

A BIT OF A BLOW

Accompanied by the Beautiful, Fast-Falling Snow.

THE ATLANTIC COAST STATES

Swept by the Worst Storm Experienced in Many Years

DEMORALIZING ALL TRAFFIC

For a Time, and Working Unfold Inconveniences to the People of the Cities and Towns—New England Gets the Worst of it—New York City Transformed into a Crystal Metropolis of Surpassing Beauty—Many Persons Fall Victims to Exposure in the Blizzard, and Others Chilled to Death While Intoxicated.

NEW YORK, Nov. 27.—When the people of New York awoke this morning they found the blizzard that raged when they retired still in progress. The storm, which began with a soft, sleety snow, on Saturday afternoon, increased greatly as the day wore on, with heavier snow fall, the wind blowing a gale at midnight. There was a slight abatement of the wind this morning, but the snow still fell, and drifted high, and the temperature dropped rapidly. It looked this morning as though the blizzard would continue all day, but at 10 o'clock there was a breaking away in the west, and finally the storm ceased altogether, and the severest blizzard since the memorable one of March, 1858, came to an end. The wind blew at the rate of fifty-nine to sixty miles an hour during the height of the storm.

Snow fell throughout New York state. The fall in New York City, the weather bureau reports, was about ten inches, Philadelphia nine inches, Boston six inches, Portland, Me., four inches, Albany a little over an inch.

The lowest temperature reported was New York City, 25; Albany, 18. With the brightening of the skies in this city this morning came an increase in the velocity of the wind, and the loose dry snow was sent swirling and eddying everywhere. Nearly a foot of snow had fallen, but in places it had drifted to four and five feet.

The peculiarity of the storm was the encrusting of nearly every window, the sides of buildings and the trees, and when the storm cleared away the great city was transformed into a spectacle of glistening white, of surpassing beauty. Broadway and the great thoroughfares of the city presented a fantastic appearance.

In the greatest artery of business activity of the country there were drifts on the sidewalk through which the early morning wayfarer plowed to his waist. In some of the streets great drifts formed barriers across them, in many instances filled up the trenches that had been dug by the street railroads for the transforming of the motive power from cable to electricity.

As soon as there were signs of abatement in the fall of snow the street cleaning department went to work, but little progress was made.

Suburban traffic was blocked for several hours in the morning, and after that trains ran at long intervals. All trains were delayed. Some of them were due in the early morning hours that had not been heard from at night. The superintendent of mails in the general postoffice reported that the mail train from Boston, due at 6 a. m., had not been heard from, nor had the mails been received up to 9 o'clock to-night. The incoming mails from other parts, he said, were from two hours to an unknown number of hours behind time.

The trains due at the Grand Central station to-day arrived on time.

The terrific blow of Saturday night did much damage to the small shipping in New York harbor. It is reported to-night that several tug boats belonging to the Kingston Towing Company, together with a large number of canal boats, were sunk up the river by the force of the gale. The shores of the Hudson are littered by wreckage.

Victims of the Blizzard. An order was sent out from police headquarters to the various precinct commanders to have arrested all persons found alone in a condition that would raise even the suspicion of intoxication. As a result the police courts were crowded with eminently respectable-looking persons, who were let go with a small fine and an admonition to get in out of the snow. Notwithstanding this precaution on the part of the police, there were a number of casualties, including several deaths from exposure. John Martin, fifty-five years old, a former insurance agent, was found in the park at Tenth street and Avenue B, and taken to Bellevue hospital. Both his legs and hands were badly frozen. He had lain down on a bench to die, he said. He had had nothing to eat for several days. An unknown woman was found unconscious in a snow drift, at Seventy-eighth street and Avenue A. She was removed to the Presbyterian hospital, where her condition is said to be serious. An aged German, Frank Schneider, of Dutch-kill, Long Island City, was found late Saturday night at Seventieth street and Second avenue. He was lying in a snow bank, almost unconscious, and was transferred to the Bellevue hospital. An unknown man, discovered in a basement on the Bowery, was removed to the hospital and exposed. A policeman rescued Dennis Quinn, a letter carrier, who had fallen helpless in the snow, early this morning, badly frozen.

In Jersey City the body of Rosanna Cunningham, forty-years of age, was found on the sidewalk in Van Vorst street early this morning. Her skull was fractured. The body was almost covered with snow. It is believed she received her injuries from a fall.

At 7 a. m. a policeman found Charles Schopp unconscious in the snow in Jersey City. Before he could be carried into a house, Schopp died. He had started for a butcher shop, where he was employed, and his death is attributed to exposure and exhaustion from his struggle through the blinding storm. George Beck, forty-two years old, and Willie Allen were also found in Jersey City by the police badly frozen. The former had been drinking and was unconscious and is likely to die.

NEW ENGLAND COATED

With Snow From Eight Inches to Two Feet Deep—The Sea Driven to Shore Far Beyond Its Usual Limits—All Cities and Towns Suffer From the Blizzard—Shipping Disasters.

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

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

Fortunately the storm was heralded sufficiently in advance by the weather bureau to detain most of the coastwise shipping in safe harbors, but the warning was entirely unheeded and ignored by those on shore, with the result that nearly every one, especially the railroads and electric companies, were caught napping and suffered accordingly. There was not a railroad in New England that was not more or less tied up by the heavy fall of snow, and the great drifts and the roads running along the coast, like the New York, New Haven & Hartford, and the Boston & Maine, had the added difficulty of frequent washouts in places exposed to the heavy seas.

Trains north, east, south and west were nearly all stalled early in the night, although one train from Bangor reached Lynn this noon and two Chicago trains came into the city this evening.

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

The service in this city was probably the best of any of the surrounding communities, yet even here, there was no attempt made to run more than a dozen cars on Washington street and one or two others of the main thoroughfares.

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

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

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

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

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

Shipping Disasters. A dozen or more coasting vessels were driven ashore in Boston harbor during the blizzard of last night, and this morning and the great steamer Ohio, of the Wilson line, was torn from her moorings and driven high and dry on Spectacle Island. Schooners and coal barges with two anchors out and every reason to expect a safe weathering of the gale were dragged from their moorings and hurled against pier heads, dashed on islands and rocks or sunk outright.

Just above Spectacle Island is Thompson island and on the beach are three down-east lumbermen, the watchman, Fred A. Emerson, S. E. Rapine, (B.), and a vessel believed to be the Virginia. The schooners John S. Ames and Lizzie Dyas are also ashore at Fort Warren. It is said two men were washed overboard from the Virginia.

The tug Cumberland came in early last evening with two barges and one of them belonging to the Consolidated Coal Company, broke away from the tug and striking Hunt's Ledge, sank with all four of her crew. Another barge belonging to the Staple Coal Company, is reported to have sunk off Long Island Head and her crew of four men lost.

since then from one to two hours. The Boston train on the Pennsylvania at 6:45 this morning had not been heard from up to 7 o'clock to-night. A number of trains from south are coming in late, not so much because of the snow, as of the strong head wind. The country milk trains which tried to get into town this morning are still snowbound, and no Atlantic City trains got away from the city until 11 o'clock this morning. The main line Pennsylvania railroad was greatly delayed. To-day the weather has been clear and cold and much progress has been made in restoring affairs to their normal condition.

SCRANTON, Pa., Nov. 27.—The Lackawanna Valley and the whole of the Pocono mountain region is getting a good taste of winter weather. An inch of snow which fell on Thanksgiving day was covered during the intervening day and evening, and the whole has been preserved by a low temperature which steadily decreased during the last twelve hours until at 5 o'clock to-night it was 28 degrees, the lowest of this season. The wind blew with considerable force from the west and northwest to-day and gave the Delaware, Lackawanna & Western road some trouble on the Pocono mountains, but the interference with steam traffic has not been serious. All of the many trolley lines in and about the city and valley have run their cars on nearly schedule time.

EASTON, Pa., Nov. 27.—The storm in this immediate section was unprecedented in violence. Between fourteen and fifteen inches of snow fell, and the town was practically snowbound throughout the night and to-day. The trolley tracks were kept open until the greater part of the traffic had been disposed of, but the effort was abandoned near midnight. The cars of the new Easton & Bethlehem road were stalled early in the evening and passengers were taken to their homes in coaches. The railroads experienced much difficulty and at 7 o'clock this morning did not arrive at the city, having been blocked in New Jersey. Communication by wire with the outside districts is cut off. To-night the wind is blowing a gale and the snow is drifting in huge banks. By 6 o'clock to-night the temperature had fallen 16 degrees above zero and there is no indication of a moderation.

AT DELAWARE CAPES. A Number of Vessels Failed to Get in Harbor, and Their Loss is Feared. LEWES, Del., Nov. 27.—The northwest gale prevailing around the capes since last night has been remarkably severe. The schooner William M. Wilson, from Philadelphia for Norfolk, with a cargo of coal, sprung a leak four miles south of Metomkin life saving station. Her signals were promptly answered, and the guards took off her crew of six men. The schooner is anchored a mile and a half off shore, and is likely to sink during the night. A number of vessels off the capes were unable to get into the harbor, and it is feared that there have been heavy losses.

A new steamer, Admiral Sampson, which left Philadelphia yesterday for her official trip to safety anchored behind the new breakwater. The pilot boat Edmunds is supposed to have reached Cape May anchorage early this morning. Some of the shippers at the breakage dragged their anchors, but no damage was reported.

WEST VIRGINIA COAL. Big Contracts Piled with Operators in This State by the Great Northern Railroad for Delivery at Sandusky. PITTSBURGH, Pa., Nov. 27.—The Dispatch to-morrow will say it has reliable authority for stating that the Great Northern Railroad Company has placed orders with West Virginia coal operators for 500,000 tons of coal, at \$1.25, delivered at Sandusky, the delivery to extend throughout 1899.

James W. Hill, of the Great Northern, in reply to a telegram, says: "This company does not publish its purchases of coal or other material."

It is generally believed here that the contracts have been made, and the fact is viewed with apprehension by the Pittsburgh operators, as it is evidence that West Virginia is usurping the trade hitherto held by Pittsburgh by giving a rate materially lower than the local operators can. In fact, offers have been made by West Virginia mine owners to Pittsburgh operators to furnish all the coal wanted for \$1.20, delivered at Sandusky. This is made possible by a lower mining rate and better freight rates. The net cost to a Pittsburgh operator, under present conditions, for delivery at Sandusky is \$1.33 1/2.

CATTLE KING DECAMPED. Leaving Creditors to Quarrel Over the Wreck He Left Behind. KANSAS CITY, Nov. 27.—A special to the Times from Abilene, Kas., says: The creditors of Grant C. Gillett, the cattle king, who left for parts unknown, last week, spent Sunday struggling over the wreck which he left behind him. It has developed into a case of every man for himself and the result is a worse snarl than ever. Each commission firm who holds Gillett paper seems to devote most of its time to checkmating the moves of the others. In the meantime losses are piling on losses, and the million and a half estimated liabilities may go beyond even that amount.

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

It is stated to-day that Gillett has certainly mortgaged and re-mortgaged the same cattle to different parties. In at least one case it was stated to-day he re-branded cattle he had sold to one man, and mortgaged them to a commission house, or as seems probable to two or three commission houses, for a heavy sum and then had the herd divided and driven quietly off his farm to another place, where he arranged to have it kept for the winter. It is still impossible to accurately estimate Gillett's liabilities.

Actor Condemned Dead. NEW YORK, Nov. 27.—Charles W. Coudeok, the actor, died to-night at his home in this city after a short illness, from dropsy. On November 21, his condition became critical and since then, even though he has had several slight rallies, death was expected. His son, S. Y. Coudeok, a traveling salesman, survives him.

FRIGHTFUL DEATH

Of Six Persons By Explosion of a Steamboat's Boiler.

ELEVEN TERRIBLY WOUNDED, And Twenty More or Less Badly Injured.

The Disaster Occurred on the Steamer T. C. Walker Flying Between San Francisco and Stockton—Harrowing Crisis and Means of the Victims who Were Being Slowly Roasted to Death. The Heroic Captain Panned in his State Room was Literally Cooked Before He Could be Extricated—One Woman Pleads with the Physicians to End her Sufferings.

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

The dead are: John Tulan, captain of the T. C. Walker; W. A. Blunt, the agent in charge of shipping of sugar beans from the Moss tract to the Crockett factory; Watson Henry, of Stockton, engineer of the T. C. Walker; Mrs. Watson Henry, wife of the chief engineer; Jerry Dwyer, fireman; Ferdinand Law, of Seattle, passenger. Wounded: George P. Smith, a native of Massachusetts, deck-hand, burned about the face and body; James Corcoran, deck-hand, will probably die; Jack Holburg, known as Jack Sperry, watchman, injured in head and scalded over entire upper part of the body; Coratti Dominick, deck-hand, scalded about hands and face and back injured; John Burns, deck-hand, burned about head; G. Poppiano, of Stockton, passenger, injured in the face and breast; Edward Paul Jones, stevedore, scalded about face and hands; Martin McCaffrey, of San Francisco, deck-hand, burned about the head and body; Louis Brizzolani, of San Francisco, wine merchant, badly injured; John Fignoli, of Stockton, deck-hand, head cut and back hurt.

The majority of the passengers were in bed when the explosion occurred and were awakened by the report which was as loud as a cannon's roar. The people rushed from their rooms in their night clothes and found the whole forward portion of the steamer's upper works blown away. The electric lights had been put out and the escaping steam enveloped the front portion of the boat till it was impossible to see how much of the boat had been carried away. The screams of the men who were locked in their rooms near the pilot house were heartrending.

Roasted Alive. Captain John Tulan had been blown from his bed against the door of the state room and so seriously injured that he could not move. The door could not be forced open as he was jammed up against it. One of the employees of the boat secured an axe and cut the upper part of the room away and the upper part of the room was blown through, as loud as a cannon's roar. When pulled out the flesh dropped from his bones in large pieces, and although he was suffering excruciatingly, he bore it bravely and not a groan escaped him as he was taken out of the steam.

Watson Henry, the chief engineer, and his wife were in their room near the pilot house when the explosion occurred. Mrs. Henry was blown upward through the roof. The floor by her was blown up a distance of twenty feet towards the bow of the boat. She was horribly crushed by the fury of the explosion and also badly scalded with escaping steam. Her injuries proved fatal at 12:30 this afternoon. She retained consciousness until a few moments before her death. Her sufferings were so intense that she begged the physicians in attendance to end her life, but all that could be done was to deaden the pain by the use of narcotics.

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

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

Jerry Dwyer, the fireman, was in the fire hold of the boat when the accident occurred. The escaping steam completely enveloped him, scarcely a portion of his body escaping the scorching vapor. He died at the receiving hospital at 12:45 this afternoon.

Terrible Suffering. Underneath the lower deck, where the deckhands slept, groans and screams were terrible, for the unfortunate imprisoned men were receiving the full force of the steam as it came from the boilers. Eight of them were almost roasted alive. Those who were seriously injured were unable to get out. Arms and faces of these near the main engine, who was on the lower deck, was blown into the water and had to swim ashore after his back was horribly scalded.

Louis Brizzolani, in company with Charles Maggini and wife, were standing near the pilot house on the Texas decks. The force threw him to one side but not until he was badly burned about the body. Mr. Maggini and his wife escaped without a scratch.

About an hour after the explosion the passenger steamer Dauntless, coming from San Francisco, came in sight. She rendered immediate assistance, and all the wounded and uninjured were taken aboard. A telephone message was sent to this city and the steamer Clara Crow, with several physicians with medicine, etc., were sent to aid the Dauntless. The relief boat met the Dauntless a short distance down the river and the physicians were quickly taken on board. A terrible sight greeted them. Captain Tulan was breathing his last. Mrs. Henry was lying in the ladies' cabin and every effort was made to relieve her sufferings. Mr. Brizzolani tossed on a bed in a state room.

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

THE "WAR SENATORS"

Governor Atkinson Will not call a Special Election

TO ELECT THEIR SUCCESSORS

Because he has no Power to do So—The Democrats Cannot Seat their Short Term Senators for the Reason they were not Legally Elected—It Appears to be the Unhappy Scheme of the Democrats Politicians to Steal the Legislature by Unseating Republican Members of the House of Delegates—Laying up a Store of Public Wrath that will Confound them.

Special Dispatch to the Intelligencer. CHARLESTON, W. Va., Nov. 27.—The rumor current throughout the state that Governor Atkinson had decided to call a special election in the cases of the two "war senators" and elect their successors, is denied by the governor. He says that he has no power to call such an election. Chairman Dawson says that the Democrats have decided to steal the legislature. Said he: "The Democrats cannot seat their short term senators, because they were not legally elected."

The Sunday Herald of this city, says the Democrats have announced that they have the West Virginia legislature tooth and toe-nail. Yesterday evening the party leaders made no secret of their claims. They declared that they will elect Senator Faulkner's successor, let the Republicans of the senate say what they may. "We will throw every Republican out of the house to carry our point," they say. "We have the house and we will see who goes to the senate."

It was rumored that the governor had decided to call a special election in the cases of the two "war senators" and have their successors chosen. This was a Democratic story. No confirmation of it was had at the governor's office. The facts are the governor has no power to call such elections. There are no vacancies until the senators resign or the senate declares that the members are not eligible to hold their seats.

The Democrats counted wrong when they elected (?) senators to fill the places of these men. No special election was called—there were no vacancies; consequently the Democrats figured wrong, and they now see that their "bluff" at electing members will not go and they have given up their plan. To unseat Republican members of the house is now the scheme. Chairman Dawson, of the Republican state committee, said yesterday that he knew the Democrats had resolved to "steal" the legislature.

"This is their plan," said he. "I know it. To talk that the governor will call special elections is not true. He has no authority to do so. The Democrats cannot seat their 'short term' members, because they were not legally elected." "Can the Republicans elect one of the senators who might succeed the war members?"

"I think so. We ought to have a new law governing the form of ballot in West Virginia. Our present ballot is illogical. You can almost elect who you want. The way we work his ballot in this state. We need a ballot like that in Ohio. We should burn our ballots after they are counted and have no recounts." "Will there be any special legislation this winter?"

"I think not. We will do well to get a United States senator. We may have a hard time to get the necessary appropriation bills through."

SPAIN WILL ACCEPT

The Offer of the United States of \$50,000,000 for the Philippines, and Sign the Treaty of Peace Under Protest.

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

Even up to a late hour this evening telegrams have been exchanged between the Spanish commissioners and Madrid; but all the Americans in a position to speak with authority, are convinced that the foregoing outlines the Spanish reply. Senator Abaransa expressed the opinion this evening that there would be no break in the work of the commissions.

Marquis de Comillas who is the largest individual creditor of Spain and has been here from the outset in behalf of the numerous important enterprises of which he is the head, also indicated this evening that Spain had made up her mind to yield. He is in very close touch with the Spanish commissioners. There is no truth in the report cabled here from Washington that in the last American memorandum a demand for the Sulu group had been added to the previous American demand.

The original American claim was up on territory within lines longitudinally and latitudinally defined. It embraced the so-called Sulu group. There has been no change since the first demand and according to the statement of one of the American commissioners, there will be no modification of it.

Spanish Cabinet's Instructions. MADRID, Nov. 27.—The cabinet has agreed upon the instructions to Senator Montero Rios, president of the Spanish peace commission, for to-morrow's joint session at Paris, at which the treaty will be signed.

El Imparcial exhorts the government to refuse with dignity to indemnify American offers and to protest against America's appeal to force with respect to the Philippines. El Correo denies the reports that an insurrection has broken out in the Sulu islands. A red book dealing with the peace negotiations, is being prepared. There is a good deal of comment upon a dispatch from Gibraltar announcing the arrival there during this month of 180 new model cannon.

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The Democrats counted wrong when they elected (?) senators to fill the places of these men. No special election was called—there were no vacancies; consequently the Democrats figured wrong, and they now see that their "bluff" at electing members will not go and they have given up their plan. To unseat Republican members of the house is now the scheme. Chairman Dawson, of the Republican state committee, said yesterday that he knew the Democrats had resolved to "steal" the legislature.

"This is their plan," said he. "I know it. To talk that the governor will call special elections is not true. He has no authority to do so. The Democrats cannot seat their 'short term' members, because they were not legally elected." "Can the Republicans elect one of the senators who might succeed the war members?"

"I think so. We ought to have a new law governing the form of ballot in West Virginia. Our present ballot is illogical. You can almost elect who you want. The way we work his ballot in this state. We need a ballot like that in Ohio. We should burn our ballots after they are counted and have no recounts." "Will there be any special legislation this winter?"

"I think not. We will do well to get a United States senator. We may have a hard time to get the necessary appropriation bills through."

SPAIN WILL ACCEPT

The Offer of the United States of \$50,000,000 for the Philippines, and Sign the Treaty of Peace Under Protest.

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

Even up to a late hour this evening telegrams have been exchanged between the Spanish commissioners and Madrid; but all the Americans in a position to speak with authority, are convinced that the foregoing outlines the Spanish reply. Senator Abaransa expressed the opinion this evening that there would be no break in the work of the commissions.

Marquis de Comillas who is the largest individual creditor of Spain and has been here from the outset in behalf of the numerous important enterprises of which he is the head, also indicated this evening that Spain had made up her mind to yield. He is in very close touch with the Spanish commissioners. There is no truth in the report cabled here from Washington that in the last American memorandum a demand for the Sulu group had been added to the previous American demand.

The original American claim was up on territory within lines longitudinally and latitudinally defined. It embraced the so-called Sulu group. There has been no change since the first demand and according to the statement of one of the American commissioners, there will be no modification of it.

Spanish Cabinet's Instructions. MADRID, Nov. 27.—The cabinet has agreed upon the instructions to Senator Montero Rios, president of the Spanish peace commission, for to-morrow's joint session at Paris, at which the treaty will be signed.