

MEN LITERALLY COOKED BY STEAM.

Horrible Holocaust on a Stockton Steamer.

Steam Drum of the T. C. Walker Explodes.

Terrific Force That Hurlled Six Persons to Death, While Others Were Terribly Scalded and Otherwise Injured - Terrible Slight That Greeted the Boat Sent as Relief.

STOCKTON, Nov. 27.-The most disastrous river accident in the history of Stockton occurred this morning at 4:20 o'clock near Fourteen Mile Slough, when a part of one of the boilers of the river steamer T. C. Walker, which left San Francisco at 6 o'clock and night, was blown out, killing six last dangerously wounding eleven persons, while probably fifteen or twenty others were more or less badly hurt.

The dead: Captain John Tulan of the T. C. Walker. W. A. Blunt, the agent in charge of the shipping of sugar beets from the Moss tract to the Crockett factory. Watson Henry of Stockton, engineer of the T. C. Walker.

Mrs. Watson Henry, wife of the chief engineer. Jerry Dalley, fireman.

Ferdinand Law, passenger, badly scalded about face and hands and injured in the breast, died at the Receiving Hospital.

Wounded: George P. Smith, a native of Massachusetts, deck hand, burned about face and hands and injured in the kidneys.

James Corcoran, deck hand, will probably die. Jack Holberg, known as Jack Sperry, watchman, injured in head and scalded over entire upper portion of body.

Coratti Dominici, deck hand, scalded about hands and face and back injured. John Burns, deck hand, slightly burned about the head.

G. Foppiano of San Francisco, passenger, injured in the face and breast. Edward Paul Jones, stevedore, scalded about face and hands.

Martin McCaffrey of San Francisco, deck hand, burned about the head and body. Louis Brizzolara of San Francisco, wine merchant, badly injured.

John Fignoni of Stockton, deck hand, head cut and back hurt.

The screams of the passengers were in bed when the explosion occurred, and were awakened by the report, which was as loud as a cannon's roar. People rushed from their rooms in their night clothes and found the upper part of the deck blown away.

The screams of the men who were locked in their rooms near the pilot-house were heartrending. Captain John Tulan had been blown from his bed against the door of the stateroom, and so seriously injured that he could not move.

The door could not be forced open, as he was jammed up against it. One of the employees of the boat secured an ax and cut the upper part of the door away and finally removed him, but not until he was virtually roasted alive.

When pulled out the flesh dropped from his bones in large pieces, and although he was suffering excruciatingly, he retained consciousness. He retained consciousness until he died. Her suffering was so intense that she begged the physicians in attendance to end her life, but all that could be done was to deaden the pain by the use of narcotics.

Mr. Henry was terribly scalded. He was blown some distance away, but not as far as his wife. He died shortly after being brought to this city.

W. A. Blunt was instantly killed. He was standing on the lower deck as he intended making a landing a short distance above the place where the explosion occurred.

Jerry Dalley, the fireman, was in the fire hole of the boat when the accident occurred. The escaping steam completely enveloped him, scarcely a portion of his body escaping the searing vapor. He died at 12:30 this afternoon. He had been in the employ of the California Navigation and Improvement Company for about fourteen years.

Underneath the lower deck, where the deck hands sleep the groans and screams were heartrending, for the unfortunate imprisoned men were receiving the full effect of the steam as it came from the boilers. Eight of them were almost roasted alive. Those who were able made their way to the deck as best they could, while the more seriously injured were unable to get out. The exposed portions of their bodies suffered the most. The faces and faces of those near the main entrance were frightfully scalded. Coratti Dominici who was on the lower deck, was blown into the water, and had to swim ashore after his back was horribly scalded.

Louis Brizzolara, in company with Charles Maggini and wife, was standing near the pilot house. The forces threw him to one side, but not until he had been badly burned about the body. Fortunately Mr. Maggini and his wife escaped without so much as a scratch, though both were thrown down by the concussion.

The moment rescuing commenced

Mrs. Frances Robinson of 113 1/2 Harrison street, San Francisco, a trained and experienced nurse, assumed charge and throughout all of the excitement administered to the wants of those who were the worst injured. Although only a few moments she again appeared on the lower deck to look after the wants of the deck hands. Engineer Henry, his wife, Captain Tulan and Mr. Brizzolara being in the charge of friends or relatives. All of them were calling for water and there was much confusion. The nurse immediately gave orders and so directed everything that much of the pain and suffering was reduced. The passengers cannot find sufficient words of praise for the brave woman's actions. Mrs. C. H. Keagle of this city also assisted the injured persons.

At an hour after the explosion occurred the Passaic steamer was seized, owned by the Union Transportation Company, coming from San Francisco, home in sight. She rendered immediate assistance and all the wounded and uninjured were taken aboard. A telephone message was sent to this city and the little steamer Clara, with several physicians and medicines and bandages was sent to meet the Dauntless. The relief boat met the Dauntless a short distance down the river. The physicians were quickly taken on board. A terrific slight greeted their eyes. Captain Tulan was breathing his last. Mrs. Henry was lying in the ladies' cabin and every effort was made to relieve her suffering. Mr. Brizzolara was tossed on a bed in a stateroom.

On the lower deck the injured employees of the boat were located. Moans and screams which could not be repressed issued from the bruised and blistered men. Everything possible was done to relieve their terrible agony.

One of the remarkable escapes is that of Captain Henry Potvine, who was at the time of the explosion. The pilot house was blown away but he was not dangerously injured, though somewhat scalded about the lower limbs. Among the passengers who were aboard the ill-fated steamer were John York and wife, R. G. W. Fyfe, A. H. Wright, Mrs. K. Keagle, Miss Marks, Mrs. Carl, Simon, Miss H. Green, Miss E. B. Budlong, Messrs. Koning, Robinson, Pyle, Quayle, White, Caloris, Prie, Gates, McGuire, Strother, Hicks, Clarendon, Kingman, Ojeda, Brown, Baldwin, McKay, Twist, Comasky, Gilbert, Zaluski, Keable, Coysevol, J. Davidson, Stram, Medardo Garcia, Dr. Hutton, C. J. Besore, W. L. Huskin, R. K. Thomas, Henry G. Poljo, M. Love, T. S. Johnson, F. G. Hickox, J. H. Griffith, J. B. Warner, M. Harner, W. H. Ampey, D. O. Harelson, H. B. Chalmers, D. W. McKelvey, Pittscon, J. Davidson, D. B. Christie, E. B. Bond, M. L. Schiff, M. Smythe, Joseph Ester, Sullivan, Mesdames Gianni, Shea, F. Gianni, Elliott, Simonds, Foley, Morden, W. H. Wooden, Wilson, Miss Goldberg, Miss A. Johnson, Miss Webster, Miss Kishyari, Miss S. Ebersole.

At 8 o'clock last night the Walker ran into a mud bank near Benicia. Shortly after the steamer had been gotten off, John York and wife, passengers, heard a noise, which they supposed to be escaping steam. No attention was paid to it, however.

What caused the explosion will probably never be known. The steam drum had burst with terrible violence. It had split completely across the upper portion and the whole sheet turned outward.

The four walls of the engine room were demolished by the force of the explosion. The lower deck, hurricane deck and texas deck were wrecked in the portions directly over the engine room. The direction of the flying debris was upward and toward the bow.

If it had been the other way the loss of life would have been much greater. The forward doors and stairway were destroyed. An immense concourse of people met the Walker, which was towed at 12:30 p. m. The property loss will not exceed \$2,000.

In consequence of the disabling of the Peters and the Walker the Navigation Company has no boat to send to San Francisco to-night on the scheduled trip. At present they have but one boat, running, the Mary Garrett, which left San Francisco at 6 o'clock this evening for Stockton. The H. J. Corcoran, which has been laid up for the winter, will be put on in place of the Walker within a day or two.

At 9:30 p. m. a report was received from the County Hospital to the effect that G. Foppiano was injured internally and his recovery is in doubt. His son has arrived from San Francisco and is now with him.

Jack Holberg is reported to be in a precarious condition. His brother, who was called from Sacramento, is with him.

With the exception of these two men no further fatalities are feared.

MARKET STREET MAIN.

The Baldwin Hotel Fire Demonstrated That it is Too Small.

SAN FRANCISCO, Nov. 27.-About 5 o'clock this evening flames broke out in the cupola of the ruined Baldwin Hotel, but were quickly extinguished. A number of articles were recovered from the debris to-day, including a half-finished play by William Gillett, and several badly burned trunks which were identified by their owners.

The fire demonstrated the fact that the water main on Market street is too small as the whole area of the city supplied by water from Colledge's reservoir, was without a drop of water so long as the fire engines were in service.

THE CHRISTIAN ENDEAVOR.

A Gasoline Launch Will Carry the Gospel About the Bay.

SAN FRANCISCO, Nov. 27.-The Christian Endeavor, a handsome gasoline launch, was dedicated to Christian work to-day. The little vessel will be used in carrying the gospel about the bay.

It is the intention of the Christian Endeavor people to visit in-coming vessels as soon as possible after their arrival, and to warn their crews against the land shark and the ill and sins that beset them ashore.

A Rough Voyage.

SEATTLE, Nov. 27.-The steamer City of Topeka arrived to-day from Alaska five days overdue. The delay was caused by rough weather.

Captain Thompson said: "It was the roughest I have experienced during my fifteen years' run on the Alaskan route."

RECORD BREAKING BLIZZARD.

It Swept Over the Greater Part of New England.

Traffic Demoralized and Communication Paralyzed.

Mark of the Tides Along Shore Exceeded Only by the Memorable Hurricane of 1851-Shipping Was Warned and Staid in Safe Harbors, but the Railroads Were Caught Napping.

BOSTON, Nov. 27.-A record-breaking November blizzard swept over the greater portion of New England last night and to-day, completely demoralizing traffic of every description and telephonic communication, while the north-easterly gale, coming on a high course of tides, drove the sea far beyond its usual limits and made a mark along shore exceeded only by the memorable hurricane of 1851.

While the storm was heaviest in the southeastern part of New England, the whole district was affected, and a blizzard of snow from eight to twenty-four inches and as the center of the disturbance moved down the Maine coast, that section and the provinces will probably receive a similar quantity of winter weather to-night.

Fortunately the storm was heralded sufficiently in advance by the Weather Bureau to detain most of the coast shipping in safe harbors, but the warning was entirely unheeded and ignored by those on shore with the result that nearly every one of the railroads and electric companies were caught napping and suffered accordingly.

There was not a railroad in New England that was not more or less tied up by the heavy fall of snow and the great drifts and roads running along the coast, and Hartford, New Haven and Boston, had the added difficulty of frequent washouts in places exposed to the heavy seas.

Trains north, east, south and west were nearly all stalled early in the night, although one train from Bangor reached Lynn this noon, and no Chicago trains came into the city this evening.

In cities and towns dependent upon electric cars, service was even worse, for the damp snow packed hard on the rails and held up even the heavy snow-plows.

The service in this city was probably the best of any of the surrounding community, yet even here there was an attempt made to run more than a dozen cars on Washington street and one or two others of the main thoroughfares.

The storm, which was more or less far-reaching in its effects as the fearful blizzard of last February, was nevertheless the heaviest experienced in November in this part of the country for a long series of years. Coming on Sunday it did not cause the annoyance or inconvenience it would have done on a week day and most of the transportation companies made a heroic effort to at least partially recover from the effects of the blockade.

Only the best reports were received up to 6 o'clock this morning, but those few lines gave rise to the gravest fears as to the safety of what little shipping that may have been off Cape Cod last night or to-day. It will probably be two or three days before a complete list of the disasters can be made.

All points south of this city and east of Providence were isolated early last evening. New Bedford being lost to the outside world before 8 o'clock and Newport and Fall River disappearing into the night not long after.

Farther to the west, at Providence and in other parts of Rhode Island, communication was intermittent and subject to great delay. Night trains over the shore line to New York reached Providence with only a few minutes' delay, but beyond that point they met terrific drifts and it was morning before either of the two regular trains reached New London. Here they were stalled nearly all day by freight wrecks on the road between that point and New Haven. The trains from New York met a similar experience west of Saybrook and after some hours of telegraphing they managed to reach New London and started late in the afternoon for Providence.

At noon to-day the regular New York express from Chicago left Springfield for this city, followed a short time later by the morning express from the West and, barring a slight delay from a wreck at East Brookfield, came through to this city all right.

MARINE DISASTERS.

Many Coasting Vessels and a Steamer Wrecked.

BOSTON, Nov. 27.-A dozen or more coasting vessels were driven ashore in Boston harbor during the blizzard of last night and this morning, and the great ocean steamer Ohio of the Wilson line was torn from her moorings and driven high and dry on Spectacle Island.

Schooners and coal barges with two anchors out and every reason to expect a safe weathering of the gale were dragged from their moorings and hurled against pier heads and dashed on islands and rocks, or sunk outright.

Fortunately, the greater portion of the coasting fleet was securely tied up at the wharves. The schooners and barges anchored in the lower bay bore the brunt of the storm.

Anchored at quarantine was the Wilson liner Ohio, a great four-masted cargo boat, just in from Hull. She had only a small cargo on board and her sides being high out of water offered a large surface to the wind. The swift tide prevented the vessel from pointing her nose into the wind and after a fierce battle for hours, her cables gradually gave way and she ran upon the beach of Spectacle Island, where she now lies high and dry.

As the tide was very high when the Ohio went ashore the work of hauling

her off is likely to be difficult. The Ohio lies about a mile from the place of the Venetian wreck. Ashore, not far from the Ohio, is the schooner C. A. White from Baltimore, but she will probably float. Just above Spectacle Island is Thompson Island and on the beach are three coast lumbermen, the Watchman, Fred F. Emerson, Seraphine (British) and a vessel believed to be the Virginia. It is likely that they will be hauled off without serious damage. The schooners John S. Ames and Lizzie Dias are also ashore at Fort Warden.

So far as known there were no lives lost from the above schooners, although it is said two men were washed overboard from the Virginia. No effort was made this afternoon to reach two unknown schooners ashore at Moon Head or another further up Quincy Bay on the flats off the Atlantic.

Every man out in the bay the casualties began with the sinking of at least one, if not two, coal barges and the loss of the crew of each. The tug Cumberland came in early last evening with two barges, and one of them, belonging to the Consolidated Coal Company, broke away from the tug, and, striking Hunt's ledge, sunk with all four of her crew. Another barge blowing into the Staple Coal Company's wharf is reported to have sunk and her crew of four men lost.

The schooner A. E. Babcock from Philadelphia is reported to have foundered with her crew of seven men outside of Boston Light.

Two other coal barges are ashore at Gaucopus Island, but it is likely that the crew of neither has been lost, as the vessels appear to be in a comparatively safe place.

The Captains of the fleet say the storm was the worst that they ever experienced in Massachusetts Bay. The loss by the storm in and about this city will amount to \$50,000.

A HOWLING STORM.

Philadelphia Snow-Bound and Traffic Suspended.

PHILADELPHIA, Nov. 27.-The blizzard which came out of the West reached this city at 11 o'clock yesterday morning and raged furiously until 1 o'clock this morning. As unexpected as it was violent, it wrought great havoc not only here but throughout the entire State. In those fourteen hours the snowfall reached a depth of 9 inches and the wind a velocity of 45 miles an hour. These figures are un-processed and in the November records of the local Weather Bureau and the officials there say that the storm in general was the worst since the memorable blizzard of 1888. With the snow the mercury steadily dropped until well below the freezing point and to-night it is still on its downward way. In this city traffic of every kind, as well as the local Water Bureau and the other officials there say that the storm in general was the worst since the memorable blizzard of 1888. With the snow the mercury steadily dropped until well below the freezing point and to-night it is still on its downward way.

In the mountain regions of Scranton and Wilkesbarre the greatest damage was to telegraph wires, but the delay to steam traffic was considerable.

The Delaware was especially severest around the Delaware capes. The schooner William M. Wilson, from Philadelphia for Norfolk with a cargo of coal, sprung a leak four miles south of Metemkin life saving station. Her signals were promptly answered and the guards took off her crew of six men.

The schooner is anchored a mile and a half off shore and is likely to sink during the night. A number of vessels off the Capes were unable to get into the harbor and it is feared that there have been heavy losses.

The new steamship Admiral Sampson, which left Philadelphia yesterday for her official trial trip, is safely anchored behind the new breaker.

All Trains Late. BALTIMORE, Nov. 27.-On account of the blizzard in New York last night all trains from points north of Philadelphia were from one to five hours late to-day. The Pennsylvania train bearing the morning's issue of the New York papers did not arrive until nearly noon, four hours behind schedule time. During last night and to-day high winds prevailed on the Chesapeake Bay, but so far as known there were no casualties.

Electrician Killed. HARTFORD (Conn.), Nov. 27.-The storm in this city is the heaviest known since the blizzard of 1888. The snow lay about two feet on a level and is drifted badly. John Ahern, an electrician, was killed on the Gastonbury trolley line to-day while working at clearing the tracks. He was shifting the trolley when he was struck by the blade of a snow plow following and instantly killed.

Did Much Damage. CAPE MAY (N. J.), Nov. 27.-The northwest snowstorm which has prevailed along the coast since yesterday, accompanied by a wind blowing at the rate of about forty miles an hour, did not damage the beach front, but on the Delaware Bay shore destroyed a large number of fish ponds. The telegraph, telephone, electric light and fire alarm wires are down and to-night the town streets are in darkness.

Worst in Ten Years. ATLANTIC CITY (N. J.), Nov. 27.-The severest wind and snowstorm in ten years has been raging along this coast the past two days. Telephone communication between the life-saving stations has been broken off, making it impossible for the Maritime Exchange in this city to ascertain whether there has been any marine disaster or not.

Many Vessels Sunk. BOSTON, Nov. 27.-During the gale last night and this morning 30 barges and schooners lying in the harbor were wrecked and sunk and at least twelve lives were lost. The Wilson liner Ohio is ashore on Spectacle Island in the bay. No serious damage is reported.

SPAIN WILL PROBABLY ACCEPT.

Cabinet Has Agreed on Its Instructions.

They Will be Communicated to Rios To-Day.

There Will be Protest, but Spain Will Poeket Her Dignity and the Twenty Millions Offered Her-Her Cabinet Has Concluded That Will be the Wisest Policy She Can Adopt-Colonel Picquart's Court-Martial.

PARIS, Nov. 27.-Senator Montero Rios, President of the Spanish Commission, is this evening waiting for the reply from the Spanish Government, and unless there is some change in the situation before noon to-morrow the reply will be an acceptance, under protest, of the American offer of \$20,000,000 for the Philippines.

CABINET HAS AGREED.

Instructions to Rios That the Treaty be Signed.

MADRID, Nov. 27.-The Cabinet has agreed upon the instructions to Senator Rios, President of the Spanish Peace Commission, for to-morrow's joint session at Paris, at which the treaty will be signed.

"El Imparcial" exhorts the Government to refuse with dignity the indemnity America offers and to protest against America's appeal to force with respect to the Philippines.

"El Correo" denies the reports that an insurrection has broken out in the Sulu Islands.

A red book dealing with the peace negotiations is being prepared. There is a good deal of comment upon a dispatch from Gibraltar announcing the arrival there during this month of 180 new model cannon.

SPAIN WILL ACCEPT.

Her Colonial Empire Will Thus Forever Disappear.

LONDON, Nov. 28.-The Paris correspondent of the "Times" says: "It may be regarded certain that Spain will accept the American conditions and sign the treaty, perhaps even without a protest."

"Thus her colonial empire will disappear forever, and the day is not far distant when the possessions of the United States, accruing to them under prosperity from exploiting the islands and with good administration, will have increased to fourfold the sum total of the territory which France paid Germany."

Marquis de Comillas, who is the largest individual creditor of Spain, and has been here from the outset in behalf of numerous important enterprises of which he is the head, indicated this evening that Spain had made up her mind to yield.

The original American claim was upon territory within lines longitudinally and latitudinally defined. It embraces the so-called Sulu group. There has been no change since the first decision, according to the statement of one of the American Commissioners there will be no modifications of it.

THE WISEST POLICY.

Cabinet Will Accept the American Terms.

LONDON, Nov. 28.-The Madrid correspondent of the "Standard" says: "The Cabinet has concluded that the wisest policy is to accept the American terms, leaving to the Spanish Commissioners full power to secure the best possible indemnity and to place on record, if the American Commissioners will permit, a protest against the American interpretation of the protocol as affecting the Philippines and against the proceedings generally. The decision of the Cabinet is approved in political and financial circles."

PICQUART'S COURT-MARTIAL.

Excitement Regarding It Growing in Intensity.

PARIS, Nov. 27.-There was a renewal to-day of yesterday's conferences between the Premier, M. Dupuy, Minister for War, M. de Freycinet and the Minister of Justice, M. Lebre, and members of both Chambers regarding the request of the committee of the Left's Senators for postponement until after the decision of the Court of Cassation in the Dreyfus affair, of the trial of Colonel Picquart, charged with revealing important military documents to his counsel.

As a result of the conferences it is understood that M. Dupuy, who had promised to refer the request to the Cabinet and to give a reply to-day, will decline to postpone the Picquart court-martial. His decision will be announced in the Chamber of Deputies to-morrow.

This afternoon M. Dupuy had several conversations with M. de Freycinet at the offices of the Ministry of War. He is supposed to have gone there to inspect certain documents only obtainable at the War Office, in connection with the Dreyfus case.

General Zurlinden, Military Governor of Paris, in an official note to-day repudiates the insinuation that his decision to send Colonel Picquart for trial by court-martial was prompted or suggested by President Faure.

"Le Sol" asserts that the Picquart dossier contains "new and unanswerable proofs of the guilt of Dreyfus."

"Le Jour," in a sensational article declares that the secret dossier constitutes the only real proof of Dreyfus' guilt. It gives details in a circumstantial manner as to the documents in the package and promises further revelations.

A duel was fought to-day between Maxime Dreyfus and M. Lepic, a journalist. Neither was injured.

The Picquart excitement is growing in intensity. The signatures to the

public protest against Zurlinden's order are now well up in the thousands and include many of the most distinguished names in France.

A WIFE'S ARREST.

Charged With Attempting to Poison Her Husband.

PARIS, Nov. 27.-Madame Bianchini was arrested to-day on the charge of attempting to poison her husband, Charles Bianchini, the famous and popular scenic artist.

About six months ago he was attacked suddenly by a mysterious malady which the physicians diagnosed differently. One of them declared his belief that the symptoms were those of atropine poisoning, and thereupon Bianchini's friends, M. Carre and Gathard, directors of the Grand Opera, took it upon themselves to carry him to a distant village, away from his wife. There he recovered rapidly.

The story spread and Mme. Bianchini was compelled to take some attention. This led to her arrest, the police finding bottles of atropine in her house.

She is young and pretty and treats the case quite flippantly. A divorce suit was pending between the couple.

DESTRUCTIVE STORMS.

They Have Done Much Damage in France and Italy.

PARIS, Nov. 27.-During the last twenty-four hours storms, increasing in severity, have raged throughout Southern France and Northern Italy. Much damage has been done at Marseille, Cannes, San Remo and Genoa. Along the Riviera sea walls and sea fronts have suffered especially.

At Genoa the German cruiser Hertha, one of the convoy warships during Emperor William's recent trip to Palermo, broke her moorings and collided with the Italian mail steamer Sella, both vessels being slightly damaged. Several other small casualties are reported.

BADLY MIXED UP.

Cattle King Gillet's Creditors Trying to Save Something.

KANSAS CITY, Nov. 27.-A special to the "Times" from Abilene, Kan., says: "The creditors of Grant C. Gillet, the cattle king, who left for Paris, unknown last week, spent Sunday struggling over the wreck which he left behind. It has developed into a case of every man for himself, and the result is a worse snarl than ever. Each year his firm who holds Gillet's papers seems to devote most of its time in checkingmate the moves the others made. In the meantime losses are piling on losses, and the million and a half estimated liabilities may go even beyond that amount."

There is no one to feed or water the thousands of cattle at the Gillet farm here, and while the creditors of the failed magnate are quibbling among themselves, the cattle in the stalls are dying for the want of water and feed. The employees on the ranch have deserted their posts. On a side track are twenty carloads of meat, and a few short horns suffering in the storm with no one to care for them. They had arrived on the date of the failure.

PORT WORTH (Texas), Nov. 27.-Grant C. Gillet, the Kansas king, is well known in Texas. During the present year his firm who holds Gillet's papers nearly 50,000 head of cattle, paying for them \$2,800,000.

GREAT PRAIRIE FIRES.

They Destroy Hundreds of Residences and Crops.

ST. LOUIS, Nov. 27.-A special to the "Republic" from Perry, O. T., says: "Prairie fires have played havoc in Oklahoma and the Indian Territory for the last few days. One farmer lost 1,000 acres of fine hay, and another several hundred bales of cotton and 500 head of cattle and hogs. He estimates his loss at \$200,000.

Millions of tons of hay in bales and in bulk have been burned in other sections and no less than 100 residences have been destroyed. Several lives have been lost in these prairie fires. In the Kiowa Indian Reservation a strip of land thirty by seventy-five miles was burned, causing great damage.

DEPUTY KILLED.

Shot by a Negro Convict Whom He Attempted to Arrest.

BIRMINGHAM (Ala.), Nov. 27.-Chief Deputy John Warnock of this city was shot and killed to-day by Will Goldston, a negro. Goldston is a murderer sent up for life from August County, and recently escaped from a convict camp in the county. Warnock attempted to arrest him, but received three balls from a revolver in the hand of Goldston, who was behind a door. The convict escaped and although the town turned out to hunt for him had not been found up to midnight. If he is caught he will be put to follow. Warnock was very popular and known all over the State.

United States' Foresight.

LONDON, Nov. 28.-The "Times" in an editorial this morning in praise of the foresight of the United States Government in increasing the army says: "Looking to immediate needs, Mr. Alger's estimates of 100,000 is below, rather than above the mark for considerable forces will be required to bring the new population into subjection."

The Chester to Sail.

SAVANNAH (Ga.), Nov. 27.-The transport Chester will sail to-morrow morning with the Fifteenth United States Infantry for Neuvaes, Cuba. The regiment has about 1,300 men and officers.

Receiver Appointed.

NEW YORK, Nov. 27.-A receiver has been appointed for the Chelsea Paper Manufacturing Company of Newburgh, Conn., whose capital is \$200,000, liabilities \$75,000, nominal assets \$275,000.

Toledo's New Boat.

TOLEDO (O.), Nov. 27.-Joe Pulek of Detroit will to-morrow begin work on Toledo's boat which will race at Chicago for the Canadian cup. The boat is to be the property of a syndicate.

College Buildings Burned.

KOKOMO (Ind.), Nov. 27.-The Milton Hopkins University building burned to-day. Loss \$45,000. Insurance \$11,000.

FOODS OF THE POORER CLASSES.

Dr. Amadeo's Open Letter to General Brooke.