fast, and the great improvements to the way cars are now being built and fifty double-deck stock cars are in course of construction, making a total of 454 cars since June 1.

Back from Cuba. NEW YORK, Dec. 4.—Among the passen-gers who arrived today on the Ward line steamer Seneca from south side Cuban ports were Surgeon Byrnes of the United States steamship Cincinnati and H. V. Barclay of the United States steemship Glacier, having in charge W. W. Seymour, engineer and yeoman of the Glacier, who is suffering from insanity. He will be taken to the naval hospital at Washington. During the voyage he jumped overboard in an attempt to comnit suicide, but was rescued. Among other passengers were Surgeon H. M. Paton of the Fourth Infantry, Captain Frost, Colonel Borup and Lievtenant Clark of the Third United States infantry. The officers of the Merritt & Chapman Wrecking company, who have been working on the Span-ish ships sunk at Santiago were also on board. They express the opinion that the

NEW YORK, Dec. 4.—The United States transport Port Victor, which sailed from Santiago November 23, via Ponce November 28, arrived today with all well on board and anchored off Liberty island. The Fort Victor brought 120 passengers, most of whim were soldiers returning home on furwhim were soldiers recurring home on fur-lough. Among the cable passengers are Captain T. H. Sharpe, Captain J. C. Simp-son, Captain Harrison, Lleutenant Elwood Side, Lieutenant W. O. Mally, all of the Fifth United States infantry. The Port Victor brought as cargo about 6,000 Mauser rifles and seven Spatish caunon taken from

Snow, Slush and Wind Make Things Very

Entire State of Ohlo in the Teeth

TOLEDO, O., Dec. 4 .- The worst storm on Lake Erie this season is in progress. A heavy snow has nearly cut this city off from the outside world. Wires are down in thera are entertained. The wind is blowing

CINCINNATI, Dec. 4 .- The snow storm of

candles were fired off in the face of the terrific storms have raged all over the state, particularly in the northeastern part. Rain | belt and tonight telegraph and telephone | storm tonight the massive block of buildings Winchell was dazed. He did not under- and sleet have fallen here all day and the stand the meaning of it all. He thought streets have been deserted. A special to the that they were advertising the town, but State Journal from Lima tells of conditions

crossed so as to make them useless. The "Hang it, Ben," he shouted, "go back on city is in darkness tonight. Trains on all resulted on account of the blinding storm." A special from Findlay says: "The heav-

pended and railroad trains are very late." DAYTON, O., Dec. 4.-Slush and snow fell all day, seriously interrupting street railways. Telegraph and telephone wires suffered much interruption. Steam railway trains are slow. The snow ceased at dark and colder weather set in at midnight. CLEVELAND, O., Dec. 4 .-- A light rain,

which began early this morning, turned to snow about 10 o'clock and continued all day. The snow melted as it fell. The result was that by afternoon the streets were covered by three or four inches of slush, which seriously interfered with the operation of street railways. Railroads were seriously interrupted. The storm has abated somewhat this evening and the indications are for colder weather and wind.

Damage on Jersey Coast. PHILADELPHIA, Dec. 4.-A heavy rain storm, which began here yesterday, continwould be promptly informed of it. The ued all of the day with increasing violence, accompanied by winds of almost a gale velocity. Shortly before midnight there was a clear sky. At its maximum the wind blew forty-two miles an hour. Telegraph wires from this city south were rendered almost useless on account of the heavy wings. Trees, swinging signs and chimneys were

blown down, but no great damage is known to have resulted. A few dispatches received at the Maritime exchange told of very heavy northeaster prevailing at the Delaware breakwater and other points along the New Jersey coast. At many points the tide rose to the highest point it has reached for years. No disasters to vessels have as yet been reported. At Atlantic City great damage was caused o wires and the city is in comparative dark-

ness tonight. Several private residences on the meadows were completely surrounded by water, compelling the occupants to use boats in going to and from buildings. ports from eastern Pennsylvania indicate the prevalence of heavy winds and rain, accompanied in some instances by a slight fall of snow. At Shenandoah, where snow fell, many

small buildings on the outskirts were blown Telegraphic communication was down. also crippled. In the mining regions of northeastern Pennsylvania the snowfall has in some places reached a depth of six inches. with no signs of abatement. Traffic has been seriously impeded.

SCRANTON, Pa., Dec. 4.-Today's heavy wind storm blew down a signal pole on the New York, Ontario & Western railroad at Beckville tonight. A few minutes later a passenger train that was hurrying through the storm crashed into the pole, and the engine left the track, rushed down the enbankment, killing the fireman, David Davis of Carbondale. The engineer, Reuben Lewis of this city, escaped. The passenger coaches remained on the rails and all the passengers escaped with slight bruises.

SCHOONER IN DISTRESS AT SEA.

Crew Attempts to Escape from Wreck and is Lost. NEW YORK, Dec. 4.-The Nova Scotian schooner Walledi. arrived today from Gonaives and reports that during the height of the hurricane on November 28 in latitude 36.22, longitule 72.30, it sighted a dismantled schooner of about 700 tons flying the time and its crew could be seen on the decks gesticulating frantically for assistance. The Walleda bore down on the stranger and got close under its lee and hailed it. They shouted that the vessel was sinking and asked to be taken off. Captain Kemp told them his boats were stove and useless. They said they would come to the Walleda in their own boats. During this time the Waileda laid to, but found that it was rapidly drifting to leeward, then about on the other tack and after several tacks managed to cross the bow of the wreck, then again drifted down to a leeward position. The Walleda hailed again, but got no answer. In the meantime another three-masted schooner came to its assistance and assumed a position to the windward of the wreck.

Both of them stood by until daylight. When

morning broke the wreck was seen to be

deserted and the boats gone. It is supposed

that the unfortunate men had attempted to

launch their boats during the night, which capsized, and all hands were lost. BALTIMORE, Dec. 4 .- The most severe wind and rain storm that has visited Baltimore for many years prevailed today and in January, or the conclusion of the peace did thousands of dollars' worth of damage. Sixty miles an hour is the wind velocity given out by the weather bureau, the highest for nineteen years. Fully 800 houses in the and vicinity were blown down. trees uprooted and poles leveled. Telegraph, telephone, electric light and trolley poles were blown down like so many tentins. Large sections of the city are in darkness tonight and the telegraph and telephono systems are badly wrecked. During supply tank at the corner of Scott and Os- man Jerome Posten was badly scalded. tend streets exploded and created a panic in the neighborhood. No damage was done.

NEW YORK, Dec. 4.—The American brig, from ports in Honduras. Captain Montgom- camp.

CONDITION OF THE WEATHER FIERCE FIRE RAGES

Forecast for Nebraska— Fair: Warmer; Variable Winds. Sunday temperature at Omaha: 1 p. m..... 16 2 p. m..... 16 3 p. m..... 18 4 p. m..... 20 5 p. m 21 6 p. m. . . . 20 7 p. m. . . . 18 8 p. m. . . . 17 9 p. m. . . . 16

ery says that in an experience of twentythree years in the trade between New York and Honduras he has never encountered such terrific seas and wind as he has had during the last trip. On November 27 the mate

Robert Quiry, was swept overboard and fost. Snow in Indiana.
INDIANAPOLIS, Dec. 4.—The snowfall throughout Indiana was heavy today and

the mercury dropped twenty degrees. Railroad traffic has not been interfered with much as yet. INDIANAPOLIS, Ind., Dec. 4 .- Indiana was swept by a blizzard today. About five

inches of snow fell. The temperature has fallen 30 degrees since yesterday afternoon. and a still greater fall is predicted for the next twelve hours. MUNCIE, Ind., Dec. 4 .- During the entire day a snowstorm that has been blinding at times has raged throughout the Indiana gas

of snow on the level. ANDERSON, Ind., Dec. 4.—This county almost destroyed by fire. Within three and all eastern Indiana is in the midst hours more than \$1,000,000 worth of prop-"The severest storm in years has prevailed of a blizzard and tonight street railways erty was destroyed. The fire began in the him that there might be some important per- here today, doing many thousands' of dol- are blocked and steam railroads interfered five-story brick building occupied by the with. The wind is a forty-mile gale. Much men's furnishing firm of Rogers, Peet &

Rescued Crew.

GLOUCESTER, Mass., Dec. 4.-The schooner Procyone, Captain Stanley, arrived today from the Georges with the crew of the Buffalo barge Porter, rescued Tuesday night, two days after the barge had parted from the steamer Aragon, which was towing it, with two other barges, to New York.

Terrifle Gales on Atlantic. NEW YORK, Dec. 4 .- The steamer Angers arrived in port today in distress, having encountered terrific gales on the Atlantic. It also brought eight shipwrecked marines, who were taken from the dismasted and who were taken from the dismasted and waterlogged American sschooner, Harry B. Rester in mid-seean Reeter, in mid-ocean.

WORK OF PEACE COMMISSION the police reserves were called out from President Day Says There is No Hitch in the Preparation of the Trenty.

(Copyright, 1898, by Press Publishing Co.) PARIS, Dec. 4 .- (New York World Cablegram - Special Telegram.) - Secretary Moore said tonight:

"There is no hitch in peace proceedings. The delay arises only from the necessity of our separately considering matters which the Spaniards want to discuss jointly as a part of the substantial treaty. The Americans wish to discuss the treaty articles as printed in Globo, while the Spaniards want the commission has been working these many the joint commission to agree first on the main articles and matters connected closely with the protocol and the Americans' final proposals, as they thus hope to have a freer

Spanish peace commissions held private ses- The fire burned even more flercely in the sions today. Afterward representatives of Home Life building, owing to the great both sides predicted confidently that the height of this structure, and in an intreaty would be signed within a week un- credibly short time the upper half of this less unforeseen complications arise.

The American commissioners say there is no foundation for the reports circulated in to throw their heavy streams only to the sions recognize that the latter question is settled.

MADRID, Dec. 4 .-- The government has not received a full decision regarding the Cuban and Philippine debts, but the official Gazette today publishes an announcement that the drawing for the redemption of the Cuban bonds will occur on December 10.

The speculation in the Cuban and Philippine debts on the bourse has seriously displeased the cabinet. The rise in those securities is attributed to the report that the government will devote the indemnity received from the United States to the colonial indebtedness, regarding which no decisive steps have been taken by the ministers. An official dispatch from the Visayas islands in the Philippines announces that the insurgents have doubled their attacks upon Iloilo. The government's advices say:

"The rebels have their guns trained on property of the Hoffman estate and was the city and fire on our troops nightly. Our troops maintain a spirited fire and have

killed a number of the enemy. WASHINGTON, Dec. 4 .- Advices from signals of distress. It was nearly dark at Judge Day of the Paris peace commission, received during last night's cabinet meeting, are of a gratifying character and hopeful of the signing of the peace treaty within a reasonable time. Members of the cabinet express satisfaction at the progress being made and say negotiations are progressing smoothly. There are various details, however, concerning which the chairman desires to learn fully of the president's Postal building, were ruined. Their loss wishes, and it was an inquiry of this charactor which formed the burden of the latest communication from Paris.

LONDON, Dec. 4.-The Dail Mail publishes the following dispatch from Biarritz: "The censorship is so severe that the Spanish newspapers are prohibited from even contradicting Carlist news published There have been numerous arabroad. rests of Carlists at Barcelona and elsewhere in Catalonia. The Carlist General Isasi and several colleagues have disappeared."

The Madrid correspondent of the Standard says: "The conservative party and Senor Silvela through their organs have made peremptory bids for power. Senor Sagasta treats the matter calmly, ridiculing the smallness of Silvela's following and declining to hasten the assembling of the Cortes to be convened

negotiations." Wreck in New Jersey

NEW YORK, Dec. 4 .- A landslide, brought on by the rain and snow melting, caused a bad wreck on the New York, Susquehanna & Western railroad near Swartwood N. J., early today. Three trainmen were badly injured and the road is blocked to traffic and it is probable that it will morning before the tracks are cleared, synamite will have to be used. Engineer Herbert Wayne was thrown down the the height of the hurricane a large gas and sustained internal injuries and Fire

Bryan Back to His Regiment SAVANNAH. Ga., Dec. 4.—Colonel W. J. Bryan of the Third Nebraska regiment returned to Savannah today after a thirty days' rick leave. He was not at the Faris, Captain Montgomery, arrived today depot by his regiment and escorted to the

New York City Experiences a Very Costly Sunday Blaze.

TOTAL LOSS OVER A MILLION DOLLARS

Catastrophe Occurs in the Midst of . Pouring Rain.

THREE BUILDINGS ARE THE SUFFERERS

Rogers, Peet & Company, Home Life and Postal Telegraph.

OPERATORS COMPELLED TO FLY FOR LIFE

Firemen Are Hampered in Their Work by the Storm and the Great Height of Two of the Structures.

NEW YORK, Dec. 5 .- In a blinding rain wires are badly damaged. There is a foot on Broadway, Nos. 253 to 259, and included between Murray and Warren streets, was Co., on the southwest corner of Broadway and Warren street. Adjoining the Rogers-Peet building and south of it was the magnificent white building of the Home Life Insurance company, and next to this was the brownstone building of the Postal Telegraph company, erected at a cost of millions

only a few years ago. Within a few minutes after the discovery of the fire the Rogers Peet building was a roaring furnace and an alarm had been turned in which brought more than a score of engines to the scene. It was but a short time when the flames had eaten through the wall of the Home Life and were roaring high above that lofty structure. Thousands lower part of the city. Even in the downpour the great crowds of people grew and many stations and kept the people back for blocks. Great showers of sparks were carried in all directions by the gale that blew sixty miles an hour. It was a picturesque

The Home Life Insurance building was occupied by that company and by a large number of prominent men in various lines. of business. Every effort was made to save the valuable papers stored in many of the offices, but many of these were lost. The offices of the Rapid Transit commission were on the ninth floor of the building, and it is believed that all the plans and all the schemes of work, with which years, have been destroyed.

Fly for Their Lives.

In the Postal building as well, there were many serious lesses of a private nature, and hand and get better terms for subsidiary when the flames reached the operating room negotiations. The only differences, in fact, of this structure, which they did within are that the Spaniards want a short treaty three hours of the outbreak, the one or and we a longer and more comprehensive two solitary operators who remained at their posts were compelled to flee for their PARIS, Dec. 4.-The United States and lives, leaving unsent messages at the keys. magnificent building was in flames.

The watertowers in the streets were able the United States and cabled back that lower part of the structure and the fire-President McKinley has forwarded to the men, though they worked with great bravery American commissioners instructions to in- and untiring energy in the blinding smoke sist unyieldingly upon a coaling base in the and heat, could do little in the face of such Caroline islands, and that the Spaniards are a flerce sweep of flames and gale. It was endeavoring to renew their opposition to a only a question of time when the Postal cession of the Philippines. Both commis- building, so far as the upper stories were concerned, went the way of the others. The estimate of the losses by Chief Bon-

ner after midnight was \$1,000,000, with a probability of a still further loss should the fire continue to make anything like rapid progress. At that hour, however, he believed that he had the fire under control within reasonable limits.

At 2 o'clock, however, it was still burning fiercely in front and although not observable by the thousands of spectators, was burning still more flercely and extending

lower down in the rear. Estimated Losses.

An insurance man roughly estimated the osses at about as follows: Rogers, Peet & Co., building and stock and losses to other tenants in the building, \$350,-600. Home Life Insurance company, building and losses to other tenants, \$100,000. Losses to surrounding buildings, \$50,000. The Rogers, Peet & Co. building was the

one of the historic buildings of Broadway. It was erected thirty-five years ago. The fire started from three explosions. What caused the explosions no one knows. The firemen could not find out. They thought gas had escaped in some manner in the basement and so resulted in an ex-

plosion and fire. The Postal Telegraph company officials say that all their wires had been burned out and that they had no connections from their building. The Hardware club's quarters, which were on the top floor of the

is heavy. The Home Life Insurance company's building was one of the handsomest on Broadway and was supposed to be absolutely fireproof. Its summit was 208 feet above the sidewalk. Leading architects of the

country submitted plans for its construction. Where the Fire Started.

The fire started in the basement of the building occupied by Rogers, Peet & Co., about 9:30 o'clock. Two policemen standing within half a block of Warren street heard a loud explosion and a moment later saw a thin line of smoke curling up from the side of the Rogers, Peet & Co. building. At that time the rain was falling in torrents and the wind blew a gale. An alarm was sent in and before the first engine turned into Broadway the Rogers, Peet & Co. basement was a roaring furnace, with great flames bursting through the floors above and rushing flercely to the roof. Within ten minutes five alarms had been sent in, bringing engine after engine to the scene.

By 10 o'clock, so rapidly and fiercely did the flames make progress, that there was nothing but the shell of the Rogers-Peet building left, with mountains of fiame roaring 100 feet in the air and surrounding the adjoining structure, the Home Life Insurance building. In the blinding rain the firemen worked, stretching the black and sfippery lines of hose through the building,

fighting the flames from every side. Soon a great wave of fire swept across Warren street and caught the United States L to incorance building at the west corner of Broadway, Nos. 259 and 261. The woodwork on a dozen windows was affre in a