

The Best Foreign News Service will be found in THE SUNDAY BEE.

STAND BY PRESIDENT

Delegates to Commerce Convention Declare His Plan Only Effective One.

RESOLUTIONS ARE UNANIMOUSLY ADOPTED

Committee Recommends Raising Fund to Send Delegation to Washington.

PERMANENT ORGANIZATION IS EFFECTED

E. P. Bacon is Elected Chairman and Adolph Muller Secretary.

FERRY CONVENTION MAKES A PLATFORM

It Says Regulation of Rates Should Not Be Made a Part of Work of Interstate Commerce Commission.

CHICAGO, Oct. 27.—Both conventions of the Interstate Law League were adjourned this morning without making any effort at reconciliation, and as a consequence there will be two regularly organized bodies working in the interest of railroad rate legislation. The title of the new association, after much discussion, was selected as the "Federal Rate Regulation Association. N. W. McLeod, the temporary chairman of the "anti" convention, was elected president of the association, and a number of vice presidents from the different states represented were elected by different state delegations...

Send Report to White House. The regular convention before adjourning adopted resolutions endorsing President Roosevelt's plan of rate regulation, and arguing the powers of the Interstate Commerce Commission. It was also decided to send a copy of the platform as adopted to the White House by a committee of five. The committee of five which will go to Washington is as follows: E. P. Bacon of Wisconsin, J. H. Call of California, S. B. Burnett of Texas, R. W. Higgins of New York and S. H. Cowan of Texas. In addition to such action the convention determined to send President Roosevelt a telegram saying the convention representing forty-four states and a large number of business, commercial, producing and manufacturing concerns had adopted resolutions endorsing the president's position on the rate question as laid down in his message.

Regulars Elect Officers. At the close of the regular convention the executive committee was organized for the ensuing year by electing these officers: Chairman, E. P. Bacon, Wisconsin; vice chairman, J. E. Howard, Kansas; secretary, Adolph Muller, Illinois; treasurer, R. S. Lyon, Illinois. It was decided by the executive committee to organize in every state and enter upon a vigorous campaign for the success of the Roosevelt rate regulation plan. According to present plans a strong lobby will be sent to Washington at the next session of Congress, and in each state will be asked to petition the United States senators of their respective states to vote for the Roosevelt measure. In addition to this the proceedings of the convention will be published and distributed along with other literature in the interest of the movement.

Anti Slaves Protest. After several amendments to a report submitted by the resolutions committee of the "anti" had been considered the report as presented was adopted by a unanimous vote. The resolutions as adopted declare "the railroads shall be kept within their lawful rights, and that no legislation be taken as will remedy existing and future abuses of the railroads. In addresses of its members, this convention protested that its delegates had not come to Chicago in the interests of the railroads. The board of vice presidents, President McLeod was authorized to select a board of twelve delegates at large to formulate the by laws and rules of the association. Among the vice presidents elected are: G. C. Copenhagen, Denver; A. C. Roloff, San Francisco; A. R. Moss, Fayette, Idaho; Delos Hill, Oak Park, Ill.; Joseph C. H. Perry, Kansas City; M. F. H. Pierce, New Mexico; former Governor E. F. W. Hawkins, Galveston, Texas; Joseph C. H. Perry, Kansas City; M. F. H. Pierce, New Mexico; former Governor E. F. W. Hawkins, Galveston, Texas; Joseph C. H. Perry, Kansas City; M. F. H. Pierce, New Mexico; former Governor E. F. W. Hawkins, Galveston, Texas.

Resolutions Committee Reports. At the St. Paul convention Joseph H. Call of California presented the report of the resolutions committee of the so-called regulars, specifically agreeing that the method recommended by President Roosevelt is "the only constitutional and effective method for the supervision of rates, classifications and conditions." Ex-Governor Van Sant of Minnesota, in seconding Chairman Call's motion for adoption of the resolutions, said: "This is a fighting age. The dearest things we possess in life are those which we fight for the hardest. A railroad passenger agent told me that the transportation companies intended to organize the business men in every village in the country in order to fight against this rate legislation and oppose the election of every candidate who will not agree in advance to vote against President Roosevelt's policy. I said that we would accept the challenge and buckle on our armor. The fight is on and we must fight hard to win. Victory is ours. The resolutions were adopted. Texas for Roosevelt. J. C. Keel caused laughter by declaring that he believed Texas would go republican at the next national election if President Roosevelt is a candidate for re-election. Texas is the greatest democratic state in the union, but its citizens love President Roosevelt," said Delos Hill, who runs for president next time. I think Texas will be for him on this freight rate legislation issue. Chairman Hughes appointed an executive committee for the year, headed by E. P. Bacon of Wisconsin. The finance committee submitted a report recommending that a fund of \$20,000 be raised to send a delegation to Washington during the next session of Congress to work for the passage of the desired legislation. The plan of the committee was approved and \$1,000 of the fund was raised by contributions made by the delegates. After an invitation had been received to

KING OSCAR WRITES LETTER

Declines Throne of Norway for Swedish Prince and Seals the Storting.

STOCKHOLM, Oct. 27.—At a meeting of the Council of State today King Oscar announced that he would in the future use the following style and title: "We, Oscar, by the grace of God King of Sweden and Goths Wends."

He announced that his motto would be "The welfare of the sister nations." King Oscar has definitely and formally declined the offer of the Norwegian throne to a prince of the House of Bernadotte, and in a letter to the president of the Storting finally severs his connection with Norway. The letter, which is dated October 26, is as follows: "After having, in the name of Sweden, recognized Norway as a state completely independent from Sweden, I inform you of my decision to decline the crown of Norway, which, notwithstanding all my good wishes, has given me in the course of years so many bitter sorrows. Moreover, I could no longer wear it to the benefit of the improvement of the relations between the two nations toward which I have entertained a sincere affection ever since my youth, and to the benefit of the provinces of Norway, which I have heartily desired to contribute so long as the duties of my position as king of both countries of the Scandinavian peninsula have permitted me to do so. I cannot think it would be to the advantage of either Norway or Sweden to arise in both countries a feeling of dissatisfaction toward me, and I therefore have decided to decline the crown of Norway that a prince of my house should accept an election to be king of Norway, and who may even now entertain affection for their former king in now bidding them farewell. I cherish the memory of them.

CHRISTIANIA, Norway, Oct. 27.—At today's session of the Storting the debate on the proposition of the government asking to be endowed with full power to negotiate with Prince Charles of Denmark for his acceptance of the crown of Norway, with the understanding that a referendum be taken, was postponed until tomorrow on account of the indisposition of Premier Michelsen.

M. Berner, president of the Storting, read his acceptance of the crown of Norway, with the understanding that a referendum be taken, was postponed until tomorrow on account of the indisposition of Premier Michelsen.

PARIS, Oct. 27.—Information reaching the highest authorities here today that arrangements have been made whereby Prince Charles of Denmark, will accept the throne of Norway, following a plebiscite on November 12. Prince Charles will leave Denmark to assume the royal functions immediately after the official notification of his election is conveyed to him.

WASHINGTON, Oct. 27.—The announcement of the recognition by King Oscar of the separation of Sweden and Norway has come to the State department. The note is being distributed to the powers conveying this information in a more formal manner.

RUSSELL AND CASTRO CONFER

France Has No Information Regarding the Settlement of Trouble with Venezuela.

PARIS, Oct. 27.—Official advice received here from Venezuela that the American minister, Mr. Russell, and President Castro have conferred with the view to arranging a settlement of the diplomatic difficulty between France and Venezuela, but the president has not yet announced what he intends to do.

Therefore the authorities here do not conform to the reports that an agreement is imminent upon the basis of President Castro and M. Taigny, the French charge d'affaires, both withdrawing their notes as a preliminary to adjusting the controversy regarding the French Cable company. However, such a basis finds favor in official quarters and the negotiations tend toward an adjustment along these lines, President Castro's silence alone deferring a determination.

WIFE OF CHINAMAN PEACHES

Tells of Murders Alleged to Have Been Committed in New York.

WASHINGTON, Oct. 27.—Fleeing from Chicago highlanders in New York, Lucy Rosbury, white, 26 years old, who says she is the wife of a Chinese cigar merchant in that city, today, summoned a representative of the press to the railway station, and by telling of the doings of the Chinamen of the metropolis, yesterday the woman said she was warned by a white wife of another Chinaman that the highlanders had decided that she knew too much and was to be disposed of. She hastily gathered up some money, told her husband she was going to buy a store across the street and departed for her home in the south. Several years ago she went to New York in search of work. She met the Chinamen she afterward married, said she, while her life with him she learned his language and consequently much of the doings of Chinamen in New York.

She said she had knowledge of four white women who had been murdered by their Chinese husbands because they "knew too much" and their bodies disposed of in suit cases. The Boston suit case mystery, now baffling the police, she believed to be another of such cases.

TRAILS IN FOREST RESERVES

To Protect Forests Against Fires New Roads Will Be Built This Winter.

WASHINGTON, Oct. 27.—During the coming winter and spring many miles of trails will be built in the government forest reserves. One of the chief causes of the forest service in the management of the reserves is to protect them against fire. A statement issued by the forestry service today says: The trails will afford a means of reaching all parts of the forest reserves on horseback and the fire lines will form van-guard points from which the fire may be attacked, or against which it may be directed, and there controlled. The trails to be built will be carefully planned and constructed with an easy grade. This does not involve much expense, as the many trails built for \$20 a mile and many miles will be built by the regular forest officers and the rangers themselves will perform most of

ST. PETERSBURG ISOLATED

Last Railway Link Connecting City with Outside World is Broken.

GENERAL STRIKE PROCLAIMED IN RUSSIA

Police Make No Attempt to Interfere with Great Mass Meeting at University—Strikers Are Confident.

ST. PETERSBURG, Oct. 28.—The last link of the railroads binding the capital with the outer world was broken late at night, when the Finland railroad suspended service between St. Petersburg and the Finnish border. Telegraphic communication is still open, but there is a possibility that the cable operators may be compelled to join the general strike of telegraphers today. Up to the present there is a total absence of disorder. That the present situation cannot end without bloodshed is the conviction prevailing in the higher government circles, which from moment to moment are expecting a conflict between the troops and revolutionaries in St. Petersburg, and news of trouble in the provinces, especially at Kharkoff, which has been declared in a state of war. The governor of Kiev has been instructed to take all necessary measures to restore order which the local government and the commander of troops are unable to maintain. Bloodshed is Probable. One of the most prominent members of the emperor's court received the Associated Press today and said, with every evidence of deep emotion: The situation is a grievous and a painful one, and I see no way out of it except by the employment of force. I do not misunderstand me, I look upon the prospect with tears, but it is becoming more and more evident that we are compelled to fight. I can see no other outlet. The revolutionists and terrorists are absolutely bent upon a conflict upon us and nothing we can do will satisfy them. They are determined to have bloodshed, and I am sure that Russia is suffering, and sad and painful news of the government must act with force. The minister said that the law creating a responsible cabinet will probably be promulgated and Count Witte's nomination as premier announced tomorrow. Under the statute the premier may or may not hold a special portfolio. Count Witte spent almost the entire day with the emperor at Petrograd, and he has not confided to his colleagues within the American Central Life Insurance company of Indianapolis today that its general western agent in Kansas City must stop the practice of pasting typewritten estimates in the policies written, thus making the policyholders believe that these are a part of the contract. Mr. Vandiver notified the company that this agent must resign or the department will revoke the license issued to him. The company is also required to purge itself of their agent by the date with the knowledge and consent of the officers of the company. A failure to make a satisfactory answer may result in the revocation of the company being revoked. Mr. Vandiver is also looking into the affairs of the Mutual Life of New York, whose investigation by the New York department last July showed that it was practicing methods said to be unbusinesslike. He has waited, hoping that the New York department would take action on its investigation, but it has not done so. He is looking into the matter with a view to acting himself. No formal action has yet been taken by Mr. Vandiver in the cases of the Columbia National Life of Boston, the American Investment Securities company of Maine and the American Agency company of New Jersey. These companies are working together in a business way, and they sell stock in the investment companies, and it is alleged that the principal business of the companies is to sell stock in the policies of the law. It is said, in this state.

METHODIST MISSION WORK

Bishops Report on Visits to Alaska, Idaho, Nebraska and the Black Hills.

WASHINGTON, Oct. 27.—The case of Prof. G. Mitchell, the confirmation of whose election to fill the chair of Hebrew at the Boston university was refused by the College of Methodist Bishops six months ago because of his interest in the "higher criticism of the Bible," but who has since been nominated by the trustees of the university, was before the trustees of the college today, and a vote will be taken tomorrow. During the day there were a number of discussions touching the interior economy of the church. Among the reports presented were those of Bishop Moore of Portland, Ore., who spoke of conferences held in Alaska, Idaho and Ohio, and that of Bishop John W. Hamilton of San Francisco, who told of conference work in the Black Hills and among the Swedes of Nebraska, Iowa and Kansas.

Tonight a resolution was tendered to the bishops at the Foundry church. Considerable interest has been shown in the remarks at the church extension meeting last night by Bishop Hamilton, who predicted that because of the great immigration from the interior and the intermarriage between the immigrants and Americans this country will have the composite but typical American. In this connection Bishop Hamilton said: "You may not believe it, but you will be great-grandfathers of Chinese, Italians, Slavs and other races. In San Francisco we have several cases of Chinamen marrying American women, and that will grow more and more common until finally have the composite but typical American."

MISSOURI COMPANY SIFIED

Preferred Tonnage Mercantile Will Not Carry Appeal to United States Supreme Court.

WASHINGTON, Oct. 27.—On motion of the Preferred Tonnage Mercantile company of Missouri the supreme court of that state today dismissed the case of that company against the state of Missouri, which was brought to the court on a writ of error from the Missouri supreme court. The case was instituted in the Missouri courts at the instance of the state supervisor of building and loan associations, the purpose being to compel the company to cease its business operations because it was alleged it was diverting its funds. The state supreme court sustained this contention and the dismissal of the case by the federal court has the effect of affirming that decision.

CLEVELAND MAY MAKE VISIT

Nebraska City Hears Former President Will Stay Sometime in Arbor Lodge.

HAY LANDS IN HOLT COUNTY

Section Where the Grass Grows Tall and Ranch Owners Thrive.

DIFFICULTY HERE SAME AS SANDHILLS

Modification of Existing Laws Needed to Allow Development of Small Capital.

(From a Staff Correspondent.) STUART, Neb., Oct. 27.—(Special.)—No trouble about fences on the public lands has been experienced in this part of Nebraska. Ranchmen here generally own their own lands, and a more prosperous and contented lot of people cannot be found than live in the neighborhood of Stuart. This county has not the number of cattle the county will support by any means. When the Kinkaid law was passed 15,000 acres of land was open to homestead in this county, but it was practically all filled in within a few months after the law went into effect. The greater portion of the homestead lands was in the southwestern part of the county. A large number of new settlers are located in Swan precinct under the 40-acre homestead law, but a large number of the homesteads show but little evidence of the homesteaders. In township twenty-five, range seventeen, just west of Swan precinct, some thirty or thirty-one homesteads were taken during the rush time, when the Kinkaid law went into effect. There ought to be that many families living there, but persons in the township say not a dozen homesteaders in the township are making any pretense of living on their claims.

What Might Hold Them. If these claimers were given an opportunity to buy their claims, provided they could show use of the grass for stock, and were not required to place improvements on the land to the amount of \$50 before they could make proof, it is quite probable the township would have more actual settlers than it would have. The simple reason that they would be able to induce capital to furnish them the stock to eat the grass, of which fully three-fourths grown in the township is now going to waste. Eight hundred dollars is too much to require a homesteader to invest in improvements on a homestead, and the amount at that amount to expend, and if they had the price, it would be far better for them individually and better for the community if they should invest the greater part of the amount in a young stock that would grow into money in less than several years.

VANDIVER OUT FOR AN AGENT

Alleges One Man at Kansas City Prepares Deceptive Life Insurance Policies.

JEFFERSON CITY, Mo., Oct. 27.—Superintendent Vandiver of the state insurance department notified the American Central Life Insurance company of Indianapolis today that its general western agent in Kansas City must stop the practice of pasting typewritten estimates in the policies written, thus making the policyholders believe that these are a part of the contract. Mr. Vandiver notified the company that this agent must resign or the department will revoke the license issued to him. The company is also required to purge itself of their agent by the date with the knowledge and consent of the officers of the company. A failure to make a satisfactory answer may result in the revocation of the company being revoked. Mr. Vandiver is also looking into the affairs of the Mutual Life of New York, whose investigation by the New York department last July showed that it was practicing methods said to be unbusinesslike. He has waited, hoping that the New York department would take action on its investigation, but it has not done so. He is looking into the matter with a view to acting himself. No formal action has yet been taken by Mr. Vandiver in the cases of the Columbia National Life of Boston, the American Investment Securities company of Maine and the American Agency company of New Jersey. These companies are working together in a business way, and they sell stock in the investment companies, and it is alleged that the principal business of the companies is to sell stock in the policies of the law. It is said, in this state.

THE BEE BULLETIN.

Fair and Colder Saturday, Sunday Fair and Warmer.

- 1 President Gets an Endorsement. Soldiers on Guard in Russia. Wealth of Hay Lands in Holt. Football a Slight Wager. 2 Wyoming Preparing to Buy. 3 News from All Parts of Nebraska. 4 Orchard's Fiftieth Year in Omaha. Woman Applies Lash to Man. 5 Taft Starts on Trip to Panama. Temperance Women in Session. 6 Affairs at South Omaha. 7 Stickers Talk About Rebates. Present an Era of Railroad Building. 8 News Displayed by Criminals. 9 Judges and Clerks of Election. 10 Telephone Ask for School Funds. Catholics Ask for School Funds. 11 Financial and Commercial. 12 Council Bluffs and Iowa News.

Temperature at Omaha Yesterday: Heavy. 5 a. m. .... 40 1 p. m. .... 42 7 a. m. .... 39 2 p. m. .... 43 9 a. m. .... 38 3 p. m. .... 43 10 a. m. .... 36 4 p. m. .... 44 11 a. m. .... 37 5 p. m. .... 41 12 a. m. .... 41 7 p. m. .... 40 12 m. .... 42 8 p. m. .... 39 9 p. m. .... 38

SUIT CASE MYSTERY REVIVED

Arms and Legs of Woman Found Floating in Another Case in Boston Harbor.

BOSTON, Mass., Oct. 27.—The suit case mystery of September 27, when the dismembered torso of a woman was found in a dress suit case floating in the harbor, was brought into prominence again today when a second suit case was found in the Charles river. The case found today contained the arms and legs, said by medical experts to be those of a woman, and the police say there is no doubt but that they are the missing members of the torso. While the finding of the limbs there is now a chance that the victim of the tragedy may be identified, as one of the hands there were three rings. Two of the rings on the ring finger of the right hand and the third on the little finger of the same hand. The pawnbroker who sold the case in which the torso was found today identified the case in which the legs and arms were found as one he sold the purchaser of the first case. Old cloth similar to that found on the torso was also found in the case recovered today.

SUIT IN ENTERPRISE AFFAIR

Dead Cashier is Charged with Hypothecating Stock Pledged as Security for Loan.

PITTSBURG, Oct. 27.—From a statement made today by E. F. Moxey, special examiner for the federal authorities in the Enterprise National bank failure, it will be seen that before the bank's condition is known. The first suit in court against the Enterprise National bank, growing out of the failure of that institution, was brought in common pleas No. 3 this afternoon and directly charges T. Lee Clark, the cashier, with the commission of a suicide, by taking and hypothecating a valuable certificate of stock pledged as security for a loan twenty-seven years ago. The suit was brought by D. T. Patterson of this city. He asks the court to grant him such relief as equity demands.

WRECK NEAR GOLDEN, COLO.

Railway Switch Engine Crashes Into Rear of West-Bound Passenger Train.

GOLDEN, Colo., Oct. 27.—A runaway switch engine crashed into the rear of west-bound passenger train No. 52 on the Colorado & Southern railway in the yards here today, injuring seven persons. Those most seriously injured are Engineer Charles Fats, who stuck to his post after losing control of the locomotive on a steep grade until the collision occurred, and Mark Grace Arthur, a music teacher of Denver.

MISS ROOSEVELT AT HOME

Daughter of the President Completes Her Long Journey From the Orient.

WASHINGTON, Oct. 27.—Miss Alice Roosevelt, daughter of the president, arrived in Washington at 4:40 o'clock this afternoon, thus completing her long journey from the orient. Major Charles L. McCawley of the marine corps and Miss Hagner, secretary to Mrs. Roosevelt, met the president's daughter at the railway station and accompanied her to the White House.

ED C. BROWN IS ACQUITTED

Former Iowa Railway Commissioner Found Not Guilty of Fraudulent Banking.

PRIMOGAR, Ia., Oct. 27.—Ed C. Brown, former state railroad commissioner of Iowa and proprietor of the defunct bank at Sheldon, was tonight acquitted on a charge of fraudulent banking. Brown will return in a day or two to Montana, where he is clerk in the office of the superintendent of the Union Pacific.

DAWES CALLED AS WITNESS

Former Comptroller of Currency Summoned to Testify in "Beef Trust" Case.

CHICAGO, Oct. 27.—A subpoena to appear as a witness in the "beef trust" trial November 30 was today served on Charles G. Dawes, former comptroller of the currency. Mr. Dawes refused to discuss the matter, although he admits having been served with a subpoena.

Movements of Ocean Vessels Oct. 27.

At Hamburg—Arrived: Deutschland from New York; Pennsylvania from New York. At New York—Arrived: Canopic from Boston. At New York—Arrived: Lancia from Liverpool; La Lorraine from Havre. At London—Sailed: Siberian for Montreal. At Liverpool—Sailed: Mount Royal for Montreal; Cymric for Boston. Arrived Philadelphia. At Antwerp—Arrived: Marquette from Philadelphia. At Glasgow—Sailed: Siberian for Boston. At Naples—Sailed: Massida for New York. At Merville—Sailed: Virginian for Montreal. At Queenstown—Arrived: Campania from New York.

ROOSEVELT IN WRECK

President's Boat Collides with Fruit Steamer Below New Orleans.

NO ONE IN THE PARTY IS INJURED

Magnolia is Quickly Beached to Keep It from Sinking.

LIGHTHOUSE TENDER IVY TO RESCUE

Chief Executive and Companions Removed After Short Delay.

COLLISION DUE TO CONFUSION OF SIGNALS

Party Boards Cruiser West Virginia Shortly Before 10 O'Clock and at Once Proceeds to Sea.

NEW ORLEANS, Oct. 27.—After an early morning collision in which the lighthouse tender Magnolia, on which he was traveling, was so much damaged that he had to abandon it, President Roosevelt on board the lighthouse tender Ivy was carried down the Mississippi to the armored cruiser West Virginia. Neither the president nor any member of his party was injured in the accident. The first news of the accident reached New Orleans by telephone at an early hour this morning, coming in the shape of an appeal for help from Captain Ross of the United Fruit company's steamer Esparata, which was the vessel reported in collision with the Magnolia. Captain Ross gave no details except that the boats had struck each other; that the president was uninjured and that the Esparata might have to take him on board and carry him to the mouth of the river. The message came from Nairn, La., near which point the accident occurred. Weather is Good. The Magnolia left here at 8:30 last night and the Esparata was due to arrive today at Chalmette. The weather was fine, with a light breeze from the river. In his report Captain Ross gave no details of the accident, but said that the Magnolia was ashore. Immediately upon the receipt of the news communication was opened with tug owners here and the powerful tug, H. Wilson and B. D. Wood, left New Orleans shortly after 6 o'clock this morning, with orders to go to full speed to the scene of the accident. Meantime, however, the president's party had managed to get in communication with the lower part of the river, where it was known that the lighthouse tender Ivy was lying. At 1 o'clock the operator at Pilotown was run up by Major Craighill, the government engineer, with orders that the Ivy should be sent to Sixty-Mile Point with all possible speed. The Ivy immediately got underway and covered the forty miles in rapid time. President Roosevelt, Secretary Loeb and Surgeon Rixey, with their baggage, were at once transferred, and the Ivy proceeded down the river. At 8:15 the Ivy passed Pilotown and was away, signaling that the president and party were on board and that all were well. Boards the Warship. At 9 o'clock the Ivy reached Port Eads. President Roosevelt and his party were on deck. The tender did not stop, but immediately passed out into the gulf. The West Virginia was in plain sight, and quickly covered the distance separating the two vessels, and as the Ivy appeared a presidential salute sounded from the warship. The transfer, after the Ivy reached the big ship's side, was a matter of but a few minutes, the weather being fine and clear with a steady breeze. At 9:40 the president stepped on board the West Virginia safe and sound after his exciting experience here and on his trip down the river. The West Virginia had already lifted its anchors and Virginia had started on its journey up the coast. Report of Commander. The lighthouse office here has received the following dispatch from Commander James H. Sears, U. S. N., dated at Nairn, La.: "The lighthouse tender Magnolia was struck on New Orleans, La., October 26, by the steamer Esparata, a fruit steamer. No one was injured. The Esparata was on the river. The president and party were transferred to the lighthouse tender Ivy, which proceeded to the West Virginia on time. The Esparata officers and party were on duty on board the West Virginia. The Esparata is believed the Magnolia can make the necessary repairs to return to New Orleans under its own power. Immediately upon hearing of the accident and escape of the president Mayor Behrman sent the following dispatch by wireless to the president: NEW ORLEANS—President Roosevelt, aboard the cruiser West Virginia, has been overjoyed to learn that you and your party escaped without injury and regret inexpressible that the Esparata was not immediately destroyed. We pray that your voyage will be safe and delightful. Governor Blanchard sent the following: People of Louisiana regret no serious consequences. Trust your voyage to Washington will be pleasant and devoid of further mishaps. Blames Pilot of Magnolia. The captain of the Esparata refused to make any statement to the public as he was under a British flag and he must submit his report to the British consul. The United Fruit company, to which the vessel is chartered, however, tonight issued the following statement: "The Esparata sighted a vessel, afterward found to be the Magnolia, in the Gulf of Mexico, and blew two whistles signifying the intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered by three whistles, while the latter vessel continued up the river and at the time of such signal it was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew the first signal, it blew one signal signifying its intention of passing to starboard, which was answered