

THE SEA GIVES UP BUT FEW OF DEAD.

Only Thirty Victims of the Portland Disaster Recovered.

Now Thought Over One Hundred and Fifty People Were on Board.

Growing Belief That Many Bodies Are Still Within the Hull of the Sunken Steamer—Tugs to be Sent Out to Patrol the Section of the Sea Which Has Been Fixed Upon as the Probable Scene of the Wreck.

PROVINCETOWN (Mass.), Dec. 1.—Another day has passed, and the mystery of the steamer Portland has not been given up by the sea. It was a day of constant watching of more than thirty miles of coast line, and the sea grudgingly held its victims, yielding only five. Twenty-five bodies have been recovered out of the entire passenger crew list, the exact number of which is still unknown.

The number of people who went to death in the Portland will never be known, but almost hourly persons are reported missing from different places in New England, until now it seems possible that the number was over 150. Of the bodies recovered hereabouts thirty have been identified and eight remain to be named.

One of the five bodies recovered today was found at Nauset, some twenty-five miles from the place near which it is believed the wreck occurred; another came ashore at Orleans, some four miles to the south, and three at Chatham. The rest, it is believed by the experienced seamen, have been carried far south and lost in Nantucket Sound. Moreover, the belief that many bodies are still within the hull of the steamer seems to be growing.

This theory is held by so many people that it is likely that a tug will be sent out to patrol the section of sea which has been fixed upon as the probable scene of the wreck, in an endeavor to locate the hull, as well as to secure everything that may be found afloat from her, including bodies, baggage, cargo, etc.

The train from Boston to-day brought down over fifty relatives or friends of the lost ones.

TWO MORE VESSELS WRECKED. VINEYARD HAVEN (Va.), Dec. 1.—The schooner Amelia G. Ireland of New York and the Clara Leavitt of Portland, Me., were wrecked Saturday night near the Gay Head Life Saving Station. The Captain, mate and four seamen from the Leavitt and one seaman from the Ireland was drowned.

It was about 9:30 o'clock, in the darkest of the storm, that the Gay Head Life Saving crew saw the flash of a torch in the direction of Dogfish Bar. As quickly as possible Captain Hayman mustered his crew, and in a few minutes a life boat and all the apparatus necessary, drawn by a yoke of oxen, was on its way to the nearest point to the land, about two and a half miles from the station.

It was 11 o'clock before the men reached the position they sought. They were too late. When they came to the beach wreckage from the vessel was coming ashore, giving evidence that she had gone to pieces. A fragment showed the vessel to have been the Clara Leavitt. Later, clinging to a broken plank, one man was driven in and rescued from the waves. He was carried to the station.

While the life savers were peering into the storm in effort to discover the other possible survivors, another signal torch was seen from a vessel which was at that moment almost upon the bar. The next instant she struck, but went on in a position a little less exposed to the fury of the waves, and she did not go to pieces. A fragment showed the vessel to have been the Clara Leavitt. Later, clinging to a broken plank, one man was driven in and rescued from the waves. He was carried to the station.

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RAIL ACCIDENT IN LOUISIANA.

The Sunset Limited, Westbound, Wrecked Near Jennings.

Engine and First Three Cars Plunge Down an Embankment.

No Loss of Life, but the Engineer, Fireman, Conductor and an Air Inspector Riding on the Engine Seriously Injured—The Giving Way of an Axle on the Locomotive Believed to Have Been the Cause of the Accident.

JENNINGS (La.), Dec. 1.—The Sunset limited continental train of the Southern Pacific, west bound, was badly wrecked at 4:30 p. m., two miles west of Jennings, on what is known as the Grand Marais.

The train left New Orleans at 11:20 to-day. The train was running sixty miles an hour at the time of the accident.

It is impossible to tell the exact cause of the wreck, but it is surmised that the axle on the locomotive gave way. The pony trucks left the rails and ran 300 feet on the ties. The engineer reversed his engine, but could not stop the train, which was under full speed. The engine finally left the track entirely and plunged down an embankment, the front end dropping and the engine turning completely over, where it lies on its left side over half submerged in water and mud.

It was miraculous that there was no loss of life. Engineer W. E. Ragsdale of Houston was caught in the cab and his left foot was badly smashed. Fireman F. H. Booth of Houston had his back and shoulder severely sprained. Conductor Richard Qualtrough of Houston had his spine seriously injured, and Chief Air Line Inspector Cox of Boston was caught in the engine, on which he was riding, and fatally injured.

The first three cars left the track, jumping from the trucks, and lie down the embankment. The limited carried forty-three passengers, none of whom were injured.

COSTA RICA'S PRESIDENT. Iglesias Has a Conference With Secretary Hay.

WASHINGTON, Dec. 1.—President Iglesias of Costa Rica, accompanied by Minister Calvo, called at the State Department this afternoon. After exchanging greetings with Secretary Hay, the Minister retired to the waiting room, and a private consultation took place between the President and Secretary Hay, lasting about an hour and a half.

Owing to the privacy of the meeting, nothing could be learned as to the subjects under consideration, but surmise places it as the Nicaragua Canal project. Probably, too, there was some talk about the disruption of the United States of Central America, which may in a manner have to be taken into account in connection with any canal project that the Administration deems proper to bring to the attention of Congress at the approaching session.

One effect of the change is to restore at once to the exercise of their full functions two of our Ministers who have been much cramped in the discharge of their duties. Minister Merry, who was able to announce the breakup of the combination which had kept him from recognition as United States Minister to Salvador and Nicaragua, has been residing in Costa Rica, a country to which he was also accredited, and will now be in position, without Congressional action, it is thought, to present his credentials again to the governments of Nicaragua and Salvador.

Minister Hunter, who has been living in Guatemala as Minister there, will likewise be able to present himself as Minister to Honduras as well, thus restoring the old relations between those countries and the United States.

GRANT G. GILLET. The Kansas Cattleman Reported to Have Been Arrested.

KANSAS CITY (Kan.), Dec. 1.—It is stated here to-night that Grant G. Gillett, the Kansas cattleman, whose financial collapse last week revealed the fact that in less than three years he had piled up an indebtedness of more than \$1,500,000, is under arrest somewhere in the Southwest.

Charles A. Shaeffer, President of the George Holmes Commission Company, swore out a warrant here for the arrest of Gillett with having obtained \$19,500 by false pretenses. The warrant was placed in the hands of an officer, and the officer left the city to-night.

M. A. Fyke, attorney for the Holmes company, to-night made this statement: "Gillett is under arrest in Mexico. An officer has gone for him, and we will get him back, we hope, at a very early date."

In other quarters it is stated almost as positively that Gillett is not in Mexico, but that he is in custody on American soil, that he has a large sum of money in his possession, and that his captors are negotiating with his creditors here to exact a stated percentage of the money as their price for turning the same rioters from his custody.

It was stated quite positively here to-night that Gillett was under arrest at Chihuahua, Mexico, but the statement could not be confirmed, and at a late hour the "Journal" received a dispatch from the "Jefe Politico," published at Chihuahua, stating that so far as is known Gillett was not in custody there.

NEGOTIATIONS MAY BE PROLONGED.

No Joint Session of the Paris Commission Held Yesterday.

New Propositions Which Call for Deliberation on Part of the Americans.

Spain Asks United States to Grant Spanish Ships the Same Privilege in Porto Rican and Cuban Waters as American Vessels Engaged in the Same Trade—Also Refuses to Cede an Island in the Carolines, the Granting of Religious Freedom in Those Islands and the Cession of a Station at Ceuta.

PARIS, Dec. 1.—Anxious as both are to conclude their work, the United States and Spanish Peace Commissions did not hold a joint session to-day. Their next meeting will be held at 2 o'clock to-morrow morning. This delay arose from the fact that the Spanish Commission at yesterday's session offered several urgent propositions which called for special deliberation upon the part of the Americans.

Spain asks the United States to grant for a term of years to Spanish ships carrying Spanish goods or products to Porto Rico and Cuba the same privilege as American vessels engaged in the same trade may have, and she qualifies this request by a proviso that trade privileges be extended to Cuba so long as the United States Government dominates over the island.

In support of this request the Spanish Commissioners assert that Spain cannot, without vital harm, immediately abandon or cut the business relations so long maintained between the mother country and the West Indian territories. They declare that family ties and social relations added to affairs of trade maintained through centuries, require gradual dissolution. They invoke the terms of the treaty of 1819, by which the United States took over Florida from Spain, and the fifteenth article of which granted Spain for twelve years the right to send her goods and products to Florida in Spanish ships on the same terms as the ships carrying thither goods and products of the United States.

The Spanish Commissioners cite further the fact that the treaty of 1803 with France, for the cession of Louisiana, granted French and Spanish goods and products the same terms as Americans in New Orleans and other ports in the ceded territory.

Finally, Spain points to the American proposal of authorizing the Philippines, and asks a guarantee of the same advantages in her West Indian colonies, until trade relations can be degressed to a normal condition.

By which it was supported are considered strongly stated, and the American Commissioners desire time for deliberation. Thus, although they were busy until nearly 2 o'clock this afternoon, they were not fully prepared, and Judge Day sent a message to Senator Montero Rios, requesting that the joint session fixed for this afternoon be postponed until to-morrow.

Meanwhile the Spanish Commissioners had been preparing a list of subjects for negotiations, supplemented by suggestions counter to and amendatory of the subjects the Americans submitted yesterday. This came to the American Commissioners to-day in Spanish, rendering it even more desirable to postpone the joint session in order to give the translators time for consideration. The translation is being made this evening, and the subject will be laid before the American Commissioners to-morrow.

Now that the first gust of grief and chagrin has passed, the Spanish Commissioners are meeting the Americans in a frank spirit that is helpful to an early completion of the negotiations.

Midnight—From information which comes to the correspondent of the Associated Press from a well authenticated source late this evening, it seems unlikely that the commissions will finish their work as soon as had been expected. It is possible that the negotiations will last considerably longer.

Madrid has instructed the Spanish Commissioners on three points to which the Americans attach most importance. These are the cession of an island in the Carolines, the granting of religious freedom over the whole of the Carolines, and the cession of a cable and coaling station at Ceuta. The Spanish Government has instructed Senor Montero Rios to grant none of these, and while Spain may ultimately yield to them all, it is admitted that the American Commissioners have no power to enforce their demands on points not covered by the protocol. Before Spain does yield, the negotiations are likely to be prolonged, and the United States may have to give substantial quid pro quo.

General Wesley Merritt, who arrived here yesterday from London, leaving his wife convalescent there, was in consultation with the American Commissioners all morning. General Merritt expects to sail for New York on December 10th, and hopes to resume his duties in California or New York until his retirement eighteen months hence.

Major Hale of General Merritt's staff who is now here, believes the United States, having taken the Philippines, will have no trouble in securing the release of the Spaniards who are held prisoners by Aguinaldo.

INSURGENTS WILL RESIST AMERICAN CONTROL. MADRID, Dec. 1.—Advice from the Philippine Islands say the insurgents there have decided not to recognize the cession of the islands to the United States, and that they will resist to the last. It is also claimed that the United States will require 70,000 troops to put down the rebellion and it is alleged that the insurgents hold 10,000 Spanish prisoners, whom they will force to serve against the Americans.

The Philippine insurgents demand 7,000,000 pesetas for the release of the

CRUISER CHICAGO.

NEW YORK, Dec. 1.—The cruiser Chicago, reconstructed and capable of much greater speed than when she was taken out of commission two years ago, was placed in commission at the navy yard to-day.

LAKE TRAGEDY AT VIRGEN.

THE GRAND JURY MAKES ITS FORMAL REPORT. Returns True Bills Against Principal Participants in Riots—Gov. Tanner Indicted.

ST. LOUIS, Dec. 1.—A special to the "Republic" from Carlinville, Ill., says: The Virgen riot grand jury made its formal report to Judge K. B. Shirley at 8:30 this evening.

The grand jury dealt pertinently with the affairs, as far as it was able to ascertain, and returned true bills against the principal participants in the tragedy of October 12th at Virgen. Ten indictments involving fifty persons were returned.

Against John R. Tanner, Governor of Illinois, there are three counts for palming, omission of duty and malfeasance in office. Fred W. Lukens, General Manager of the Chicago-Virgen Coal Company, is charged with manslaughter on two counts, while Lukens and his deputies, Frank Wilde, J. E. Sickles and J. H. Smith, are indicted on the killing of Joseph Gittere, a Mount Olive miner.

Sixteen Thiel guards are held for riot. In the indictments against Governor Tanner, the complaining witnesses are John Graham, Will Mitchell, William Wilson, Clarence Ross and Charles Stearns, employees of the Chicago-Virgen Coal Company. They testified that they were intimidated and prevented from following their employment by an armed body of men numbering 1,000, who unlawfully and feloniously were assembled in Virgen; that the Governor, a country to which he was also accredited, and will now be in position, without Congressional action, it is thought, to present his credentials again to the governments of Nicaragua and Salvador.

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SERIOUS FIRE AVERTED. Attempt to Burn John Wanamaker's Department Store.

PHILADELPHIA, Dec. 1.—The timely discovery by a special officer of a miscreant in the act of starting a fire in the basement of John Wanamaker's

RESERVE FORCE OF NAVAL MILITIA.

The Late War Demonstrated Its Imperative Necessity.

Lieutenant Sutherland Reports to the Assistant Secretary of the Navy.

The Men Should be Enrolled for Five Years and be Governed by the Same Laws Which Apply to the Regular Navy During the Time They Are Taking the Annual Course of Instruction Prescribed by the Secretary of the Navy.

WASHINGTON, Dec. 1.—Lieutenant W. H. Sutherland, in charge of matters pertaining to the naval militia, has made a report to the Assistant Secretary of the Navy upon the naval militia during the war.

At the beginning of the year an allotment of \$48,000 was made to several States having naval military organizations, with a total of 4,445 men. The various States mustered into the service during the war follow: California, 13 officers and 80 men; Connecticut, 15 officers and 188 men; Florida, 2 officers and 58 men, in the coast signal service, 4 officers and 35 men; Illinois, 19 officers and 79 men; Louisiana, 19 officers and 214 men; Maryland, 24 officers and 425 men; Massachusetts, 38 officers and 384 men; Michigan, 11 officers and 270 men; New Jersey, 24 officers and 373 men; New York, 49 officers and 805 men; North Carolina, 19 officers and 189 men; Pennsylvania, 15 officers and 84 men; Rhode Island, 8 officers and 147 men; South Carolina, 18 officers and 6 mates and 187 men; Virginia, 3 officers and 60 men.

The report states that from the beginning of the war efforts have been made to form a reserve in the militia, but nothing has been done but the formation of a few State organizations. The report continues: "The experience of this short war has clearly demonstrated the imperative necessity for the maintenance of a national reserve force, in any organization of which too much importance must not be placed upon the merchant marine alone. This experience has shown that a considerable part of the merchant marine will be drawn in the service of the army in transport service, which, of course, materially reduces the number from which the navy would hope to get its enlisted men."

"The Navy Department was hampered in its efforts at rapid mobilization by its lack of federal jurisdiction over these organizations, but in the end succeeded in raising a force of over 4,000 officers and men."

"Too much cannot be said of the patriotism displayed by a majority of the members of the organizations, many of whom, although they had never been to sea before the mast, knew that they were to face not only the dangers of war, but hardships to which they had never been accustomed."

Lieutenant Sutherland says these classes of naval militia should be enrolled for five years, and in such classes should be included those who have served in the present war and all others who are connected with sea service, and not in the regular naval establishment. These classes should take an annual course of instruction and drill. The enrollment of the new organization could be conducted by the officers of the naval militia, and the instruction in Spanish war. A naval officer should be detailed to conduct the drill of the ship's companies.

Officers should be commissioned in the naval reserve, after examination by a board of naval officers. The estimate of the cost of a naval reserve is placed at \$40 per man. At the breaking out of the war the entire naval reserve would be immediately available. In the case of the last war many in the State organizations were rejected after a physical examination, but this would be avoided by a proper enrollment of the naval militia.

In conclusion, he states: "Congress should provide that all laws which apply to officers, petty officers and enlisted men of the regular army should also apply to the officers, petty officers and men of the United States naval reserve during the time that they are taking the annual course of instruction prescribed by the Secretary of the Navy."

"It will be advisable to restrict the term for which the first year to a term which will come well within the appropriation."

"It is considered that a continuous annual appropriation of \$200,000 will be sufficient to provide for a force of naval reserves to aggregate 7,000 men at the end of three years."

TROOPS FOR CUBA. WASHINGTON, Dec. 1.—Major General Lee, commanding at Savannah, has telegraphed the War Department as follows respecting the departure of transports to-day with troops for Cuba: "Manifesto, with General Snodgrass and Fourth Tennessee, cleared here at 8:40 this morning. Chester, with the Fifteenth Infantry, left her anchorage six miles below the city about the same hour and is probably now on sea sailing for Cuba. She might have been at the bottom of it if she had gone on the day she started. Panama still here."

LOSSES OF MARINE UNDERWRITERS. NEW YORK, Dec. 1.—Marine underwriters of this city estimate that the losses sustained by the insurance companies as a result of the storm beginning last Saturday will probably amount to something more than \$1,000,000.

CONDITION OF THE TREASURY. WASHINGTON, Dec. 1.—To-day's statement of the condition of the treasury shows: Available cash balance, \$296,316,790; gold reserve, \$341,463,443.

UNCLE SAM'S LEDGER.

Receipts and Expenditures for the Month of November.

WASHINGTON, Dec. 1.—The monthly comparative statement of the Government receipts and expenditures shows that during the month of November the receipts aggregated \$83,900,915, as compared with \$43,363,605 for November last year. In 1897, however, is included about \$18,000,000 received on account of the Pacific Railroad settlement. Independent of these payments, the receipts exceed those for November, 1897, by about \$13,500,000.

The receipts for customs last month were \$15,335,200, an increase of about \$5,500,000; from internal revenue sources, \$21,336,743, an increase of nearly \$8,000,000.

The disbursements during last month amounted to \$49,000,980, an increase of \$1,000,000 over the corresponding month of 1897. Since July the receipts have aggregated \$204,557,063, as compared with \$148,113,875 for 1897.

COSTLY FIRE AT NEW YORK. NEW YORK, Dec. 1.—The seven-story granite building at Wooster and Third streets was destroyed by fire to-day, causing an aggregate loss of \$185,000. There was much delay in getting the fire engines to the scene, owing to the snow in the streets, and when they finally did arrive the flames had gained such a hold on the building that little could be done but to prevent their spread to adjacent buildings. While the building was burning a heavy explosion occurred in it, from what cause is not known. The building was occupied by clothing and cap manufacturing concerns.

LIGHTSHIP PICKED UP BY A STEAMER. PHILADELPHIA, Dec. 1.—The American Line steamship Switzerland, from Antwerp for Philadelphia, which passed in the Delaware Capes this morning, had in tow the Pollock Rip lightship, the highest mark for stock of the New England coast, at the eastern entrance to Nantucket Sound. It is probable that she lost her anchor during Sunday's morning's blizzard, and she therefore drifted helplessly at sea three days before being picked up by the Switzerland.

UNION PACIFIC AND SHORT LINE. NEW YORK, Dec. 1.—The Directors of the Union Pacific Railroad Company are reported to have come to a decision to recommend to the stockholders the authorization of an exchange of Union Pacific common stock for stock of the Oregon Short Line Company, so far as applies to two-thirds of the Oregon Short Line stock. The disposition of remaining one-third of the stock, it is said, will rest in the discretion of the Directors.

QUAY HELD FOR TRIAL. PHILADELPHIA, Dec. 1.—Judge Finletter in the Court of Quarter Sessions to-day, overruled all the motions of objections entered by defendants in counsel to the five indictments found by the Grand Jury against United States Senator M. S. Quay, his son, Richard K. Quay, and ex-State Treasurer Benjamin J. Haywood. The defendants were not in court, but R. F. Shapely, their senior counsel, on announcement of the Judge's decision, moved to instruct the Clerk to enter pleas of not guilty.

This being done, District Attorney Graham stated that the commonwealth was ready to proceed to trial at once, and asked the court to fix an early date for the trial.

Mr. Shapely stated that the books and accounts presented at the Magistrate's hearing were voluminous. These matters of evidence he and his colleagues had not had an opportunity to examine. They desired to have an expert go over these accounts carefully before they would be ready to combat the allegations of the commonwealth, and he asked that a date not earlier than December 12th be fixed.

He said further that his colleague, A. S. L. Shields, had an important case in the United States Court on Monday next, which would probably occupy his time several days. He would therefore, be obliged to conduct this trial alone, should the date be fixed for next week. Judge Finletter stated that he would treat this case as that of any other ordinary criminal proceeding on the docket, and he could not, therefore, grant the time asked for by defendants' counsel. He intended fixing Monday next as the date for trial, but in deference to Mr. Shields' professional engagement on that day, he would appoint the following day, Tuesday, December 6th, for the opening of the trial. He stated that he considered that ample time for counsel to prepare their defense.

FOUR OF THE FIVE BILLS OF INDICTMENT found by the Grand Jury charged the defendants with conspiracy to misuse the funds of the State on deposit in the People's Bank for their own profit and benefit, and the fifth indictment charged Benjamin J. Haywood with illegally loaning \$100,000 of the State funds, over which he had control. Defendants were entered by defendants' counsel last week to the first four indictments, but Judge Finletter to-day declared these demurrers not sustained. A motion to quash the fifth indictment was also overruled by the Judge.