TEN WOMEN PERISHED.

LIVES LOST IN THE WRECK OF THE SCOTSMAN AT BELLE ISLE.

Boat Filled With Women Sank as It Was Launched—The Survivors Passed Four Days of Privation and Exposure Before Their Rescue—Firemen Loot the Ship.

QUEBEC, Sept. 29.—The first authentic news of the wreck of the Dominion Line Steamship Scotsman was obtained this morning when the passengers who were picked up by the Elder-Dempster steamship Montfort arrived at Rimouski on their way to Montreal. When they told the story of the wreck and their subsequent experiences until they were rescued off the coast of Belle Isle by the steamship Montfort it was learned that ten lives had been lost at least and that the passengers endured great hardships.

The Scotsman, which left Liverpool on Sept. 14 bound for Montreal, went on the rocks in a dense fog on the southeast coast of Change Islands, eight miles southeast of Belle Isle lighthouse, at 2:40 A. M. on Friday, Sept. 22. The passengers were all below in their cabins at the time, and they were awakened suddenly from sleep by the sound of the foghorn, followed a few minutes later by a crash as the ship went on the rocks. The passengers rushed on deck in their night clothing to find the ship on the rocks. The night was pitch dark. There was a high wind which amounted almost to a gale and the sea was running high. Capt. Senkler, who was on the Scotsman's bridge, feared that the vessel would topple over and sink, with all on board, at once gave orders to have the boats lowered and issued peremptory instructions that the women should be attended to first. He and his chief officers displayed great coolness and the calmness of the passengers under the circumstances was remarkable. There was no panic and very little confusion.

Five boats were launched and the women were lowered into them. The launching of the first boat resulted in the loss of at least ten lives, and it is believed that several more persons perished. The boat, which was loaded with women and children, sank almost as soon as it touched the water, and the next moment its thirty occupants were struggling for their lives. Some of the sailors who were in charge of the other boats behaved with gallantry, and succeeded in rescuing a number of the passengers. The passengers who were drowned by the sinking of the boat so far as can be ascertained were as follows:

SALOON PASSENGERS.

MRS. ROBINSON and Miss ROBINSON, wife and daughter of Alfred Robinson of Toronto, Ont.
MRS. CHILD, wife of Harry Child, stage manager of "A Son of the Cross" Company.
Miss SHERIF, of Montreal, travelling companion of Mrs. Duncan, a wealthy Montreal lady.

SECOND CABIN PASSENGERS.

MRS. DICKINSON, of Windsor, Ont., wife of a former editor of the *Toronto Globe*, who was returning from a visit to England.
MRS. R. WEAVERS, of London, England, was on her way to Montreal.
MRS. TABOT, of London, England.
MRS. SCOTT, of London, England, who was on her way to Port Arthur.
MRS. WATKINS, England.
Miss HANNESS.

It is supposed that the sinking of the boat was caused by one of the plug holes being open. Several of the other boats escaped a similar mishap only through the promptness of those in charge, who stuffed improvised plugs into the plug holes.

The second party of the remaining boats were for the most part women, and they were tossed about on the angry sea near the wreck for ten or eleven hours without food or covering of any kind. The majority of them were scantily clad and suffered greatly from the exposure.

Early on Friday morning the fog cleared a little and the vessel still holding fast, the captain ordered the boats back to the ship. It was found that the rocks on which the vessel had run formed part of the high mass of cliffs on the Belle Isle coast and a number of the male passengers were lowered by means of ladders to a ledge of rocks. They made their way to shore safely. When the boats returned to the vessel the women were hauled on board by means of ropes and then lowered to the ledge in the boats and by rope ladders. The passengers were thus put on shore, but their troubles had only begun. It was necessary to get beyond reach of the incoming tide and to do this they had to climb the steep cliff, to a height of 200 feet to reach a place of safety on a plateau above. It was not so bad for the men as for the women, many of whom were with bare feet and hardly any clothing but their nightgowns. To add to the horrors of the situation the firemen and lower grade of sailors, who were new men taken on at Liverpool owing to the strike, behaved in an atrocious manner. No sooner had the vessel gone on the rocks than they started to loot the ship from end to end. They entered the passengers' cabins, broke open the baggage and took everything they could lay their hands on. They broke into the steward's quarters, stole liquor and soon were intoxicated. To the appeals of the women who asked for provisions and assistance they replied with jeers and drunken oaths. While the women were almost perishing with cold on the barren plateau these men roamed over the rocks drinking and singing obscene songs.

The 300 passengers passed all Friday and Friday night on the plateau a couple of hundred feet above where the vessel was wrecked. The night was a beautiful moonlight night and the scene was a strange one. A number of the passengers sang hymns and Father Langmore, a Church of England clergyman, offered a prayer for their safety.

A party sent out by the captain to hunt for the lighthouse returned early on Saturday morning and reported that it was about twelve miles distant, but the journey to it was terribly difficult. During Saturday, Sunday and Monday the passengers in parties covered the distance between the rocks and the lighthouse. At the outside it was only fifteen miles, but to nearly all it seemed endless. The way was over cliffs and through swamps and waste places which had never been trodden by the foot of man before.

For four days from early on Friday morning until Monday night some of the passengers wandered on the rocks with hardly any food and with only the water they could obtain from the brooks to drink. The women, though the most delicate, were among the bravest, and struggled on until they reached the lighthouse when many of them fainted from exhaustion. The passengers were most hospitably treated by the lighthouse keeper, Mr. Coulton, and his sister who, although very short of provisions, did all they could for them. On Tuesday morning the Elder-Dempster steamer Montfort was signalled from the lighthouse and took all the passengers except about fifty on board and brought them to Rimouski. It is expected that the passengers who were left behind will be picked up by the Allan Line steamer Grecian. Capt. Senkler and a number of the crew are standing by the vessel which it is feared will be a total loss.

The passengers who were met by THE SUN correspondent at Rimouski, on the arrival of the Montfort to-day, all had graphic stories to tell of their experiences. Prof. Kintman of Toronto University said: "We left Liverpool on Thursday, Sept. 14. The ship had not been long out when it encountered a heavy gale, and for three days very little headway was made. For a couple of the following days we had comparatively fine weather, but the sea continued high. There was a heavy fog. For three days before nearing Belle Isle the ship could not get her proper bearings. On the night of the wreck I was restless, as I had an idea that the ship had got out of her course and was too far north. I could not sleep soundly and shortly before 3 A. M. I was roused by the blowing of the ship's whistle. The next minute there was a terrific crash.

"I rushed on deck, where there were already a number of passengers assembled. The ship was on the rocks and had tilted over to an angle of 15 or 20 degrees. Under the captain's orders the crew were already launching the boats. The first boat was swamped almost as soon as launched, and a number of the occupants were drowned. Most of the male passengers were standing on the starboard side. I concluded that the ship would not capsize and decided to await developments. There was absolutely no panic and the passengers were remarkably quiet. For my part I thought it was our last trip. After the sinking of the first boat our other boats were launched in perfect order.

"It had by this time become a little brighter, and it could be seen that we were only about twenty feet from the rocks. All the men stayed on the ship and there was no disorder. The captain ordered ladders lowered and the men descended to the rocks. The rocks were very steep, but it was very easy to climb them, and we climbed up as high as possible. The women were afterward lowered and helped upon the rocks. The captain said that the lighthouse could not be very far distant and he sent out a party to search for it. Capt. Senkler and his officers throughout behaved most gallantly, but the conduct of part of the crew, especially the firemen, was outrageous. They were looting the ship and drinking whiskey, brandy and champagne until they became drunk, while the women were almost perishing from cold and exposure and could not obtain a drop of stimulant. The engineers displayed great presence of mind by managing to keep the electric lights burning and letting off the steam so as to prevent an explosion.

"The passengers spent Friday on the high plateau waiting to see what could be done. A number of the men went back to the ship to get what they could and found that the firemen had entered the cabins and others of the crew had entered the cabins and the trunks and luggage had been ripped open and the valuables stolen. I lost $120 which was in my valise. My pocketbook was found a few days afterward and its contents were intact with the exception of a 1,000 milreis note, which I had kept as a souvenir of a Brazilian trip and which was worth about 20 cents. Seeing the "1,000" marked on the note, the brigands evidently thought they had got a rich prize. In my trunk was a collection of about three thousand stamps.

"Our provisions while we were on the rocks were very scare and it was impossible to get any stimulants, as all the liquors were secured by the drunken crew. On Friday morning the Captain sent out the first party to look for the lighthouse which was thought to be about six miles away. We passed all Friday night on the rocks and on Saturday morning the Captain asked all the younger men to climb up the rocks in order to reach a plateau higher up. When we reached the plateau a number of us started out for the lighthouse and we walked for seven hours through swamps and were wet through. All we had to eat were a few berries that we picked up and we drank water from the streams. We arrived at the lighthouse on Saturday evening.

"On Sunday morning several of our party returned to the ship for provisions. The Captain then sent on another party to the lighthouse, and the remainder of the passengers followed in parties. Some of the people had to sleep on the rocks during the trip, as it was a long and exhausting walk. Many of the women were brought in bruised and with their feet sprained. On Tuesday the last group arrived just as the Montfort was being signalled. A number of the passengers did not reach the lighthouse and were left behind. Among the latter are the Rev. John Chalmers, Congregational missionary at Hong Kong, China, who is 71 years old, and who it is feared may have perished on his way to the lighthouse."

Prof. Kintman expressed the opinion that the wreck would not have occurred if there had been a proper supply of lighthouses and foghorns. The lighthouses were in a position to be of little value. The disaster was a bad blow to the St. Lawrence route, and it was due to the impecunious policy of the Government. All the passengers who were interviewed tell tales of hardships while on the rocks and of the outrageous conduct of the crew. The majority of the latter outside the officers behaved badly. The crew consisted mostly of firemen and seamen of a poor type employed at Liverpool and elsewhere as a last resort owing to the big strike in England in order to get the vessel here. A number of them managed to get away after the wreck on the Monterey outward bound for England.

THE PRESIDENT'S CUBAN POLICY.

Not Yet Ready to Recommend the Substitution of Civil for Military Government.

WASHINGTON, Sept. 29.—Those who have talked with the President about his Cuban policy are inclined to believe that the substitution of a civil for a military government of the island is a long way off. The probabilities are that the President will make no radical recommendations in his annual message to Congress concerning Cuba, but will, in discussing Cuban affairs, devote himself to telling of the many improvements that have been made in the island since the American occupation and explaining the idea and scope of the Cuban census.

The rumor that Major-Gen. Brooke is to be relieved from his duties as Governor-General of Cuba has been revived. This time the rumor is coupled with a statement that Gen. Brooke is to be superseded by a civil governor, and that the United States troops in the island are to be withdrawn as soon as possible. THE SUN reporter learned this afternoon that there is no truth in the report. The Administration has not given any consideration to suggestions that Gen. Brooke be recalled, and while there has been some discussion between the President and his advisers in regard to the substitution of a civil for a military government, the question has not reached a stage where the Administration is ready to take it up with a view to agreeing on a definite policy.

CRASHED INTO THE SLEEPING CAR.

Nine Passengers Injured in a Wreck Near Montezuma, Ind.

INDIANAPOLIS, Sept. 29.—The fast express on the Indianapolis, Decatur and Western Railroad was wrecked near Montezuma, this State, at 3:15 o'clock this morning and nine persons were more or less seriously injured, some having limbs broken and others suffering severe bruises about the head and body. Montezuma was the place for the passenger and the fast freight to pass, and the passenger train took the siding. All of the train was on the track except the sleeper when the freight came plunging down the main track, striking the sleeper and breaking it nearly in two. There were eighteen passengers in the sleeper, nine in berths and nine occupying chairs, and all of the occupants of the latter were injured while those in the berths escaped unharmed. An instant the car was on fire but the trainmen secured buckets of water and the flames were soon extinguished.

THE MASSACHUSETTS CAUCUSES.

Guild Supporters Not Confident of Victory in the Race for Lieutenant-Governor.

BOSTON, Sept. 29.—At the Guild headquarters to-day the reports as to the canvass for the Republican nomination for Lieutenant-Governor were not of the most encouraging kind, and some of the men associated in the management of the campaign confessed privately that they have been beaten, but were not ready to publicly say so. Both sides still claim the victory. A recount was made of Ward 22 in Boston giving Guild thirteen delegates which on the returns were counted in the Bates column. Several other close wards were recounted but made no material change. The claim put forth by Guild to-day is: Guild, 965; Bates, 927; doubtful, 48; unreported, 55. The Bates claim, allowing the loss of Ward 22, is: Guild, 872; Bates, 1,148; doubtful, 5; total, 2,025.

QUITS HER HOME WITH A FARM HAND.

The Wife of an Otsego County Farmer Deserts Her Husband.

FORT PLAIN, N. Y., Sept. 29.—George Heins and Mrs. George Weinmann, wife of a well-to-do Roseboom, Otsego county, farmer, have gone away together. They helped themselves to Weinmann's horse and wagon and $75 belonging to him, came to this village, stopped over night at Hotel Grant and then boarded a Central Hudson train for New York. Weinmann gave chase as far as here, but then quit, after gaining possession of his horse and wagon. The elopement has caused no end of gossip. The surprise from the fact that the woman bore an excellent reputation, comes from a good family and is educated and good looking, while Heins is of inferior intelligence and of anything but attractive appearance. He is a Staten Islander who has of late been employed as a common farm hand by the runaway wife's husband.

Suicide Left $19.88 to Pay His Funeral Expenses.

A gravedigger in the Union Field Cemetery at Fresh Pond road and Cypress avenue, Glendale, found the body of a well-dressed man lying dead across a grave yesterday. The man had evidently committed suicide by shooting himself in the head. By his side was found a revolver. In his pockets were papers which led the cemetery officials to believe that the man was Jacob Offenheimer, a plasterer, 39 years old, of 938 First avenue, New York. On another sheet of paper was written a request that H. Unger of 537 East Eighty-third street be notified of the death, and the statement that money for funeral expenses would be found on the body. In a pocket was $19.88.

Art Treasures Destroyed by Fire.

CHICAGO, Sept. 29.—Great damage was wrought by fire last night in the confectionery establishment of Charles F. Gunther, 212 State street. A large part of Mr. Gunther's fine collection of pictures and curios was destroyed. Although the damage to the building and stock of candies will not exceed $50,000, Mr. Gunther's loss by the destruction of his art and curio collection will be incalculable. It was considered the finest private collection in the West. Relics from the Catacombs, Pompeii and Jerusalem were ruthlessly thrown by the firemen to the street below. Many of these were carried off by the crowd.

Orders to Rear Admirals Farquhar and Howison.

WASHINGTON, Sept. 29.—The orders for the detachment of Rear Admiral Farquhar from the command of the Norfolk Navy Yard were issued to-day. He will be relieved of duty there on Sept. 30 and will relieve Rear Admiral Sampson of the command of the North Atlantic Squadron on Oct. 14. The change in commands will occur at Norfolk. Orders were also issued to-day for the detachment of Rear Admiral Howison from the command of the South Atlantic Station on Oct. 2. He will be placed on the retired list for age on Oct. 10.

Killed While Trying to Stop a Runaway Horse.

CAMDEN, N. J., Sept. 29.—John T. Taylor of 601 South Fourth street, a wealthy youth, was instantly killed at Second and Federal streets at noon to-day by being run down by a runaway horse owned by J. W. Carew. Taylor was riding a bicycle and pedestrians say that he attempted to check the speed of the horse by riding in front of it.

COTTON TRADE FOOLED.

FALSE QUOTATIONS MADE IN NEW ORLEANS AND BOSTON.

Made Out as Enormous Rise in Prices in Liverpool, Whereas There Was Really a Slight Decline—New York and Other Points Get Right Figures—The Associated Press Supplied the Figures.

What was pronounced by cotton brokers in this city to be the most barefaced swindle ever perpetrated in their trade was the subject of agitated comment yesterday in New York, New Orleans, Boston and Fall River. Intentional or not, it was disastrous to short interests. The Liverpool market opened 1-64 of a penny lower, fell 4¾ "points" more, and closed at a net decline of 2 points. These quotations were correctly received in New York and were distributed here. The New York market was closed.

The despatches received in New Orleans, Providence and Boston from Liverpool, however, reported advances in rapid succession of two points or more at a time until there was an alleged total rise of 38-64ths to 40-64ths of a penny or about 120 points in American money, that is, nearly 1¼ cents a pound, or $6.25 a bale. The common opinion among brokers was that the wires had been tapped by persons desirous of squeezing the shorts in the cities that received the false reports.

Great indignation was expressed here that the cotton trade of the country should have been disgraced by what seemed to be so flagrant an outrage. There were rumors that January had sold here at as high as 7.04, an advance of 20 points over Thursday night. But this was denied. January reached 7.15, a rise of 58 points in New Orleans; but as is told in the New Orleans despatches, the shorts did not lose by the fraud. It is believed that a committee of the New York Cotton Exchange will make a rigid investigation with a view of placing the blame where it belongs and of instituting measures for the prompt and rigorous punishment of any one who may be found guilty.

At the Commercial News Bureau of the Western Union Telegraph Company, which circulates the foreign stock quotations in this country, it was said yesterday afternoon that the company was conducting an investigation into the origin of the incorrect quotations in New Orleans and elsewhere, and that a satisfactory explanation would be forthcoming within forty-eight hours. The notion of the cotton brokers that the wires had been tapped and the real quotations suppressed while the false ones were sent out, was scouted. The man in charge of the office at that time had not seen the following bulletin, which was sent out over the name of Gardner Irving of the Commercial News Bureau earlier in the day:

"The special Liverpool fluctuations to-day. The movement should probably have been made against the closing prices of yesterday, each movement to be made separately as they came, and not to be added collectively. The trouble was caused probably by a misunderstanding as to the manner of using the movement."

When this was shown to the man in charge of the bureau in the afternoon he said he did not know what it meant. He was asked what was the technical meaning of the word "movement" in the dispatch. He said he didn't know. He was asked whether the Liverpool quotations came to New York directly and were distributed here, and again replied that he did not know.

The cotton quotations furnished by the Western Union Telegraph Company to the various exchanges throughout the United States are procured by the telegraph company from the Associated Press. To save cable tolls the quotations are sent from Liverpool in complicated cipher form, which necessitates much care in translation. The mere change of a letter in a code word, or a mistake in glancing at the five figures each word represents, each figure representing a quotation, will cause a very material change in the quotations as cabled in Liverpool.

The quotations come to New York and are distributed over different wires to various parts of the United States. Boston and Providence are in what is called the Eastern division. New Orleans is in the Southern division. The two divisions get their quotations over entirely separate wires. If wire tapping was done, it must have been done by two sets of men on the two sets of wires simultaneously, an almost incredibly difficult operation. A man, tolerably familiar with the work of the Commercial News Bureau, thus explained Mr. Irving's bulletin:

"I take it to mean," he said, "that some inexperienced man or men who did not understand the code in which the cables were received from Liverpool in this city, added each varying fluctuation to the one preceding it instead of taking each one as a separate and independent quotation; in other words that an inexperienced operator entirely misunderstood the cable dispatches and innocently sent out misleading reports. If I am right, however, in thus explaining Mr. Irving's explanation, it is still impossible to understand how the quotations were correctly distributed in New York, but were sent out over different wires to New Orleans and Boston with identically the same falsifications."

COTTON EXCHANGES IN PANIC.

The One in New Orleans Suspends Business—Endless Litigation Promised.

NEW ORLEANS, La., Sept. 29.—In consequence of some gross telegraphic frauds, perpetrated, it is believed, in New York, where Dewey Day and the general suspension of business gave the conspirators a splendid opportunity, a wild panic prevailed in the New Orleans Cotton Exchange this morning, compelling the closure of the Exchange for the first time in its history, and resulting in the decision of the Board of Directors that all contracts made during the panic should be null and void because of the fraud. This decision prevented many heavy losses here, but it means litigation of colossal proportions. If, as it is believed, similar frauds were perpetrated in the other Southern States, the losses must mount up in the millions.

The panic was due to the terrific jump in the price of cotton based upon Liverpool advices, and it is estimated that some $172,000 was lost on local transactions, or would have been, had not the Board of Directors ultimately declared all contracts null and void amid shouts of approval from the brokers. At 9 o'clock January cotton opened at 6.81, and by 9:45 it had jumped amid a whirlwind of excitement to 7.12. March contracts opened at 6.87 against 6.67, last night's closing, and by 9.45 o'clock had leaped to 7.21, an advance of 54 points in less than an hour. In this time it is estimated that some 40,000 to 60,000 bales of cotton had changed hands. The most frenzied excitement prevailed, and President Parker of the Exchange decided to call a meeting of the body. This was done, and, amid tumultuous scenes, the motion and vote was put to adjourn pending an investigation of the trouble and until the Western Union Telegraph Company could be called to account and matters straightened out.

It was evident to all at that time that some gigantic fraud had been perpetrated on the New Orleans Cotton Exchange but none thought that it had been the result of a plan to beat every Cotton Exchange in the country. New York was closed on account of the Dewey celebration and the Liverpool fluctuations usually received through that channel were received direct. Soon after opening advices, the most remarkable figures came over the wires giving Liverpool prices jump by jump, and brokers and messenger boys were darting and rushing everywhere. The surging, gesticulating, shouting, yelling, dishevelled mass of men about the Fountain screamed at one another like maniacs and never in the history of the Cotton Exchange have such hair raising scenes been enacted.

When the resolution to suspend business was adopted, a meeting of the Board of Directors was immediately called. At 10:30 o'clock Mr. Hester, Secretary of the Exchange, announced that it was evident that some fraud had been committed and that the Board of Directors were investigating it and had decided to suspend all further business until the investigation was completed. In response to the demand of the New Orleans Cotton Exchange the following despatch was finally received from the Western Union:

"All our specials are badly mixed. Have started an investigation."

The next one read:

"Suspend all specials in reference to Liverpool fluctuations until we can confirm them by 4 P. M. futures."

The most popular and probable theory is that the wires of the telegraph company had been tapped, taking advantage of New York's Dewey holiday closing and that it was a deep-laid, long-fostered and well executed plan to rob by the wholesale, and had not the sagacity of the officers of the New Orleans Cotton Exchange asserted itself there would have been still greater losses. Later in the day the Board of Directors of the Cotton Exchange decided all transactions in cotton, both spots and futures, made to-day in the fever of the Exchange, as governed by its rules, being based on false reports as to prices from Liverpool, null and void. Mr. Saunders, the counsel of the Exchange, was called in to make a legal explanation of the matter.

"Having been informed that all contracts made this day," said Mr. Saunders, "were based on false reports from Liverpool as to price, I advise you that the consent essential to a valid contract was wanting and the contracts therefore void."

The curbstone brokers, or at least some of them, entered a vigorous kick against the action of the Board in declaring all contracts void and asserted that they were not governed by rules of the Exchange. Mr. Saunders informed one man who objected that any outsider doing business with a member of the Exchange was subject to the rules of the Exchange.

An immense amount of litigation is anticipated from this last phase of the affair. The Western Union Telegraph office here can give no explanation of the matter. It would seem that the man who sent the fraudulent news was green in the business and knew very little about cotton quotations for he sent the Liverpool price in cents instead of pence. He certainly piled it in thick for cotton jumped ten and twenty points at a time, having advanced nearly 2½ cents through the delay. A suspicious circumstance is the apparent holding back of all cipher despatches from Liverpool, the conspirators evidently fearing that these despatches would expose the fraud. Relative to the explanation of the Western Union Telegraph Company that the changes reported were to be continued as against the closing price of yesterday, Mr. Hester, secretary of the New Orleans Cotton Exchange, says it is not only unsatisfactory, but indicates negligence somewhere little short of criminal. The country merchants and cotton farmers, who sold out to-day when cotton was at its high figures, are not disposed to accept the decision of the New Orleans Cotton Exchange that all contracts shall be declared off and the matter will find its way into the courts in several hundred lawsuits.

SAVANNAH, Ga., Sept. 29.—The Savannah Cotton Exchange was thrown into the wildest excitement this morning by the sensational cotton quotations received by cable from Liverpool by way of New Orleans. It was announced that cotton was bounding upward in price at the rate of about 2 points every 5 minutes. In an hour and fifteen minutes the entire increase over yesterday's closing figures was 88½ points or about 2½ cents a pound. The greatest excitement prevailed. Brokers and operators rushed about in delirium. As the ticker announced advances brokers rushed orders to their interior representatives to buy largely. When the reaction came about noon there was a great rush to undo the damage done. This was impossible.

There is no doubt that thousands of bales of cotton were bought in the South to-day at prices ranging from 8 to 8½ cents. The loss to the brokers will be heavy. One of them said he had bought 5,000 bales in the interior at about 8 cents and he would hold someone responsible for his losses. At present he feels that the Western Union Telegraph Company is at fault. The explanation of this bad day's work has not yet been made clear. Some say the wires were tapped and that the holiday in New York was taken advantage of by those who wished to profit by a rapidly rising market. This is not satisfactory, nor is the explanation of the Commercial News Bureau that the figures were read and added incorrectly. The courts will almost surely be called on to straighten out many suits which may grow out of this day's work.

CHARLESTON, S. C., Sept. 29.—News here this morning that the cotton market had jumped eighty-eight points caused terrible consternation on the Charleston Cotton Exchange. Orders came from New Orleans to call all trades off.

BOSTON, Sept. 29.—The excitement in cotton circles due to the mistake of a cable operator caused a great flurry among local dealers, who were in a stage bordering on insanity until the mystery was cleared up by a despatch from the New York office of the cable company. About 11 o'clock, however, tickers began to register a most unprecedented and marvelous rise in prices. Liverpool quotations showed a leap upward in such rapid succession that in a few moments the price of raw cotton had gone up about 80 points. This is equivalent to a rise of two cents in the price of raw material. The quotations naturally made a sensation. Cotton buyers and cotton brokers here could not believe their eyes when they read the figures on the tape, and they telegraphed to New York and some of them even cabled across the water to learn what was the cause of the jump of two cents within a few moments.

While the news spread fell cotton to New England mills were endeavoring to acquaint themselves with the situation, they began to hear from their agents in the South. Offers were cancelled by wholesale over the wire this forenoon. While the cotton buyers were hearing from New Orleans the treasurers of mills were also besieging them, anxious to know the cause of these figures. Between the excited seller telegraphing, and the equally anxious and distressed mill treasurers, who invaded the office, the cotton buyer had his fill of excitement for an hour.

This situation prevailed for about an hour. About 12 o'clock, after much inquiry, the correction was sent out from New York.

LITTLE ROCK, Ark., Sept. 29.—Intense excitement prevailed among Little Rock cotton men and Board of Trade members in general to-day over the cotton stamps caused by the New Orleans "wire tapping." Many deals were made on the strength of the false telegrams and quite a number of farmers had sold and left for home before the exposure was known here. Long staple sold on the street at little lower than 8 cents. Seventy of the Little Rock factors sat in their office and telegraphed their agents peremptorily throughout the State, "buy cotton." When asked at what price the only reply was "buy cotton. Too busy to talk," and they bought cotton, lots of it.

There are no means of determining here the extent of the buying, but it is very considerable, and in consequence many a farmer who hasn't seen such prices for cotton since he was a boy has gone home happy with nearly $100 in his pocket for the two bales he brought to the city this morning. Last year he would not have received $50 for the same two bales. His gain, however, is the loss of the buyers who rushed to the front on the strength of doctored quotations. All trading done by Little Rock on those false telegrams will stand and the local people will bear the losses.

ATLANTA, Ga., Sept. 29.—The falsified cable reports, which caused such a flurry in the cotton market to-day, set the speculative element in Atlanta wild. The exchanges were continually crowded with excited men, and Murphy Company, one of the biggest firms in the South, had orders to sell as many as 10,000 bales, in one case 4,000 from a single customer, but being somewhat suspicious of the rapid and unaccountable advance, these orders were declined. In all about 3,000 bales were sold, but the sales will not stand.

It is understood that large transactions were carried on all over this State and in Alabama. It is feared that merchants and farmers throughout the country have purchased enormous quantities of cotton on strength of the reported advance and will be unable to dispose of it except at a loss. The speculators here took the bursting of the bubble good naturedly, having to thank the wisdom of their brokers for not permitting them to go too far in acting on the fraudulent quotations.

Violent Wind Storm Hits Jersey City.

A violent wind storm passed over the southwestern section of Jersey City last night. It struck the earth at Ocean avenue near the North Jersey Traction Company's barns, and after traveling in a semi-circle for a mile and a-half passed off across Newark Bay. In its passage it demolished three hothouses just erected by Grosch Brothers at the foot of Terpsichore avenue. Alice Angellera, who was passing, was cut about the face by the flying glass. Jacob Detwiler's fireworks factory opposite was also damaged.

Lawyer Shoots Himself by Accident.

Francis J. Burke, Jr., a lawyer of 315 West 125th street, with an office at 120 Broadway, accidentally shot himself in the right shoulder yesterday morning while cleaning a revolver. The bullet broke the shoulder blade. Mr. Burke's father reported the accident to the police of the West 125th street station.

Shroyer—Osborne.

WARREN, O., Sept. 29.—Miss Ethel Osborne, of West Newton, Pa., a cousin of President McKinley, was married to William Shroyer at Brookfield, this county, last night. The ceremony was performed by the Rev. J. B. Stoukton.

EVERY AMERICAN SHOULD CARRY A WALTHAM WATCH. THE BEST POCKET TIMEPIECE IN THE WORLD.

SCHOONER AND FIVE LOST.

NEGRO BOY ONLY SURVIVOR OF THE HERALD OF THE MORNING.

He Was Six Days Adrift, He Says, when the Bark Harry Merryday Picked Him Up off Florida and Brought Him Here—Lost Vessel Sailed from Blue Hill, Me.

The little two-masted fore-and-after Herald of the Morning, which sailed from Hamilton, Bermuda, for Jacksonville on Sept. 7, was overwhelmed in the Atlantic, off the entrance to the St. John's River, probably in a squall, and all hands save Horace Wallman, a Bermuda black boy about 15 years old, were lost. At least that is the story of the boy, who arrived here yesterday on the Yankee bark Harry Merryday.

The Merryday sailed from Jacksonville on Sept. 21. The next morning, northeast of St. John's light, Capt. James sighted a wreck with about ten feet of the topmasts above the sea. Lashed to the crosstrees was the negro boy. A boat was lowered from the bark and the boy was taken from his perch. He was unconscious. After a few days he was able to tell his story.

He says that he shipped on the schooner on the day she sailed from Hamilton. He doesn't remember much about how the schooner was wrecked except that she was first knocked on her beam ends. Then the seas rushed aboard and she went down. He climbed up the rigging of the foremast with one of the crew. All the rest, five men in all, including Capt. Hollis, were drowned. The boy says he was six days at the foretopmast before the Merryday came along, and that the white man who lashed him there became insane and drowned himself. The boy says he did not know the name of the schooner's skipper nor the names of her crew.

Capt. Hollis says the schooner had all sail set and that he believes she was struck by a sudden squall while most of the crew were below. The Herald of the Morning measured 188 tons and was 101 feet long. She was built at Bath, Me., hailed from Blue Hill, Me., and was owned by H. N. Park.

SUMMONED DRUGGISTS TO COURT.

Wholesale Raid in Burlington, Vt., in Which Federal Licenses Play a Part.

BURLINGTON, Vt., Sept. 29.—The druggists of Burlington were summoned into county court to-day, where information for selling liquor had been filed against them by State's Attorney R. E. Brown. Never before has there appeared so distinguished a lot of alleged law breakers before the bar of justice in this city. They were not placed in the ordinary dock, but took their seats on the opposite side of the room. The rumor had gone abroad that the druggists had been summoned into court and the big room was full of interested spectators.

Conspicuous among those present was the Rev. G. W. Morrow of anti-Saloon League fame. State's Attorney Brown announced that he had filed information against seventy persons for being common sellers of liquor and that they wished to furnish bail. The following druggists were then brought in:

E. L. Taft, J. G. Bellrose, F. Henry Parker, F. J. Beaupre, J. W. O'Sullivan, Frederick Duhamel, Joseph Hollis, A. P. Gosselin, Joseph Cota, R. B. Stearns, W. F. Hall and George A. Churchill.

Bail was fixed at $200 in each case, the names of several responsible business men appearing as surety. The druggists will be arraigned for trial and will plead on Monday afternoon at 2 o'clock. Undoubtedly the defence will be stubborn and the question of the government license as prima facie evidence of guilt will be decided in a test case.

Vermont is supposed to be a temperance State, but the fact that the druggists, who are as numerous here as are saloons on the New York Bowery, were charged before the Chittenden county grand jury with violating the excise law. The grand jury dismissed all the cases and the state has begun the prosecution upon its own responsibility. If the Burlington druggists should be beaten, every man in Vermont who owns a government liquor license will be prosecuted.

CHICAGO ELEVATED ROAD DEAL.

A Cash Offer of $13,000,000 for the Northwestern Said to Have Been Made.

CHICAGO, Sept. 29.—An offer of $13,000,000 in cash has been made for the Northwestern Elevated Railroad. The offer was made to a representative of Balair & Co., the New York financial house at the head of the syndicate which recently floated the Northwestern Elevated bond issue. The proposition came from the so-called Whitney-Widener-Elkins syndicate.

The Northwestern Elevated is now regarded as being worth more than that amount of money. It is understood a round $20,000,000 is asked, though that may be for trading purposes. The effort of the Whitney syndicate to purchase Northwestern is regarded as a move toward negotiations for securing control of other Chicago elevated companies, and it is understood South Side Elevated is wanted, though no offer has yet been made.

Three New Cases of Yellow Fever in New Orleans.

NEW ORLEANS, La., Sept. 29.—President Souchon's official yellow fever bulletin to-night announces three new cases and no deaths in New Orleans and one death in Plaquemine parish.

Key West's Yellow Fever Record.

JACKSONVILLE, Fla., Sept. 29.—Key West reports fifty-four new cases of yellow fever to-day and one death.

Mount Vernon Whiskey
(Pure Rye)
Commands the highest price
Used by the best people
Best Value.
Buy the distillery bottling in square bottles.
COOK & BERNHEIMER CO., New York.

TAKES GOV. JONES TO TASK.

Attorney-General Jeff. Davis of Arkansas Rises to Demand a Joint Debate.

LITTLE ROCK, Ark., Sept. 29.—Attorney-General Davis addressed the following open letter to Gov. Dan W. Jones to-day:

"MY DEAR SIR: Noticing an attack recently made against me in the St. Louis papers and also a similar attack in your communication in the *Gazette* and *Democrat*, in which you stated in substance that you would not call the Legislature together to pass another anti-trust law because you did not have an Attorney-General to enforce the same, and recognizing that there are certain political differences between us, and not having free access to the press of Little Rock, as you seem to have, I therefore respectfully request that you meet me in joint discussion at any time and place selected by yourself other than the city of Little Rock, that we may discuss in public the grievances you seem to hold against me, to the end that the public may know who is derelict in discharge of duty. If you decline this invitation I shall take the liberty of ventilating your record in your absence, and I assure you if we meet in joint discussion that the differences discussed shall be of a political and not personal nature, as I hold nothing personal against you. I beg to remain, very truly yours.

Gov. Jones says he will not dignify the challenge by answering it. The strained feeling between the Governor and Attorney-General is the outcome of the recent Local anti-trust conference, when Gov. Jones said Davis was an incompetent, and did not know how to enforce the anti-trust law already in force in Arkansas.

WORCESTER MUSIC FESTIVAL.

The Meeting Closes With an Unsatisfactory Rendering of the "Damnation of Faust."

WORCESTER, Mass., Sept. 29.—With Berlioz's "Damnation of Faust" the forty-second musical festival closed this evening, and the performance generally was poor. More rehearsals should have been given to the difficult work. It was interesting to see Ffrangcon Davies, especially famous for his interpretation of Elijah, in the rôle of Mephistopheles. Vocally he was all that could be desired, but even in concerts facial expression counts for something, and the singer's refined features would not contort themselves into the cynically vicious cast that this part demands. Moreover, he was not up in the part. It was said to be his first performance of it. If he is judicious, he will stick to more congenial roles.

Miss Louise B. Voigt, though troubled by the general atmospheric uneasiness, was wholly successful, and so was Gwyllim Miles, who seems never to be below his best. Evan Williams fell off a little, doubtless owing to the hard rehearsals of the week that told against his voice. The orchestra was ragged and consequently the chorus also except in spots.

Mr. Chadwick conducted. In the afternoon Tchaikowsky's fifth symphony was played and Sembrich sang twice. She was at her very best and her audience was correspondingly responsive. Mr. Theodore Van Yorx of New York, who faced the trying ordeal of singing between her two numbers, came off remarkably well, winning unanimous recalls that might have justified an encore if the young tenor had not been judicious enough to decline it.

FAITH HEALER IN WOMEN'S HOME.

He Made Several Converts and as a Result One of Them is Dead.

PHILADELPHIA, Sept. 29.—A faith healer has gained admission to the Home for Aged Women of the Methodist Church in this city and preached his doctrine to them in secret. As a result, crape to-day hangs from the door. Miss Amelia F. Mellish has been an inmate of the institution for the past thirteen years. She was wealthy and there was nothing that she could not have had. She has been ill for some months, but life was kept in her body by the administration of stimulants. A week ago she refused to take food, saying that a half hour at prayer would do her more good than a hearty meal. Then she declined to take medicine or to see a physician, declaring that she was done with drugs, and that henceforth she would live by faith. She died yesterday. The case was reported to the coroner, who made an investigation and learned that the Rev. Frank Reed of the Highway Mission, at one time a Methodist preacher, had been converted to the faith healing belief, and that he had been visiting the aged woman of the Home. In their weak mental condition the women were easily impressed, and now a dozen of them have announced that they will take no more food or medicine. Two of these women are seriously ill, and the doctor of the Home says that they cannot survive many days without medicine. Reed will after this be excluded from the Home, and it is also probable that he will be required to make some explanation to the District Attorney if any more of the women die.

Sampson's Squadron to Be in Hampton Roads on Oct. 5.

NORFOLK, Va., Sept. 29.—The Norfolk Board of Trade and Business Men's Association received this afternoon a telegram from Admiral Crowninshield, Chief of the Bureau of Navigation, advising them that the North Atlantic squadron will arrive in Hampton Roads on Thursday, Oct. 5, and will remain here ten days.

Named for the Assembly.

SAYVILLE, L. I