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MINNESOTA HISTORICAL SOCIETY.

AIDES NAMED BY TORRANCE

Important National G. A. R. Appointments Made.

S. H. TOWLER, ADJ'T GEN.

He Will Be the Commander's Right Hand Man.

Q. M. GEN. BURROUGHS RETAINED

Making His Fourth Term in That Office—W. A. Wetherbee Inspector General.

Judge Ell Torrance, commander-in-chief of the Grand Army of the Republic, has announced the following appointments:

Silas H. Towler, Minneapolis, adjutant general.

Wilfred A. Wetherbee, Boston, inspector general.

Charles Burroughs, Rutherford, N. J., quartermaster general.

These three positions are the most important on the executive staff.

Judge Torrance entered upon the duties of his position as head of the G. A. R. singularly unhampered. He had made no ante-election promises. He had been asked to make none; and consequently his appointments come, as did his own election, a tribute to recognized worth and ability, and not as a payment for value received.

When Judge Torrance considered the selection of an adjutant general he felt that it would be courteous to appoint a member of his home post. Next to the commander the adjutant general is the highest executive official in the G. A. R., and of necessity must be in close touch with his chief. The appointment, therefore, was tendered to Mr. Towler, a member of Rawlins post, and a well known and successful business man of this city.

It came as a complete surprise and, at first, Mr. Towler was doubtful as to his ability to accept it. His business interests demanded much of his time, and he feared that he would be unable to give to the position the attention it requires. However, he appreciated that his appointment was a high honor, and finally arranged his business affairs so as to permit of its acceptance.

Mr. Towler's friends, and they are legion, believe it to be a peculiarly fortunate thing for Judge Torrance that he was able to secure the services of such a man as as adjutant. Mr. Towler is a successful business man, stands high in the G. A. R., is president of the Minnesota Soldiers' Home board, and is an active and efficient worker in the Park Avenue Congregational church. He will unquestionably fill the position to which he has been appointed with honor to himself and credit to the organization.

Charles Burroughs, who has been named as quartermaster general, has already served three terms in a similar capacity, and has administered the affairs of the office in a most satisfactory manner. His familiarity with his duties will be of immense benefit to the Grand Army, the position being one that requires an experienced man. Mr. Burroughs is a prominent banker in his native city of Rutherford. He has held his present position under Commanders Gobin, Sexton and Rassieur.

Wilfred A. Wetherbee, the new inspector general, is a past commander of the Department of Massachusetts, and is very popular in eastern Grand Army circles. He is a successful business man of Boston.

The New Adjutant.

Silas H. Towler was born in Xenia, Ohio, Jan. 3, 1846. He comes of old colonial stock, the first of the family in America, Christopher Towler, having settled in Virginia colony about 1700. In 1804 Mr. Towler's grandfather, becoming convinced of the evils of slavery, freed his slaves and removed to Ohio, where he built a house upon what is now the townsite of Xenia. Thomas S. Towler, the father of the adjutant general, acted as a guide for American troops during the war of 1812. Later he organized the Free Soil party in Green county, Ohio, and was so pronounced in his opposition to slavery that a party of Kentuckians once threatened to tar and feather him.

In the spring of 1862 Silas H. Towler enlisted in Company H, Eighty-fifth Ohio volunteers, organized to repel Morgan's raids. The enlistment was for three months only, but afterwards Mr. Towler re-enlisted as the first recruit in the Twenty-second battery, Ohio volunteer light artillery, serving throughout the war. He was but 16 years of age at the time, and secured his father's consent to his enlistment by subterfuge.

He was placed in command of the first lot of recruits, and in the following spring, enough men having been secured to man four guns, the battery was ordered to West Virginia. Later they were sent to assist in harrassing Lee in his retreat from Gettysburg, but arrived only in time to see his rear guard crossing the Potomac. Returning to Parkersburg Mr. Towler was ordered to take one gun on board the steamer Emma Graham and proceed to a fording place on the Ohio, at the mouth of the Little Hocking river. Here he was placed in command of a large number of raw troops, congregated to repel Morgan.

The confederate raider, however, did not come that way, and Mr. Towler, with two guns, and supported by a company of the Eighty-eighth Ohio infantry, patrolled the river until Morgan's capture. He then returned to Camp Thomas, near Columbus, where the battery was mustered into the United States service. Up to this time, there being no battery organization, Mr. Towler was only a private, but commanded two guns and was called sergeant. From Camp Thomas the battery was sent to Camp Nelson, near Nicholasville, Ky., and assisted in the capture of Cumberland Gap. It was then stationed at the Gap as part of the garrison.

In January, 1864, Sergeant Towler was ordered to accompany the captain of the battery to Ohio on recruiting service. While there Captain Neil resigned, and Mr. Towler was commissioned second lieutenant and later promoted to first lieutenant of the battery. He rejoined his battery, and immediately on arrival was detailed as adjutant of the artillery battalion, formed of the independent batteries manning the forts. Later he was placed in command of his old battery, and with it was ordered to Knoxville, Tenn., where he was detailed on boards of survey to inspect and pass upon the serviceableness of ordnance, quartermaster and commissary stores, and to sit as a member of the general court-martial for the district of East Tennessee. He remained on the latter detail until July, 1865, when the battery was ordered to Camp Chase, Ohio, for muster out.

Returning home, Lieutenent Towler took a course of instruction in a business college, and then entered upon an active career in the grocery business. His strict attention to business and his honesty won the complete confidence of his employers and eventually brought him success. Up to 1889 he was connected with the grocery business, both retail and wholesale, and for a time was a member of the firm of E. E. Shedd & Co. of Columbus, Ohio.

He came to Minneapolis in 1884, under contract with Murray, Warner & Co., wholesale grocers. In 1889 he engaged in the laundry business, which he has conducted ever since under the name of the Minneapolis Steam Laundry.

Mr. Towler was appointed president of the board of trustees of the Minnesota Soldiers' Home in 1897, and since then has devoted a large portion of his time in the interests of the old soldiers, winning their respect and esteem. He is a member of John A. Rawlins post, No. 126, G. A. R., department of Minnesota, was quartermaster for four years and has served as senior vice-commander and commander.

THREE DEAD

Gasolene Explosion in the Filbert Family at Renville.

Special to The Journal.

Renville, Minn., Sept. 25.—Three persons have died as the result of the gasolene explosion in the house of Mrs. M. J. Filbert.

One child, twenty months old, died in three hours after the accident, Mrs. Filbert, the mother, at 9 o'clock the same evening, and Ada, a 12-year-old girl, at 4 o'clock yesterday afternoon.

The Woodmen of the town held a special meeting last night and raised a large sum of money for relief.

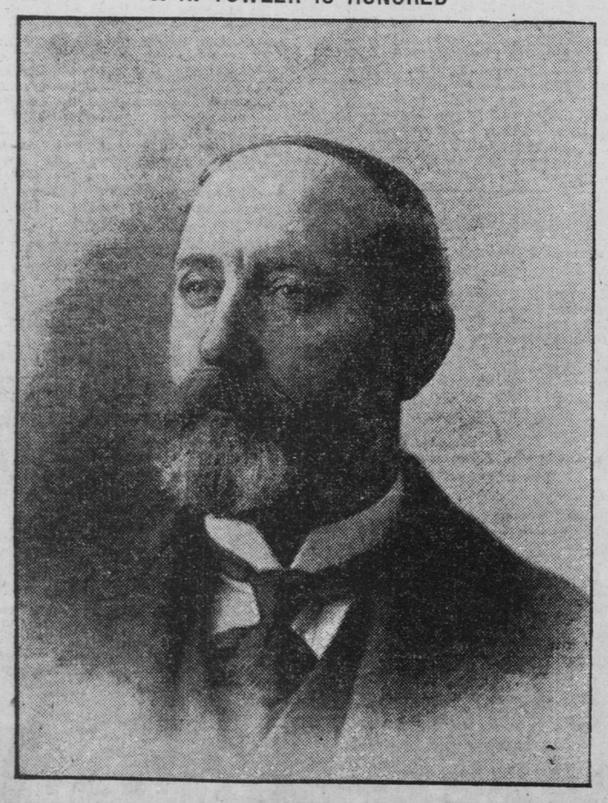
TO USE AUTOS

They Will Carry Mail to Minneapolis Postal Stations

The department at Washington has definitely decided to transport mail between the Minneapolis main and substations by automobile. Bids will be advertised for, and the new service will go into effect as son as the vehicles can be secured. This does not mean that the government will own the autos, but that the work will be done by contract, as is now the case with the wagons. The new service will be both cheaper and faster than the old. Five autos will be required.

The matter was settled to-day when Assistant Postmaster General Shellenberger read the report of Special Agent Heckman and Postmaster Lovejoy, both of whom recommended the change. An effort was made to have the mail transported on street cars, but the government and the company were unable to agre upon a price. It is known that at least one local firm will bid on the contract, and the work will probably go to some local man.

S. H. TOWLER IS HONORED



Minneapolis Man Selected for Adjutant General of the G. A. R. by Commander-in-Chief Torrance.

CZOLGOSZ AND HIS FAMILY

They Hold an Interview in the Buffalo Jail.

NO REVELATIONS MADE

Expected Confession of Assassin Does Not Materialize.

NO DELAY IN THE LAW'S COURSE

President McKinley's Murderer to Be Executed the First Day Legally Possible.

Buffalo, Sept. 25.—Paul, Waldeck and Victoria Czolgosz, father, brother and sister of Leon Czolgosz, the assassin of President McKinley, were granted an interview with the murderer in the Erie county jail to-day. Assistant district attorney Frederick Haller and Assistant Superintendent of Police P. V. Cusack were present under instructions of District Attorney Penney, throughout the interview. No other person will be allowed to see the prisoner until after the sentence of death is pronounced to-morrow afternoon.

The interview between the assassin and his father, brother and sister lasted thirty-five minutes, but no information leading to the implication of anyone else in an anarchist plot to kill the president was given by the prisoner.

"We learned nothing that we did not know before," said Assistant District Attorney Haller, at the conclusion of the conference. "He talked more than he has at any previous time, but even to his family he was not very communicative." The family returned to Cleveland immediately after the interview.

BARRING "REDS"

President Roosevelt and Commissioner Powderly Confer.

New York Sun Special Service

Washington, Sept. 25.—President Roosevelt had a long conference with Commissioner of Immigration Powderly to-day, and while both gentlemen will not divulge the subject of their conversation, it is generally believed the president is giving his personal attention to the solution of the problem of more effective exclusion of anarchists from the United States.

He wants to know, first, whether anything more can be done under the laws as they now stand and to learn exactly what is now being done, also whether there are any loopholes through which the anarchists now coming in which can be stopped without further legislation.

Upon results of his talk with Mr. Powderly will depend largely the character of the recommendations which he may make to congress for the amendment of the immigration laws.

NO APPEAL

Now for the Sentence and Execution of Czolgosz.

New York Sun Special Service

Buffalo, Sept. 25.—Now that Czolgosz is convicted, the court may appoint the date of execution for a week beginning four weeks from the day of the sentence, which is next Thursday. Immediately thereafter the court will transmit to the governor a statement of the conviction and sentence, with his own notes or the transcribed notes of the stenographer, and if ther eis no appeal and the governor declines to interfere, the sentence will be executed on the day in qustion. An appeal will, of course, operate as a stay of execution, and in most murder cases in this state the appeal is generally taken to lengthen the lease of life, if for no other purpose. No appeal will be taken in Czolgosz's case.

Mrs. McKinley's Condition Unchanged

Canton, Ohio, Sept. 25.—The condition of Mrs. McKinley continues practically the same She passed a comfortable night and is expected to follow the program of the past few days—a visit to the cemetery during the forenoon and a drive to the country during the afternoon. Last night Dr. Rixey thought she might be a little better and this morning he said there had been no change during the night. Secretary Cortelyou is expected here to-morrow to confer with Mrs. McKinley on family matters which were in his charge during the president's life.

K. OF P. OFFICERS

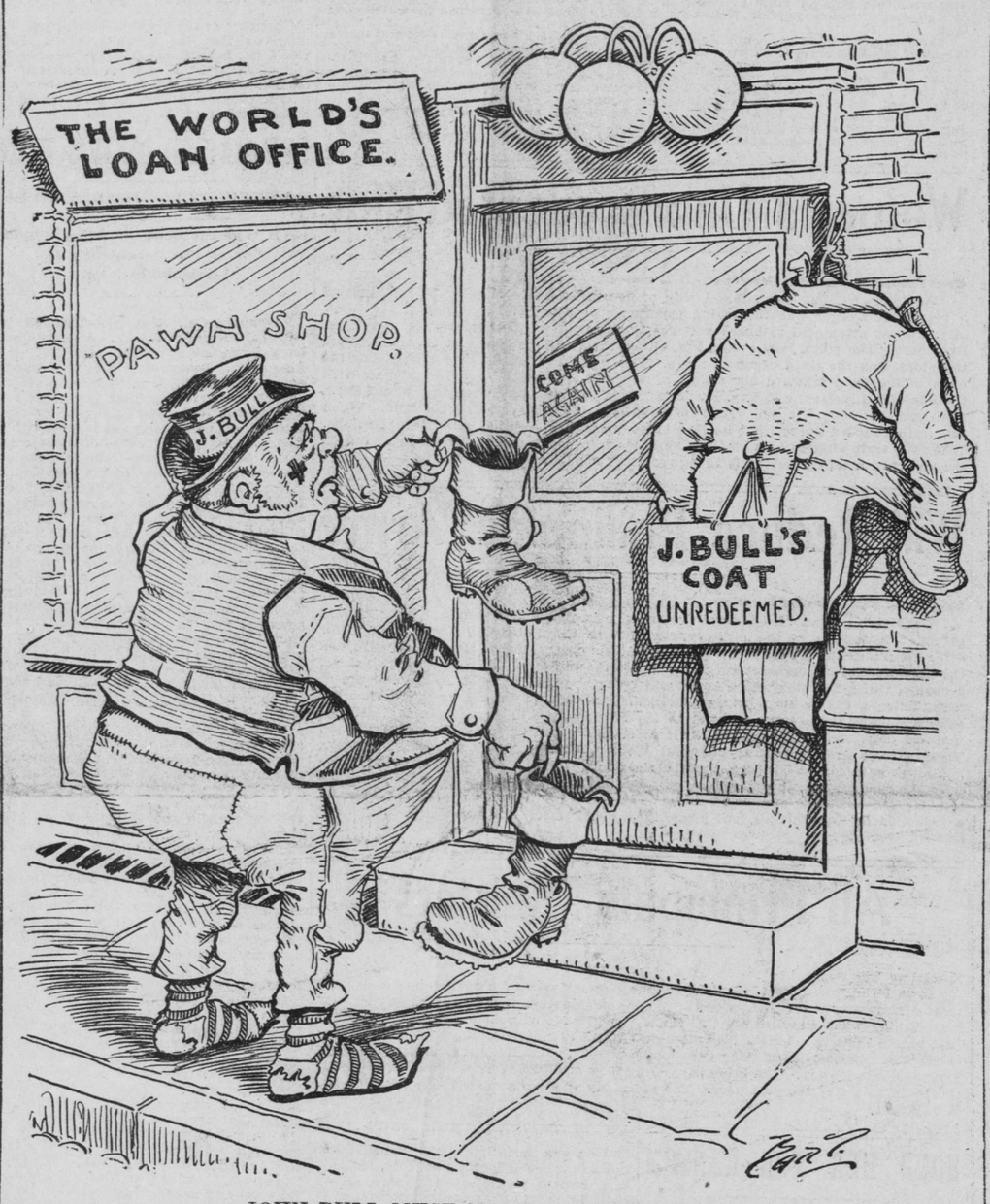
Election Completed—Satisfaction at the Results.

The grand lodge of the Knights of Pythias, now in session in St. Paul, to-day elected the following officers, completing the roster, the elections having begun yesterday:

Grand keep of records and seal, Fred C. Wheaton, Minneapolis, re-elected; grand master of the exchequer, A. C. Godfred, Minneapolis, re-elected; grand prelate, G. L. Halt, Moorehead; grand maste-at-arms, George W. Stowe, Wadena; grand represenattive, Arthur J. Stobart, St. Paul; grand lodge trustee, Wm. M. Plymot, Mankato; grand inside guard, H. Frazee, Pelican Rapids.

The results were determined by ballot, except in the cases of the keeper of the records and seal and the master of the exchequer, who were the unanimous choice. There is general satisfaction at the result.

The forenoon session was occupied with the election of officers and the reports and conclusions of the finance committee on the distribution of funds between the subordinate lodges. The afternoon session was devoted to the committee reports and legislation.



JOHN BULL MUST MAKE ANOTHER LOAN.

TAWNEY IS RE-ELECTED

He'll Serve a Second Term as K. P. Grand Chancellor.

Late yesterday George P. Tawney of Winona was re-elected to the position of grand chancellor by Minnesota Knights of Pythias, although several ballots were taken before any candidate secured a majority of the votes cast. The only objection to Mr. Tawney was that he had already served one term, many members of the order believing that the grand lodge officers should be changed annually. Clement S. Edwards, city attorney of Albert Lea, was elected vice grand chancellor. Last night visiting members of the order were tendered a reception by the Rathbone Sisters.

The "Sisters" Elect.

Mrs. Sarah Cheeny, of Appleton, was to-day elected grand chief of the Order of Rathbone Sisters, jurisdiction of Minnesota. Mrs. J. C. McCall, of St. Paul, was made grand senior; Mrs. Mamie Cooper, of Sauk Center, grand junior. The report of the committee on insurance was accepted and the grand lodge of Minnesota will now insure its members for $1,800, $500 or $250.

AVERAGE SCORE 94

September Record of Minnesota Butter at Pan-American Expo.

The official scoring of Minnesota butter at Buffalo exposition September competition was:

O. P. Jensen, Walters, 95; H. H. Clemenson, Guckeen, 96; James A. Emerson, Twin Lakes, 93.75; P. M. Paulson, Evan, 95; H. R. Bullis, Elgin, 94.50; M. P. Mortenson, Stockholm, 96.50; L. E. Fox, Alma City, 94; Philip Wolff, Sherburn, 93.50; Charles Levenick, Lakefield, 94.50; A. Johnson, Alpha, 93.75; Nels R. Lund, Plainview, 95; H. A. Hanson, Palmer, 95.25; C. J. Bang, Frost, 96.75; James F. Brady, Deerfield, 93.75; J. A. Peterson, Chisago City, 94.50; M. Christensen, Byron, 95.75; T. Aasen, Milan, 93.50; Erick Walstrum, Greely, 92.25; F. A. Peterson, Lindstrom, 94.25; N. J. Hendrickson, Cokato, 95.75; John Friedner, Strout, 96; W. Lund, Forest City, 94.50; Wm. Burchard, Purety, 95.50; A. D. Radke, Viola, 97; John W. Koepsell, Lewiston, 95.75; John C. Joblin, Nicollet, 94.25; J. G. Wilson, Winthrow, 92; C. J. Grelong, New Paynesville, 94; D. B. Reibe, Delano, 95.50; Andrew Hanson, Stewart, 95.25; Henry Springer, Armstrong, 94.25; Lewis Lawrence, Sundown, 95; H. Stensvad, Lemond, 92.75; L. M. Swenson, Svea, 93.25; C. W. Foltz, Havana, 94.25; H. T. Sondergaard, Litchfield, 94.75; Richard Willett, Bird Island, 94; Mrs. M. L. Holmes, Owatonna, 94.50. Average score, 94.

STEERSMAN'S STEADY HAND

This Alone Saved the Duke and Duchess of Cornwall

CAME NEAR DROWNING

Perils of Shooting Slides in the Ottawa River.

ROYAL CANOE WAS ALMOST SUNK

Sure Hand and Quick Action of Indian Chief the Party's Salvation.

New York Sun Special Service

Ottawa, Ont., Sept. 25.—The Duke and Duchess of Cornwall, accompanied by their royal suite, had a narrow escape from drowning, according to the expert Indian canoeists from Lake Temiscaming, who paddled the royal canoe from the foot of the slides down the Ottawa river to Rock Liffe.

That a serious if not fatal accident was narrowly averted was due to the steady hand and quick action of John Paulson, chief of the Algonquins in North Temiscamingue, who was steersman of the royal canoe. After clearing the slides and getting into smooth water the six rafts which carried the royal party and invited guests were moored to the lumber wharf. At that point the party were transferred to bark canoes. The royal canoe, thirty feet long, accommodated nine passengers and a crew of six. It contained the duke and duchess of Cornwall, Lord and Lady Minto, Major Maude, Lady Lygon, J. R. Booth, Colonel Sherwood and Chief Powell. From the starting point the canoe flotilla was accompanied by river steamers, tugboats, steam yachts and all manner of smaller crafts. At times the royal canoe, which was sent flying with the swift current, was almost surrounded with the excursion boats.

The critical period occurred when the canoe flotilla was half a mile from Rockliffe. At that point the steamer Russell, loaded with excursionists, almost bore down upon the royal canoe. At that moment a tug approached rapidly from the other side of the flotilla and the three leading canoes were instantly caught in the swells from both boats. The royal canoe keeled over to one side and rocked alarmingly, while the spray of the waves dashed on its occupants. Only the quick work of Steersman Paulson saved it from upsetting.

PROCEEDING WEST

Ducal Party Enjoying North Superior Shore Scenery.

Missanable, Ont., Sept. 25.—The special train bearing the party of the Duke and Duchess of Cornwall to the Pacific coast reached here at 8:30 o'clock this morning and halted for an hour. The night run was through the rich nickel-producing district surrounding Sudbury and early morning brought the great lake district where the waters divide to flow to Hudson's bay on the north and Lake Superior on the south. The day ride was along the north shore of Lake Superior of which the first glimpse was caught at Heron Bay. Night will bring the royal trains to Fort William. The duks and duchess have greatly enjoyed the trip.

TRAIN OFF THE TRACK.

Special to The Journal.

Jasper, Minn., Sept. 25.—The Great Northern southbound passenger train was wrecked a few miles south of Jasper last evening. The coupling broke between engine and tender and the tender left the track, followed by the entire train. There was no one injured.

SCHLEY'S COUNSEL IS REALIGNED

Isidore Rayner Becomes Leading Attorney, Assisted by Captain Parker and M. A. Teague.

Mr. Rayner Shows How Records Have Been 'Doctored'—Testimony on Movements of Warships.

Washington, Sept. 25.—When the Schley court of inquiry convened at the navy yard to-day there was general comment upon the fact that the seat which had been occupied from the beginning of the sittings by Judge Jere Wilson, was vacant. He had endeared himself not only to the members of the court, but to all persons about the court, and sorrow was shown on every countenance. Comment upon his sudden taking off was very general throughout the courtroom. The business of the court, however, was promptly resumed at the usual hour.

Schley's Counsel.

In answer to a question, Admiral Schley to-day stated that since the death of Judge Wilson, Attorney Isidore Rayner would be the leading counsel in his case, and that he would be assisted by Captain James Parker of New Jersey and M. A. Teague of Baltimore as an expert associate. Mr. Rayner will continue to conduct the cross-examination of witnesses as he has been doing, and the other gentlemen will continue in the same capacity they occupied up to the time of Judge Wilson's death. Mr. Rayner stated that if it became necessary in the preparation or abstracting of voluminous documents in the case to employ assistant counsel, or if he should be unavoidably absent at any time, arrangements will be made for that purpose.

The wall back of the court was adorned to-day with a chart of a large scale showing the ground site of the battle off Santiago July 3. The southern coast of Cuba in the vicinity of Santiago was plainly marked and the points at which the Spanish ships went to the bottom or to the shore were all indicated in plain lettering. There also wer a number of transparent charts which had been prepared over night sitting about in the rear of the room and which were intended to illustrate various phases of the Santiago campaign. All these had ben prepared with a view of expediting the work of the court and all were on a large scale.

Commander Heilner Makes Changes.

Commander Heilner was recalled to make verbal corrections in the official copy of his testimony. He said he had several corrections that he desired to make. In one case he was recorded as giving the "bearing and the distance" of the Brooklyn. He said he had given the bearing and not the distance. He made various other changes, but they were not material.

The first regular witness called to-day was A. B. Claxton, the machinist on board the Texas, who had begun his testimony when the sittings of the court were so abruptly terminated yesterday morning by the death of Judge Wilson. Mr. Claxton said on July 3, 1898, he had been on duty in the engine room of the Texas. The indicator had called for full speed ahead early in the morning which had, within an hour after the beginning of the action, been changed to "full speed astern." To his knowledge there had been no signal for the reversal of the engines. He said that he had been excused from service in the engine room, but still he knew that the engines were reversed for about two minutes. The witness had said that the engine was stopped.

"What was the next change made in the indicator of the port engine of the Texas?" he was asked.

"Full speed ahead."

"When was a further signal received by the indicator and what was the signal?"

"Within the first hour of engagement the direction was changed to full speed astern."

"Was any other signal given during the watch within your knowledge for the port engines to reverse?"

"There was none to my knowledge."

"As a matter of fact were the engines reversed?"

"They were, for about two minutes."

Commander of the Harvard.

Rear Admiral Cotton, now commandant of the Norfolk navy yard, who commanded the auxiliary cruiser Harvard during the Spanish war, was the next witness. He told of meeting the flying squadron under Commodore Schley off Santiago on May 27, 1898, and said that on that date he had elivered dispatches to the then commodore from Admiral Sampson and the navy department. He had, he said, boarded the Brooklyn about 10:30 o'clock. The weather was then moderate and he had had no difficulty in going aboard the Brooklyn from his boat. He had worn his sword.

"What conversation took place between yourself and Admiral Schley?" asked Captain Lemly.

"It will be impossible for me to state the entire conversation," the witness replied. "I was on board, generally speaking, about two hours. The conversation naturally covered a very wide range, the most important part of which was, of course relative to the dispatches I had delivered."

"What was said about the dispatches?"

"I delivered to Commodore Schley the original cipher in which the dispatches had been received by me at St. Nicholas Mole, together with translation of those dispatches made by Lieut. Beall of the Harvard. I handed them personally to him in his cabin in the order of their date. He received them, read them and commented in a general way upon their purport, spoke of the difficulty he had in getting coal on board his ships while at Cienfuegos and subsequently to the date of which I am speaking, May 27, and said it had been almost an impossibility to get coal on board on account of the weather. He questioned me relative to the practicability of coaling ships at St. Nicholas Mole and Gonaivas channel. As to St. Nicholas Mole I said: 'There is no question the small ships can coal there. As to Gonaives channel, I know of no reason why you should not be able to coal there.' The commodore made some remarks upon my statements, the language of which I do not recall, but he asked me: 'How about the large ships at St. Nicholas Mole?' I said: 'You can't coal your big ships there.' "

Might Coal One at a Time.

"I had special refernece in my reply to the battleships and protected cruisers of the Brooklyn and New York class. I said, thinking of the fact that my own ship had been there and was of some 12,000 tons displacement and nearly 600 feet in length. 'Perhaps under favorable conditions, you might be able to coal the large ships there, one at a time.' The area of deep water for the anchorage of large ships is so little there it was not practicable to coal at the very outmost more than one large ship at a time. Then in case the weather became bad she would immediately have to go to sea. I was anxious while I was there with the Harvard, on account of her size, and I would have left at once in case bad weather had come on. I recollect no qualification as to Gonaives channel."

Admiral Cotton said in response to a question from Captain Lemly that vessels from the fleet could have coaled where they were on the 27th "at some time during that day," he said. As indicative of the condition of the sea he said he had used a cockleshell boat in going from the Harvard to the Brooklyn and had worn a white uniform.

"Was anything said at the time about going to Key West for coal?"

"Returning to what I said with reference to the difficulty which Commodore Schley stated to me he had had in getting coal on board of any of the ships at Cienfuegos, he said he was very anxious. The coal supply was getting short, the weather was bad and it had been bad almost continuously. It was a very serious problem as to how or whether he could possibly get coal on board ships off Santiago. He said if he found the weather did not improve and he found it impracticable to coal there he could only see the only resort, and that was he would be compelled to return to Key West in order to supply his ships with coal. Having that question in view he was apprehensive especially as to one ship, the Texas. He did not even know at that moment whether she had on board sufficient coal to enable her to return to Key West.

Returning to Key West.

"During my visit he gave an order to make signal, a general signal, as I remember it, not limited to the flying squadron alone, to report what ships had coal enough to reach Key West. The signal was made, or at least I assume it was made. At all events during my presence with Commodore Schley he received a report that all the ships, including the Texas, had sufficient coal to return to Key West. I think the commodore was very much relieved when he received this information. Shortly afterward, I should say within a few minutes, he directed a signal to be made preparatory for the ships to return to Key West. The order was given in a general way. I cannot give the words of the order but what I have stated was their purport. While I was still there he received a report that the signals were read. Before I left ship he ordered signals to be made for ships to form preparatory for steaming to Key West.

"To go back a bit. I had informed Commodore Schley that it was utterly impossible for the Harvard to get anywhere except to Kingston. I had not sufficient coal to get to Key West and he verbally authorized me to proceed at once to Kingston to receive such amount of coal as I could get there sufficient to enable me to return to the nearest United States port. I left the Brooklyn about noon. Immediately after my departure the Brooklyn commenced steaming ahead and I noticed that many of the ships at that moment under Commodore Schley's command were in motion, presumably preparing to take their stations in steaming order to return to Key West. As soon as I returned to my own ship after the boat was hoisted, I steered to the southwest for Kingston."

"Did you state in specific terms that you agreed with Commodore Schley as to the difficulty in coaling?"

"The question was not discussed and I expressed no opinion."

"Did this conversation occur before or after the dispatches which you took aboard had been read by the commander-in-chief?"

"After."

Locating the Enemy.

In response to further questions, Admiral Cotton said that he had the original translations of the cipher dispatches addressed to the Harvard. The dispatch of May 25 was then read to him as follows:

Washington, May 25, 1898.—Harvard, St. Nicholas Mole, Haiti.—Proceed at once and inform Schley and also the senior officer present off Santiago as follows: All department's information indicates Spanish division

Hope for Canal Treaty

London, Sept. 25.—There is no definite information here respecting the progress of Lord Pauncefote's negotiations on the canal treaty and the precise changes which have been suggested in Mr. Hay's previous canal treaty, but the prospects of a satisfactory adjustment of the points raised by the senate are brighter than ever before. There is a general expectation in diplomatic circles that the new treaty will be submitted to the senate in December and that it will be ratified.