

**COLDEST OF THE YEAR**

Frigid Wave Extends from Canada to Southern Texas.

Twenty-seven Below at Denver

First Time Thermometer Has Been Below Zero in New Mexico.

Trains Are Late Everywhere

On Many Branch Lines Traffic Is Entirely Abandoned.

St. Joe Threatened With Fuel Mine

Other Cities Are Reported to be Fuel and Railroads Cautious.

KANSAS CITY, Feb. 12.—The weather in years previous in this section tonight. At Kansas City was 13 degrees below zero; at Concordia, Kan., 22 below; at Lawton, Okla., 6 below; and at Tulsa, I. T., 7 below.

In Oklahoma and Indian Territory the weather is the coldest since 1892 and there is much suffering among the poor who were caught unprepared. Cattle are suffering. A negro froze to death at Frederick, Okla., and a Comanche Indian succumbed to the cold near Lawton.

Railroad traffic is suspended in Kansas by the high wind, which has piled the snow in the railroad cuts. Most passenger trains are using double headers and freight trains are carrying only perishable freight. The Southwestern Railway and its passenger train No. 3 today collided with a freight train which was stuck in a snow-drift near Newton, Kan. One engineer was hurt and both engines were smashed, but no passengers were injured.

At St. Joseph, where it is 11 below, a coal famine is threatened. The drain upon dealers because of weeks of intensely cold weather has depleted stocks and the mines in that vicinity are unable to fill orders because the highways are practically clogged up with a snow blockade. At Tulsa, I. T., where a temperature of 7 below zero is reported, work in the oil and gas fields has been stopped and railroad traffic interrupted.

Twenty-seven Below at Denver.

Denver, Feb. 12.—Reports of a blizzard, accompanied in sections by snowfall, were received at the office of the local weather bureau tonight from Colorado, Wyoming and New Mexico. In southern Colorado and northern New Mexico the worst storm since 1895 is raging according to dispatches from Trinidad. In New Mexico the storm reached the proportions of a blizzard and great damage to stock is reported. Railroad men report the prairies along the line of Colorado and Southern strewn with the carcasses of dead sheep and cattle. At Amarillo, Tex., the thermometer dropped to 10 below zero; at Pecos, N. M., 18 below; and in the southern part of the state the thermometer is at 5 below zero. The weather is a rarity, the zero mark was reached at certain points. The cold snap which has prevailed on the eastern slope of the mountains in Colorado for several days became intense last night, the thermometer dropping to 27 below zero at Denver early today. The cold also penetrated to the western slope and tonight Telluride reports 26 below. At Fort Collins, in the northern section of Colorado, 22 degrees below zero was reported. In the mountainous section of Colorado, on the divide south of Colorado Springs, it was 26 below. At Twin Lakes, near Leadville, 23 was registered.

In Wyoming the cold has not abated and some loss to live stock is feared, with result. Railroad traffic in all directions is seriously impeded and telegraph and telephone wires are being snapped by the cold.

Fort Worth, Tex., Feb. 12.—A special to the Record from Guthrie, Okla., says: For the last twenty-four hours Oklahoma has suffered from a heavy snowfall in many years. The temperature early today was 5 degrees below zero and ranged at zero all day. From all parts of the two territories come accounts of sufferings and death as a result of the sudden northerly which began yesterday noon. The territory is covered with a coat of ice and snow ranging in depth from three to eight inches, and this will aid as a protection to the wheat and fruit crops, but the live stock and in some instances the people, of the territory are suffering severely.

Sanuel Washington, colored, was frozen to death here during the night, being found on a lead of wood early today. Several additional deaths of people from exposure are reported. A six-inch snow accompanied the blizzard in the northern part of the territory and all traffic is indefinitely delayed. The snow is so blocked on the Denver, Elgin & Gulf tracks in this county that a double-header was unable to plow through the drifts and was compelled to return to Guthrie. All Santa Fe, Rock Island, Frisco and Katy trains are badly delayed.

Cattlemen here state that the range stock will suffer the greatest loss in years and in some places the loss will be as high as 90 per cent. The ranges in Beaver and Woodward counties.

Great anxiety is felt for the Indian tribes, who are in no condition to withstand the storm, and experts say that dozens of them will die as a result of the blizzard. At Corsicana, Frank Brown wandered away from home last night and this morning his body was found frozen stiff.

Colest Night of the Year.

ST. JOSEPH, Mo., Feb. 12.—This is the coldest night of the winter, thermometers registering 14 degrees below zero. By reason of the low bar and heavy snow all trains on the Creighton and the Chardon branches of the Burlington railway were annulled today. The Chicago Great Western has had no trains in nor out of the city today.

This city is threatened with a coal famine by reason of inability of the railroads to move fuel in fast enough, due to the extreme cold.

The federal building has less than a week's supply of coal and many manufacturing plants will have to suspend until relief is afforded this week. The railroads today confiscated all coal in their yards or on the way here. The power plants of the street railway company are deficient in fuel supply.

Wind Drying Down at Lincoln.

LINCOLN, Feb. 12.—Weather conditions were improved in southeastern Nebraska today, the snowfall ceasing and the wind drying down. The temperature, however, remains low, the high for the day being 11 below zero. The low is 20 below. Train service is still demoralized. No attempt has yet been made to move any

**RUSSIANS LIKE M'CORMICK**

Officials Greatly Regret Transfer of American Ambassador from St. Petersburg.

ST. PETERSBURG, Feb. 12.—(Special Cablegram to The Bee.)—The officials of the Russian Foreign Office are greatly regretting the transfer of the American ambassador from St. Petersburg.

The official announcement of Ambassador McCormick's promotion to the Paris embassy is received with surprise and regret in diplomatic and official circles here, where it had been understood that Mr. McCormick probably would retain his present post during the coming administration. Telegrams of congratulation began reaching the embassy last night, and today Mr. McCormick received the felicitations of many of his colleagues of the diplomatic corps. While naturally gratified by the manifestations of President Roosevelt's confidence contained in the promotion to France, and although he is not personally averse to the change on account of the climate, Ambassador McCormick is loath to sever his many pleasant relations here and withdraw from such an interesting field at this time.

The post of ambassador to Russia, at no time a bed of roses, owing to the peculiar conditions of the climate, Ambassador McCormick has been especially unpopular since his appointment two years ago. Mr. McCormick's stay, requiring the exercise of tact and judgment of a high order, American interests clashed sharply with those of Russia before the war, when Secretary Hay was earnestly fighting for the preservation of the integrity of China and the policy of the open door; and since the outbreak of hostilities there have been disputes over contraband and other questions. The difficulty of Mr. McCormick's position prior to the beginning of hostilities was distinctly increased by the sentiment prevailing in America favorable to Russia's adversary, but largely by the maintenance of exceptionally cordial relations with Foreign Minister Lamsdorff and other officials. Mr. McCormick was able to conduct the negotiations and solve the various questions without friction at the same time accomplishing the task of dispelling Russian distrust of the American government.

Nothing appears on the surface to indicate an immediate cessation of this extreme cold, either. Here are the figures from seventeen stations reporting to the local office at 7 p. m.:

Temperature at 7 p. m., the Day. Bismarck, N. D., -10; Cheyenne, Wyo., -10; Chicago, Ill., -13; Denver, Colo., -14; Elgin, Mo., -10; Huron, S. D., -12; Kansas City, Mo., -13; North Platte, Neb., -10; Rapid City, S. D., -12; St. Paul, Minn., -11; Salt Lake City, Utah, -12; Valerine, Neb., -13; Williston, Mont., -12.

Folks Hugged Fires Sunday.

Yesterday was in many respects the most disagreeable locally of this remarkable winter. The wind storm of Saturday night drifted the snow banks and pedestrians alike to a very stiff and difficult footing in many parts of town that were passable during the earlier part of Saturday night had become veritable snowbanks by Sunday morning and the streets were about the only available means of transit.

The wind during Saturday reached a maximum velocity of thirty miles an hour and a brisk northwest wind continued the greater part of the day, making it extremely disagreeable.

Northward up the valley they got a little worse than we did here. Sioux City reported a thirty-mile wind and a temperature of 24 below zero, while 22 below was the figure at Valerine Saturday night and 20 below Sunday morning. Cheyenne experienced the coldest weather of the season during Saturday night, 20 below zero being recorded at the thermometer, with 24 below at 7 yesterday morning. Denver was also enjoying its coldest snap of the season, with a mark of 20 below zero, which is awful cold for that part of the world. Snow prevailed generally from the mountains of Colorado. The snowfall was not particularly heavy, but the prevailing winds made it decidedly hard going for the railways.

Train Schedules Riddled.

Local train schedules were knocked galley west yesterday. With a few exceptions there was little or no attempt made to run on regular time, the day being in the main out of the question. The principal thing was to get in again and out again. The storm king held the right-of-way and all railroad equipment bowed submissively to his reign. Today, however, railroad officials claim the situation will be relieved to a large degree, with the hope that Tuesday will see a complete resumption of schedules. Most of the trouble encountered by the railroads was in the west, although the other portions of the country were not exempt. When the accumulation of snow began to drift out on the Nebraska prairies it meant a fight for every inch of railroad track. Burlington No. 6 from the west, due here Sunday morning at 7 o'clock, reached Omaha in the afternoon, and a half hour late. Most of the trains on the Burlington were reported east of Holdrege. Burlington No. 5 from Chicago arrived three and a half hours after its regular time. The trains on this line from the northwest were all several hours late. No. 27 from St. Louis was only an hour late.

Broken Rail Lays Out No. 3.

The Burlington people were congratulating themselves yesterday afternoon when it was reported that No. 3 was due at Creighton on time, but a later report contained the information that this train had struck a broken rail and that its running time would be indefinite. A special was made up here for Denver in lieu of the belated No. 3. No. 3 from Denver was four hours behind time.

Westbound passenger No. 43 on the Burlington became stuck in the drifts near Seward, Neb., and was held for eleven hours in the prairie. The passengers in many instances had already been without food for some time and their plight became serious before they were relieved. Later the train was sent back to Lincoln, headed by a snow plow.

The busiest man of the day over at the Union station was Information Agent McBride, who was real busy from reveille until taps placating the traveling public as to the time trains would or would not arrive or depart.

Rock Island No. 5, which should have left at 1:30 p. m. Saturday afternoon, never departed at 2:30 p. m. yesterday, the engine having "died" at Albright on Saturday. This line consolidated its trains 5 and 4, the former becoming so late as to make its run impracticable. No. 6 of Burlington was annulled. The Great Western discontinued some of its trains. The Northwestern and Milwaukee from the east Sunday afternoon were three and a half and four and a half hours late, respectively. The Union Pacific west bound was consequently held for some time at Valley Springs, N. D., from California, which was due at 5:30 p. m. did not arrive until midnight. The line from the south were more fortunate with their running schedules.

**COLD WAVE OVER THE WEST**

Frigid Temperature Extends from Lakes to Rocky Mountains.

Glorious Sunshine Accompanied by Cold So Keen that Mercury Did Not Get Above 12 Below.

All Day.

OMAHA HAS BITTER BRIGHT SUNDAY

The thermometer reported a very near driving the average the thermometer down to 12 below this morning and the mean at 14 below, the latter a slight deviation of 3 degrees from the experience of yesterday for thirty-four years, and this deviation being all to the bad. Unofficial thermometers held high, or rather low, during the day and ran riot among the figures down below where decent temperature ceases to be recorded. It was reported as low as 25 below minus and varied from this to 15, but none came higher. And during this time the sun shone brightly, and the snow sparkled and glistened outside, inviting the unsuspecting to come forth and mingle with nature and have a good time. The sun and the snow, though, and most people remained indoors.

Some Official Records.

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Half Million Dollars Worth of Property Is in Jeopardy at Cincinnati.

CINCINNATI, Feb. 12.—Half a million dollars' worth of river property was placed in jeopardy last night when the ice carried down the river in ice, 150 barges torn loose and sent down the river and several other steamers were seriously damaged today when the break-up of the ice gorges at this point in the Ohio river. The gorge at this point is about 100 feet wide, and when the ice in the local harbor passed out. Soon afterward the gorge at the Covington waterworks broke, sending tons of ice toward the city. The crews of all boats in the harbor and extra men who had been ordered to the emergency were on duty all night and a full head of steam was kept up on all steamers.

The first accident was to the towboat Relief, which was sunk at the foot of Lawrence street. Captain Williams and two men on the steamer were captured and drowned. The steamer New South, one of the best boats on the river, was torn from its moorings and carried down the river in the ice. It is somewhere below the city, lodged in the ice pack, and it is feared will prove to be a total loss. The first of ten feet in the river, which occurred during the day, probably caused by the re-gorging of ice at some point farther down, forced the steamer Boonanza out of the water on the shore, near foot of Main street, where it is being held up by a row of hay racks. At least 150 barges, thirty of them loaded with coal, were caught in the ice and have gone down the river, probably all being a total loss.

Several others were reported damaged, but many of the reports proved unfounded. The steamer City of Cincinnati was saved from damage by a sand barge from up the river, which drifted down during the morning, finally lodging just above the steamer, for which it served as a break-water.

Expelled American Talks

Venezuelan Affairs Discussed by Jauregui, Who Was Banished by Castro.

LONDON, Feb. 12.—(Special Cablegram to The Bee.)—A. F. Jauregui, Venezuelan minister in New York, who was banished by President Castro, is at present on a visit to England. He gives an alarming account of the condition of affairs in Venezuela. He states that a revolution is imminent and will be led by General Antonio Guzman, who is in New York with arms, ammunition, and dispatch boats. The general, who controls all the revolutionary chiefs, announces that he will begin hostilities at the end of March, this time in Venezuelan Guiana.

Jauregui has ruined the merchants and agriculturalists, who are naturally hostile to him. The foreign element is against him and the jails are full of political prisoners. The recent election, which gave the president a new term of five years from May next, was a farce. It was an election brought about by the bayonet. Foreign and internal debts have not been paid since 1890. Monopolies in meat, transport of cattle, navigation of the Orinoco, mines, stamps and telegraph lines are in the hands of a few men. Castro is paralyzed, credit is dead and the country lives from hand to mouth.

Castro has closed the navigation of the Orinoco to all vessels coming from the British West Indies in defiance of the existing commercial treaties. He has also unjustly imposed an extra tax of 30 per cent on all goods coming from the British West Indies, a measure which means ruin to Trinidad.

Bob Sled Strikes a Wagon.

LAWRENCE, Kan., Feb. 12.—A large sled bearing fourteen people ran into a wagon on the University of Kansas incline tonight, injuring three persons seriously and bruising the other members of the party. The seriously injured are Herbert P. Green, knee crushed; Miss Laura Martin, Kansas City, arm fractured; Fred Preston, Fort Scott, leg broken.

Dead Robbers Identified.

CRIPPLE CREEK, Colo., Feb. 12.—The robbers who attempted to hold up the Union Pacific train at Independence last night and were killed, were identified as William Hagan and Frank Harris, both miners. Hendry Drach and Edward Pay, the owners of the saloon, who were shot, are in a steady convalescence and believed to be dying. Frank Edmondson will recover.

**HIGH FINANCE AT BUFFALO**

Inspector Becker Reports Upon the Methods of Arthur E. Appleyard in Raising Funds.

ALBANY, N. Y., Feb. 12.—Attorney General Mayer tonight made public the report of Tracy C. Becker of Buffalo, who as special deputy attorney general, investigated the insolvement of the German Bank of Buffalo. The bank, according to the report of Mr. Becker, passed into the control of Arthur E. Appleyard of Boston on April 30, 1904. Mr. Appleyard then acquired \$51,000 of the capital stock of the institution, purchasing it in the name of Richard S. Egan, a trustee, immediately transferred it to the Boston man. Mr. Appleyard is said to have been the promoter of steam and electric railway corporations operating about Dayton and Columbus, O., and is alleged to have obtained control of banks in New Jersey and Pennsylvania before acquiring the stock in the Buffalo institution.

Almost immediately after buying the German bank stock Appleyard is said to have borrowed money in large quantities from the bank. It is alleged that he "kitted" checks and drafts on it and through it with the various other banks with which he was connected were indebted to the bank in the sum of more than \$92,000. The loans, discounts and drafts of Appleyard and his corporations supported in kind by the bonds of several railway companies. Since the failure of the bank nearly all these companies have failed. The securities are alleged to be practically worthless, excepting bonds of the Chesapeake and Ohio Canal (in the sum of \$20,000, which are said to be worth more than par. Mr. Becker says that the bank will realize only about 25 per cent on its loans to Appleyard.

The bank had on April 30, 1904, \$50,000 in cash and a great amount on deposits, and consequently attracted the savings of thousands of depositors.

Mr. Becker reviews the criminal proceedings against Mr. Appleyard, which are based on a grand larceny charge growing out of the disappearance of the \$92,000 securities the value of which he is said to have misrepresented. Three of the directors are charged with willfully failing to perform their duties as directors.

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Great Fire at Mobile

MOBILE, Ala., Feb. 12.—Losses estimated at \$250,000 have been caused by a fire which tonight left the famous Battle House a ruin and swept on to buildings adjoining. The blaze was discovered shortly before 11 p. m. Sunday and at 1:30 the flames were being fought. The fighting the flames, which apparently were still beyond control.

The fire broke out in some unoccupied rooms over the kitchen of the Battle house, although an old hostelry, was one of the largest in the south. The blaze spread so quickly that a number of guests lost all their belongings and not a few of those on the fifth floor were compelled to take to the fire escapes in their night clothes. Two elevator boys, Joseph Berks and Bernard Constantine, stuck to their posts until all the guests had been gotten out, although the elevators caught fire and the youngsters were burned about the face and hands.

An hour after the fire started all the electric lights in the business portion of the city went out, due partly to the turning off of the power to save the firemen from danger and partly to save one of the main feed wires being broken. At 2 a. m. the fire was still burning fiercely, threatening the Commercial hotel adjoining and the gas escapement, leaving their property in the hotel.

An extension of the fire is also threatened on the east side. The loss on the Battle house will be \$250,000, and William Vizard, the proprietor states that half of this is covered by insurance.

ATLANTA, Ga., Feb. 12.—A long-distance telephone message from Mobile says one person was killed and several seriously injured in the Battle house fire.

Eight-Story Building at Seattle.

SEATTLE, Feb. 12.—Fire destroyed the eight-story building of the Schwanbacher Hardware company at Jackson and First avenue, south, today. Loss estimated at \$400,000, covered by insurance. After the flames reached the packing room on the third floor, hundreds of loaded cartridges began to explode and the workmen were unable to approach within fighting distance. There were several explosions of giant powder, but no one was hurt. It is believed the fire was caused by crossed electric wires.

Business Houses at Taylorville, Ill.

DECATUR, Ill., Feb. 12.—A fire in the business portion of Taylorville has destroyed the building of the Schwanbacher Hardware company at Jackson and First avenue, south, today. Loss estimated at \$400,000, covered by insurance. After the flames reached the packing room on the third floor, hundreds of loaded cartridges began to explode and the workmen were unable to approach within fighting distance. There were several explosions of giant powder, but no one was hurt. It is believed the fire was caused by crossed electric wires.

Business Houses at Wausa.

WAUSA, Neb., Feb. 12.—(Special Telegram to The Bee.)—The postoffice, the Knights of Pythias hall, Englefeld chop house and Leslie's drug store were burned to the ground today. The fire started in the chop house, part of the contents of which were saved. The total loss is about \$300,000, distributed as follows: Drug store \$50,000, insurance small; postoffice \$50, no insurance; postoffice building owned by L. M. Sutton \$1,500; Knights of Pythias \$1,000, no insurance; chop house and contents, \$800.

Mother Kills Her Children

They Were Afflicted with Asthma and She Did Not Want Them to Suffer Longer.

BLOOMFIELD, N. J., Feb. 12.—Because her two children, aged 18 months and 3 years respectively, were afflicted with asthma, from which she herself had suffered since childhood, Mrs. Elsie Loux of this place, after putting the little ones to bed, turned on the gas and lay down beside them to die. When the room was entered today by neighbors, Mr. Loux having gone away on a visit last night, the two children were found dead and the mother lying dead at the foot of the bed. The mother was found dead and the mother lying dead at the foot of the bed. The mother was found dead and the mother lying dead at the foot of the bed.

**WEEK'S WORK IN CONGRESS**

House Will Discuss Provisions of Naval Appropriation Bill.

TRIBUTE TO MEMORY OF SENATOR HOAR

House Holds Special Session at Which Eulogies Are Pronounced by Members of the Massachusetts Delegation.

WASHINGTON, Feb. 12.—The naval appropriation bill will be taken up by the house on Monday as soon as legislation for the District of Columbia has been disposed of. The naval bill is usually a subject of long debate and this year will be attacked on several grounds. There will be a general discussion as to the naval policy and issue is to be taken with the committee in its provision for new ships.

The topic of armor plate contracts is to fill its accustomed place on the program, while submarine boats and torpedo boats are to form the basis of offensive and defensive arguments. The estimates that can be made is that at least four days will be consumed in getting legislative action on this bill in the house. It is to be followed immediately by the river and harbor bill, which has been on the calendar for some time, and usually occupies several days once it is taken up. Should the decks be cleared at any time, the proposed legislation on the Panama canal project, which is the continuing order, will be discussed.

Program of the Senate.

The attention of the senate this week will be divided between the Swayne impeachment trial and the appropriation bills. The trial will be taken up each day at 2 o'clock and will continue to receive attention until 5 o'clock. Before and after the period between those hours the appropriation bills will be considered. The agricultural appropriation is still under discussion, and as soon as it is disposed of the bill making appropriations for the District of Columbia will be taken up, to be followed by the diplomatic and consular bill.

Tributes to Senator Hoar.

Representative Lawrence of Massachusetts presided.

Speakers to these resolutions were Messrs. Gillett, Lawrence, Thayer, Sullivan, Green, Vose, McHenry, Powers, Fowler and Trefl, all of Massachusetts, and Clark and DeArmond of Missouri.

Interstate Commerce Hearings.

The Interstate Commerce Commission has assigned dates for hearing in important cases. The differential case, involving the question of differentials on traffic to the Atlantic ports, has been assigned for oral argument in this city April 5. Other hearings are set as follows:

Levee and Grain Company against the Mobile & Ohio Railroad Company and others, involving reconignment of hay at East St. Louis and violations of the first three sections of the interstate commerce act for February 20, at St. Louis; same company against the Chicago, Burlington & Quincy Railroad and others, involving reconignment and car service charges at East St. Louis and violations of sections 1, 2, 3 and 6 of the act, for February 20, at St. Louis; Hope Oil Company against the Texas Pacific Railroad, involving refusal to accept carload of cottonseed at published rates, for February 22, at Texarkana, Tex.; H. B. Pitts & Son against the Atchison, Topeka & Santa Fe and other railroads on question of hay rates from Colorado and Kansas points to Texas, for February 22, at Texarkana; same firm against the St. Louis & San Francisco and other roads, relating to overcharge on shipment of corn from Indian Territory to Texas, for February 22, at Texarkana.

President Goes to New York.

WASHINGTON, Feb. 12.—President Roosevelt will leave Washington tomorrow for a two days' visit to New York, during which he will make a speech at the Lincoln birthday celebration at the Waldorf-Astoria, spend a short time at the Press club banquet at the new Astor house, lunch at the University club, dine in "Little Hungary" and visit friends. Accompanying him to New York will be Mrs. Roosevelt, Secretary Mrs. Taft, Mrs. Cowles and Mr. and Mrs. E. Roosevelt, who have been guests at the White House, and Secretary Lobb. The party will start from Washington in a special train on the Pennsylvania railroad at 10 o'clock tomorrow, and reach New York about 6 in the afternoon.

As soon as he arrives at the metropolis, the New York Republican club will take charge of the chief magistrate and escort him to the Republican club, where he will receive the members formally, and rest until 10 p. m. Tuesday the president will divide his time between visits with friends and relatives, a luncheon at the University club and a dinner with the Hungarian Republican club at "Little Hungary."

The Hungarian club had the honor of entertaining the president when he was governor of New York and on that occasion he promised to join its members again if he ever became president. This promise, made in fun, will thus be kept in earnest. During the stay, the president will attend the Lincoln day dinner at the Waldorf-Astoria, which he will make a short speech and depart at midnight for Washington, reaching here early Wednesday morning.

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**NEBRASKA WEATHER FORECAST**

Fair, with slowly rising temperature.

Temperature at Omaha Yesterday:

Hour. Deg. Hour. Deg. 5 a. m. -14 1 p. m. -14 9 a. m. -15 2 p. m. -14 12 m. -16 3 p. m. -14 3 a. m. -16 4 p. m. -13 9 a. m. -16 5 p. m. -13 10 a. m. -17 6 p. m. -12 11 a. m. -17 7 p. m. -12 12 m. -15 8 p. m. -10

Indicates below zero.

FAST RIDE ON ICE FLOE

Women and Children Are Rescued from Perilous Position in East River.

NEW YORK, Feb. 12.—After a perilous, swift and enforced ride of more than three-quarters of a mile down the East river in a huge ice floe tonight, seven persons, including women and children, were rescued by a tugboat. The tugboat, which stretched from North Brother island to the Bronx shore, drifted down the river with the tide and in its passage tore from their moorings the James D. Perkins and the Eureka, two coal barges which had been fastened to the pier at one hundred and thirty-ninth street with rope and steel cables. On the Perkins were Captain Henry Flood, his wife and little daughter. Captain John Kraemer of the Eureka had on board his wife and two sons. During their dangerous experience a heavy rain fell, the river was a torrent and the barges upon which they were surrounded by the ice, which was headed toward Hell Gate.

As the barges were loaded with coal to within a few feet of their decks the ice became piled on them to such an extent that several times one of them nearly capsized. When the hawsers parted the women and children were panic-stricken. The men buckled life preservers on the women and children and waved red lanterns, which they shouted in the hope that their cries would be heard by passing craft. The crunching ice threatened to drown these shouts and the ice was forced on top of the barges so fast that the men were kept busy passing back the larger cables to prevent the two craft from overturning.

The captain of the tugboat Franklin Edson of the Department of Charities and Corrections became aware of the barges' predicament and ordering full steam ahead forced his way through the ice to the aid of the endangered occupants. After considerable effort the Edson tied up alongside the barges and then with still greater effort the women and children were taken aboard. Then the steamer started back for the harbor pier. It required more than an hour's tugging to accomplish the distance of something less than a mile.

Great Fire at Mobile

Famous Battle House Destroyed, Causing Loss of Quarter of a Million.

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