

Daily Eagle

M. M. MURDOCK, R. P. MURDOCK, Editors. Business Mgr. Publishers and Proprietors.

Members of the American Newspaper Publishers' Association.

All letters pertaining to the business of the printing department, bindery, subscription or advertising should be addressed to the business manager. All other communications to the editor.

The only paper in southwestern Kansas or Oklahoma receiving the complete Associated Press report.

TERMS OF SUBSCRIPTION. DAILY BY CARRIER, 10c PER WEEK.

(In advance, postage prepaid.) Daily, one copy, one year, \$4.00. Daily, one copy, six months, \$2.00. Daily, one copy, three months, \$1.00. Daily, one copy, one month, 50c. Three times a week, any day desired, 15c per year. Two times a week, any day desired, 10c per year. Sunday, per year, \$2.00.

WEEKLY EAGLE. One copy, one year, \$1.50.

TO ADVERTISERS: Rates of advertising made known upon application.

The proprietors reserve the right to reject and discount any advertisements contracted for either by themselves or their agents.

Entered in the postoffice at Wichita as second-class matter, and entered for transmission through the mails as such, Eastern business office, "The Tribune" Building, New York City; Western business office, "The Bookery," Chicago; The S. C. Booth, Special Agency, sole agents for Foreign Advertising. Readers of the Eagle who in New York City or Chicago, can see copies of the paper at the office of our agents at the address given above.

AMUSEMENTS.

Crawford Grand E. L. Hartling, Manager.

ONE NIGHT, Friday, Dec. 1. Lincoln J. Carter's

Masterpiece of Stage Realism!

Under the Dome

A Sumptuous Scenic Spectacle A Continuous Series of DRAMATIC SURPRISES! STARTLING SITUATIONS! NOVEL EFFECTS! THRILLING CLIMAXES!

A Powerful Company

See the... Marvelous Storm CENE Great Ferry Boat Eastern business office, "The Tribune" Building, New York City; Western business office, "The Bookery," Chicago; The S. C. Booth, Special Agency, sole agents for Foreign Advertising.

At the Congregational Church

Dec. 1st, 8 p. m.

Under the auspices of the Southwest Kansas Teachers' Association.

Tickets can be obtained at Goldsmith's and High School Office, Admission, 50 cents.

The Evolution of Woman

A Great Lecture by the Great Lecturer, Dr. Matthew Hughes.

"Quincy's Successful Successor."

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Xmas Photos...

Cabrics \$2 to \$8 per Dozen.

We have employed Mr. Ernst Lubbers, who will assist us in the operating room. Mr. Lubbers has recently been employed in the leading galleries of the country, such as Naegle's of New York, Stein of Chicago, Washburn of New Orleans, G. Grammer, of St. Louis. We can say he is the best operator ever in Wichita.

Baldwin, Photo, 118 East Douglas.

Exchange Stables

Exchange stables at Ottawa and Stillwater. Make a specialty of carrying passengers to town these points. Also do a general heavy business. Travelling men's baggage attended.

SHIVELY, VAN WYK & SHIVELY.

Sealed Proposals.

Office of City Clerk, Wichita, Kan., Nov. 18, 1899.

Sealed proposals will be received at this office for the building, construction and furnishing of all material for sewers in Sewer District No. 2 of this city, according to the plans, specifications, depths and gradients, as set forth and now open to inspection in the office of the city engineer.

An approximate amount of the material required is given here. The same, however, is subject to change:

220 feet 12-inch sewer pipe.

100 feet 12-inch sewer pipe.

100 feet 12-inch sewer pipe.

100 feet 12-inch sewer pipe.

5 inch tanks.

67 man-holes.

13 observation holes.

This must be filed in clerk's office on or before December 21, 1900, and be accompanied by a certified check for \$500 payable to the city of Wichita, as a guarantee of good faith; also that bidder will enter his name in double the amount of contract price, if contract be awarded to him.

Bid proposals, bonds, etc., can be procured at this office.

The mayor and council reserve the right to reject any or all bids.

1211 ANOR McCLAIN, City Clerk.

Montreal, Nov. 25.—James Kent, superintendent of the Canadian Pacific railway system, at Montreal, has been appointed general manager of the entire system, in place of Charles H. Hensley, resigned. The change will take effect December 1.

Daily Eagle, by carrier, 10 cents a week.

SORROW AND ROMANCE

With Romance Securing the Last Innings.

LATTER-DAY D'ARTAGNAN

Whose Woes a Sweet American Girl Will Console.

New York, Nov. 30.—The Journal says: Across the Atlantic there sped over the wires last week the announcement of another international betrothal. The bride-to-be is Miss Lily Whitehouse, the younger daughter of William Fitzhugh Whitehouse, the American millionaire. He lives alternately at Thornton Hall, England, and at Newport, R. I. His daughters were educated abroad.

The bridegroom is the Hon. Charles Coventry, the second son of the Earl of Coventry, one of the heroes of the Jameson raid. It is not a remote possibility that another American girl will become a countess, for the Earl of Coventry is far from an old man, and his eldest son is not thought by his physicians to be a candidate for long life. "Capt. Charles" though he carries the bristles of a Boer in his back, is tough as the heart of an oak.

Whitehouse is one of the most familiar names in America. It has pre-Revolutionary and Colonial flavor. It has wealth and fashion as well as history at its elbow. It is a name that appears on the roll of the most exclusive clubs, and "among the guests" at the most exclusive functions of the most exclusive circle of the "Four Hundred" of this city.

Mr. F. Cope Whitehouse, the cousin of the bride-to-be is the celebrated Egyptologist.

Mr. and Mrs. H. Remsen Whitehouse are prominent members of society at home and abroad.

Mr. Worthington Whitehouse is the well known charming cotton leader.

Mr. Norman Whitehouse was for a brief the celebrated beauty, Miss Vera Boardman, who was Queen of the New Orleans carnival. So much for the Whitehouse boys, the sons of the Bishop of Illinois.

Miss Whitehouse is also a niece of Mr. and Mrs. Edwin B. Sheldon. The relationship is doubly strong, for her father is Mrs. Sheldon's brother, and her mother is Mr. Sheldon's sister. Mr. and Mrs. Sheldon are particularly well known in yachting circles.

The Earl of Coventry, father of the bridegroom, is the Master of the Buck Hounds to the Queen. He was a member of the famous baccarat party at Tranby Croft. The Countess of Coventry is a sister of Lady Erskine, and aunt of the Earl of Craven and of his American Cousin, who was Miss Bradley Martin, of New York.

The founder of the Coventry family was the Lord Mayor of London. The Lord Mayor was one of the executors of the will of Sir Richard Whittington, who left him the celebrated cat for his trouble that he had caught Coventry could no longer stick his nose into his business.

The sixth Earl of Coventry is radiant in the reflected glory of having for a wife one of the celebrated beauties of the last century, Miss Gunning the elder. It was the youngest Miss Gunning who is famous in art history as the "Gainsborough Duchess of Devonshire." The Coventrys of the present generation are all remarkably handsome. They trace their comeliness to the beautiful Gunning sister, who was sixth Countess of Coventry.

The elder brother of Captain Coventry bears the title of Viscount Deerhurst. The Viscount was a devoted lover of his life in his youth. He showed an abundant crop of wild oats in the days that are not. He is said to be reaping it now. He married Virginia Bonyng, of San Francisco.

Lady Anne Coventry, sister of the Viscount Deburgh and of the Hon. Captain Charles, was married a little while ago to the dusky Indian Prince Dhillup Singh, descendant of the former kings of the Punjab in India and how a ward of England.

The Hon. Charles Coventry, who is to wed Miss Whitehouse, is a tall, handsome, military-looking man of thirty. He has fine dark eyes and a masculine moustache and imperial of the traditional blackness of the raven's wing. He has a ceaseless flow of good spirits, and is so fond of adventures that his intimates have nicknamed him "D'Artagnan" after the brave, roistering, loveable hero of Alexandre Dumas' "Musketeers."

Left Croome Court, Severn Stike, Worcestershire, which had been his boyhood home, at the head of a militia battalion of the Worcestershire regiment. Nine years ago, he went to the Cape with a cricket team. He liked the country so well that he remained there. First he served in the Bechuanaland police, and afterward with the Chartwell Company. He was in command of Troop G and V when they were about to be disbanded. He made a daring speech at Mafeking on December 21, 1895, and persuaded them to join Dr. Jameson on his famous raid. He joined the raid and was shot in the back by the Boers. For this attack upon the Transvaal, then a friendly State,

he was sentenced to three months in Holloway jail.

He lost nothing of his remarkable popularity in London by his imprisonment. His crime was regarded as a mere technical one. He did not suffer expulsion from any of the leading clubs of London, all of which he was a popular member. He was in prison only three months, but there culminated during that time the unhappy romance of which his marriage in January will be the happy sequel.

Lady Ernestine Bruce was the eldest daughter of the Marquis of Ailesbury. She was pretty, picturesque and romantic. She was also Captain Coventry's cousin. Lady Ernestine was in Johannesburg with a party of friends when the battle took place between the Boers and the Jameson filibusters. Hearing that her cousin Charles was wounded, Lady Ernestine drove to the battlefield in search of him. On the way she met him being carried off the field on a litter.

The gallant Captain had received two wounds in the geography of the spine. Lady Ernestine burst into tears when the surgeon told her this, and begged that "I will nurse him and kiss him back to life," she said.

She was installed as nurse and so faithfully did the discharge duties that she brought him back to health even while his parents were wearing mourning for him.

A memorial service was being celebrated in Croome Church, near Croome Abbey, the Earl's country seat, when the dispatch from Lady Ernestine, "Cousin Charles is better, and sure to recover," was signed for.

The clergyman was notified and the service continued, but changed from one of mourning to thanksgiving.

When "D'Artagnan" was able to travel, Lady Ernestine accompanied him home, and their engagement was announced on the day that he and Dr. Jameson and Sir John Willoughby appeared in Bow Street Police Court in answer to the charge of filibustering.

Lady Ernestine, it has been said, was pretty and picturesque and romantic. It is not ill-natured to associate fickleness with these qualities. It is merely conceding a prerogative.

Lady Ernestine was too loyal to her imprisoned hero to take part in the gayeties of a London season while he was in duress. As an outlet for her superabundant energies, she took up the study of navigation. She was an enthusiastic yachtswoman, and soon displayed this fact to her fellow student, one young Henry Brady Hunt.

This same Mr. Hunt had spent several years at sea, first as an apprentice and then as mate. Now he was determined to go up for a master's certificate.

Community of interests often promotes friendship, and as everybody knows, friendship often opens into love. Who can say what evolutionary readjustment took place in Lady Ernestine's affections? That would require a master of the secrets of women's hearts, and it is not likely that any such man exists.

It is probable that either the one great system acquired by the Pennsylvania or the two important properties acquired by New York Central interests will be forthwith attached in open corporation.

Philadelphia, Nov. 25.—Officials of the Pennsylvania railroad today decline to say anything regarding the statement printed this morning to the effect that that company has secured control of the Baltimore and Ohio Railroad company. William A. Patton, assistant to President Cassatt, was questioned by a reporter for the Associated Press, and said: "There is nothing to be said. I have seen publications of this sort before connecting the Pennsylvania company with various deals. They all turned out the same way."

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Cincinnati, O., Nov. 25.—President M. E.

Royal Baking Powder

Imparts Healthfulness to the Food

Royal Baking Powder leavens the food perfectly by its own inherent power without changing or impairing any of the elements of the flour. Thus the hot-breads, hot-rolls and muffins, and the delicious hot griddle-cakes raised by the Royal Baking Powder are wholesome and digestible, and may be eaten without distress, even by persons of delicate digestion.

Alum baking powders are low priced, as alum costs but two cents a pound; but alum is a corrosive poison and it renders the baking powder dangerous to use in food.

ROYAL BAKING POWDER CO., NEW YORK.

D'Artagnan watched the girl and her father from the veranda of his hotel. Interest grew in his heart, and admiration looked from his eyes.

He saw the girl stroke the invalid's arm with a loving touch. "Are some women true-hearted, after all?"

He saw the girl stroke the invalid's head to present him. After that Love's way was easy. She was shy and gentle. He was ardent and dominating. Even the father's illness was no barrier, for he thought first of his daughter's happiness. There were all the small, sweet, commonplace of love—commonplaces to all save the lovers. We may be excused if we pass them over.

The gallant Captain "loves another woman," and has decided that there "is one true-hearted woman after all."

The wedding in January will be a big and fashionable one, if the war with the Boers is over.

The Whitehouse family, too, has its distinction as well as the Coventrys. Its ancestors were granted the manor of Bowen Stapleford in 1203. His descendants retained it until 1750. Miss Whitehouse's great grandfather had his rights as a chartered proprietor of the Colony of Connecticut preserved in the famous Charter Oak. Another great-grandfather was imprisoned in the Hall of Records by the British for defending his American rights.

A member of the Whitehouse family lived for nearly half a century in the Government House which was built by the British for its Governor of New Jersey. His descendants still own it.

Inalls, when asked regarding the story printed in New York concerning the absorption of the Baltimore and Ohio by the Pennsylvania, and of the Chesapeake and Ohio by the Big Four, said that he knew nothing about such a scheme.

New York, Nov. 25.—Chauncey M. Depew, chairman of the board of directors of the New York Central railroad, says that he knows nothing concerning the reported Baltimore and Ohio deal.

New York, Nov. 25.—The Evening Post says: "The following explanation was current today on the authority of Wall Street interests concerned in the recent heavy buying of Baltimore and Ohio stocks: A block of Baltimore and Ohio preferred and common stocks had been purchased by A. J. Cassatt and associates in the interest of the Pennsylvania railroad. This stock, with the holdings of J. J. Hill, places the control of the Baltimore and Ohio in harmony with the management of the Pennsylvania. The New York Central road is not concerned in the deal except through W. K. Vanderbilt, who, as an individual, is one of the syndicate formed to acquire an important interest in Baltimore and Ohio stock. Some of the largest buyers of the stock said that their purchases were delivered to and paid for by Kahn, Loeb & Co., and that banking firms, both of the Baltimore and Ohio syndicate, and of the so-called Harriman syndicate were involved in the new purchasing syndicate."

LATE NEWS BY WIRE.

Rome, Nov. 25.—Prince Di Russelli, senator and mayor of Rome, died today.

New York, Nov. 25.—The transport Barnside, which arrived yesterday from Havana with a case of yellow fever, was thoroughly disinfected and permitted to proceed this afternoon. The patient is improving.

Portland, Ore., Nov. 25.—Thomas J. Black, who was the collector of customs of this district during the second Cleveland administration, was found dead in his room at the Imperial hotel today. Heart disease doubtless carried him away.

Rio de Janeiro, Nov. 25.—Dr. G. De Riva Almeida, the Brazilian minister at Paris, has embarked for France, charged with the negotiation of a treaty of commerce between the two countries. He will probably also negotiate treaties with Italy, Spain and Germany.

Peoria, Ill., Nov. 25.—The arguments of the counsel in the immediate case of the Chicago drainage trustees and the Illinois canal commission before Judge Thompson in Lewistown, were closed last night. The judge announced that he would deliver his decision on Monday, December 11.

Nebraska City, Neb., Nov. 25.—Senator Hayward's condition has taken a decided turn for the worse. Mrs. Hayward is well, but worn out and has given up hope.

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Manassas, Iowa, Nov. 25.—Samuel Russell, a prominent and wealthy physician, died this morning at the age of 72. He had been a prominent leader in Iowa in the Greenback and Populist parties and had more than a state-wide reputation. He was a native of Dublin, and a descendant of an old Huguenot family.

TO FATED DISASTER

Went Spain's Fleet, Driven Forth by Fools.

CERVERA'S OWN STORY

Is a Monument to His Government's Stupidity.

New York, Nov. 25.—Editorially the New York Evening Post says: Admiral Cervera obtained from the queen regent, late in August, permission to publish the official correspondence relating to the operations of the Spanish squadron under his command. The result is a volume of more than 200 pages, a copy of which has just reached us. It contains many dispatches which have been published before, but some which are entirely new, and in particular several letters which passed between Admiral Cervera and the minister of marine before the war broke out, which are not only new but of the deepest interest. The whole is now offered as the apology of the gallant old sailor. With a proud humility, at once dignified and pathetic, he lays before his fellow-countrymen and the world the proof that, whoever blundered, whoever was the victim of wild illusions, he was not; but that, throughout, his head was as clear, his foresight as keen, as his heart was stout.

From the very beginning—going back as far as the letters of 1896—Cervera's constant warning to the minister of marine was, "Do everything in reason or honor to satisfy the United States. For, if war breaks out, we shall be overwhelmed." Minister Bermejo was incredulous. A good part of the American navy was in the Pacific. Yet, replied the clear-sighted Cervera, on March 7, 1898, but what does that mean except the immediate crushing of our feeble naval forces in the Philippines? Ah, rejoined the minister, but you do not take into account the "superiority of our homogeneous, educated and disciplined crews in a combat with the mercenary levies of the United States." As to that, answered Cervera, sadly, you have only to remember what happened to our ancestors at Trafalgar. But surely, urged Bermejo, with your swift ships you can ravage the Atlantic coast, and speedily bring the enemy to terms. "Are you crazy?" was Cervera's despairing comment.

So the correspondence went on through all these weary weeks of waiting for the war. The men in charge of the fleet—Cervera and all his captains—solemnly warned the government that their condition must be defensive, or it would necessarily be disastrous. But at the same time Blanco was urgently telegraphing from Cuba, and Madrid from Porto Rico, that the squadron must be sent, or all would be lost. Thus pulled about, the government was at last, with a heavy heart, compelled to order the fleet to war of the eighteen or twenty admirals and captains in Madrid, which decided that Cervera must sail from Cape Verde and bring himself on the foe. That was about what his orders amounted to, for he was utterly unable then or later to get intelligible instructions from the minister of marine. His orders were simply to sail for the Antilles, calling at some neutral port for information, and then going to Porto Rico or Cuba, as he might think best, and doing there whatever his "skill, discretion and courage" might suggest. Was ever halting order sent more bunglingly to the fate which he knew to be as certain as the sunrise?

Yet Cervera set sail with his crippled ships as bravely and cheerfully as if going to assured victory. He said that if the admirals overruled him, one of them really ought to relieve him, but he was not the man to shrink from duty, and with a proud motto in salute to the Spanish government and people, he put to sea.

Cervera fully intended to go to Porto Rico after calling at Fort de France. His statement to that effect is a tribute to the shrewdness of our own naval strategists, who sent Sampson to that island to meet him. But at Martinique Cervera heard that Sampson was awaiting him; he himself had to go to Curacao for coal; and then, by a good deal of luck (also usually, as he himself confessed, got into Santiago unmolested). To Cervera at Martinique the following extraordinary telegram was sent by the minister of marine:

Madrid, May 22, 1898.

"Since your sailing the situation has changed. Your instructions are amplified so that if you judge that the squadron cannot operate to advantage where you are, you may return to Spain, choosing your own route and port to sail, though this would preferably be Cadix. Acknowledge receipt and advise of your decision."

Cervera did not acknowledge receipt, because he never saw the dispatch until he got back to Spain. He called before it was delivered. But as an indication of the state of mind of the Spanish government, and of its fitness to carry on war, it needs no comment. In this respect, however, it was surpassed. If such a thing were possible, by the suggestion made by the minister of war on June 2, that Cervera should run the blockade at Santiago and then be permitted to attack Havana afterwards remaining to fight off Sampson!

The later official correspondence has nearly all been read before Cervera was never allowed about 30 miles of his ship if he tried to take them out. He wished to blow them up in the harbor and land his men to assist in the defense of the place. But he was never allowed to do so. He was ordered to stay in the harbor and wait for the admiral's going out to have 90 of his men killed, in a spirit of sheer "vanity," as Cervera called it. One incidental point is cleared up in these dispatches. Admiral Sampson has said that he never knew why his ships were not fired on at night when standing in close to the harbor's mouth with their searchlights. The reason is that the Spanish did not have the guns of ammunition to do it. Cervera asked General Linde to open on the American ships at night, but that officer had to inform him that he had no artillery ammunition to do so. And the ammunition on ships was as defective as it was in an armament.

Where is Cervera? This is the question we all ask after this full revelation of the weakness of the fleet we conquered at Santiago. The only coast the Spaniards have made is that they

showed the world they knew how to die.

Never did men go more cheerfully to death for their country than Cervera and his comrades. What he has now published is in defense of his intelligence. He wanted his friends and his country to know that he at least had been dwelling in no fool's paradise. "This squadron is already destroyed," he wrote, on sailing from Cape Verde. But no defense was needed of Admiral Pasqual Cervera's patriotism or gallantry. Those are written on his forehead. The faded story of what he did and dared with serene courage, in the face of fated disaster.

PHILADELPHIA'S MILLER FLEES

Topeka Digs Up the Local Record of "Sure Thing" Gamble.

Philadelphia, Nov. 25.—The office of the Investors Trust, a concern in this city which many believe to be affiliated with the Miller Franklin Syndicate, remained closed today and none of the officials could be found. It is known that the trust has been investigated by the police and that the trust is beginning to appear at the office but they cannot get any satisfaction. A man from Wrightsville, N. J., who has \$750 on deposit with the concern called at the office today but found it locked. Others to appear were a woman from Boston, who had invested \$500 for a blind brother, and a man who had invested \$100 to give his residence said he had placed \$100 with the trust company. A large quantity of mail for the concern has accumulated at the postoffice. The company began business four years ago. Its plan was to invite the investment of capital, the inducement being held out of interest ranging from 10 to 20 per cent. In explaining why such large gains are made the company asserted in its literature that it was in the confidence of stock manipulators, and therefore in a position to know the way stocks would go. As a result of these statements each for several months a stream of fraudulent use of the mails in promoting a lottery scheme. Guardsmen arrested a good deal of attention here. He dressed like a prince and ordered his meals from the best hotel in the city during his imprisonment. During the time he was in jail guardsmen brought much influence upon the streets and prominent people of the south to secure his release, but failed, and served his term.

New York, Nov. 25.—An adjournment was taken until Tuesday in the Miller Syndicate case, today. The Kings county grand jury today, in a preliminary court of the criminal court, returned the indictment against the defendant Franklin Syndicate, to escape. The jury holds that these men could easily have been arrested from their custody had the police been more active.

CASITORIA

The Kind You Have Always Bought

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Fitch

BIG RAILWAY DEAL RUMORED

Pennsylvania Reported to Have Absorbed the Baltimore and Ohio.

New York, Nov. 25.—Extraordinary accomplishments have been completed in eastern trunk line railway affairs, according to the Times. Changes are brought about in three important railway systems. The Pennsylvania company acquires control of the Baltimore and Ohio. W. K. Vanderbilt, in the interest of the New York Central, takes over controlling holdings of J. P. Morgan in the Cleveland, Cincinnati, Chicago and St. Louis, and the Chesapeake and Ohio. The two deals have been accomplished together.

The executive heads of the Pennsylvania and New York Central have worked together. It is improbable that either the one great system acquired by the Pennsylvania or the two important properties acquired by New York Central interests will be forthwith attached in open corporation.

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