SCHEMES OF RUSSIA.

Endeavoring to Enlist Germany in Eastern Projects.

M. DE WITTE'S MISSION.

The Czar's Minister of Finance Said to Be Treating With Berlin Bankers.

CENSORSHIP OF THE PRESS.

Kaiser William Causes the Arrest of Another Socialist Editor for Lese-Majeste.

BERLIN, GERMANY, Sept. 29.—The prolonged stay in Berlin of M. de Witte, the Russian Minister of Finance, simultaneously with the visit to the German capital of an agent of the Bank of St. Petersburg, has given the appearance of truth to reports that Russia is endeavoring to induce Germany to participate in politico-financial projects in China. M. de Witte, however, has positively denied that his visit has anything to do with finance, but there are many who still believe that this asseveration is merely a diplomatic figure of speech.

To one interviewer M. de Witte said he had been spending a short season in Switzerland for the benefit of his health, and was on his way home with his family. His stay in Berlin was merely in gratification of his desire to consult eminent German physicians. He had, he said, no intention of seeing any politicians or financiers while here. The fact that he had accorded interviews with several bankers since his arrival here, he explained, was due to his interest in the formation of a large electrical company in Berlin, in which he hoped that the Disconto Gesellschaft and other German bankers would become interested. M. de Witte said he had told the bankers with whom he had interviews that if any further arrangements in connection with Russo-Chinese finances were required they would be conducted through French bankers exclusively and not through German houses.

The Cologne Gazette, apropos of the reports that several Berlin bankers had been sounding Minister de Witte on the question of taking a share in a new Russian state loan, warns them to keep aloof from all financial projects in which M. de Witte is concerned, and, pursuing the subject, reminds them that since he had obtained control of the finances of Russia the debt of that empire had been increased by 35,000,000 francs.

"If Russia herself or any Russian enterprise wants any more money," says the Gazette, "let the French lend it to them."

Last Friday's newspapers circulated the story that M. de Witte had broken off negotiations in connection with his project for the formation of an electrical company and had suddenly left Berlin. This story has been exploded, however, as M. de Witte is still here. It had its origin in the departure of the agent of the Bank of St. Petersburg, who, by the way, lived in the same hotel with M. de Witte while here.

The projected visit to Berlin of the King of the Belgians, which it was surmised had relation to affairs in the Congo State, has been either indefinitely delayed or finally abandoned, no one seems to know which. It is understood from current gossip, however, that the Emperor had a strong dislike to personal negotiations on the subject, and caused King Leopold to be informed that the negotiations must be conducted through diplomatic channels.

Despite the complaints made by the Chambers of Commerce at Kiel and Stettin, as well as by others, the Government has declined to reduce the tolls of the Baltic-North Sea canal. The protest formulated by the Stettin Chamber of Commerce calls attention to the fact that during the month of August only 718 vessels passed through the canal, and this at the old rates. On Tuesday next, October 1, the new rate, which increases the tolls by 25 per cent, will go into effect. As the system of lighting the banks of the canal by electricity is very defective vessels venturing through the canal are likely to be stopped during many a long winter night, and it is certain that this prospect will still further and to a great extent lessen the traffic.

A notable incident in connection with the lighting of the canal occurred a few days ago. A pole carrying a wire charged with the full power of the plant fell, and two workmen, passing along the bank in the darkness, came into contact with it. One of the men dropped dead upon the fallen wire and the other was thrown backward insensible. They were found by other workmen, who tried to remove the dead body from the wire, but they were forced to desist by the strong shocks they received, and the body remained where it was until the current was turned off some time afterward.

A lady connected with the entourage of the Empress has given some very interesting details of the daily life and opinions of the Kaiserin. The imperial lady, it seems, is by no means an admirer of the "emancipated woman," and holds that matrimony is woman's natural destiny. Nevertheless, in several cases her Majesty has advised ladies under exceptional circumstances to adopt a profession instead of contracting matrimonial ties, and has lent her personal assistance to carry out her advice. The Empress gives strict personal attention to the regulations of her household, and often pays visits of inspection to the kitchen, which is as simple in its appointment as that of the household of a well-to-do burgher.

The Emperor is harsh in his treatment of the young Princes, and in these cases the Empress smooths over their sorrows in true motherly fashion. If the tutors of the youngsters find them inattentive to their studies she takes their teaching in hand for an hour or so, and if they become unruly does not shrink from using the cane upon their princely backs. The Crown Prince, however, is excepted from this treatment, as he is now of an age which places him beyond this jurisdiction.

The Princes are great stamp collectors, and spend a good deal of their spare time in arranging their collections. The Empress, in supplying a new stamp or observing that they have come into possession of one of a kind they never had, plies them with questions in regard to the geographical location and chief characteristics of the country from which it came. Her Majesty is kind to her domestics, but forbids them to accept any presents from guests or others under penalty of dismissal, and upon all sides are evidences that she has thoroughly won the affection of her employes.

A sensational trial which has attracted widespread attention has just been closed at Darmstadt, with the result that an impostor has been sentenced to two months and a half in prison, and a titled lady is under arrest for perjury. The impostor is Adelbert Tomba, who masqueraded under the name of Count von Nesselrode.

Tomba is the son of a tailor of Buda-Pesth. He became a student in the Heidelberg University and after leaving the college obtained a situation as a private tutor in the family of Count Waldeck, a wealthy land-owner having estates in Germany and Hungary. Tomba was sent to Count Waldeck's estate in Hungary. Some time afterward a person styled Count George von Nesselrode arrived at the Waldeck estate and schloss at Kurnbach, in the Duchy of Hesse, where he was received as a guest by the Countess Waldeck, who, with her grown-up daughters, had left Count Waldeck in Hungary. Nesselrode for a number of months posed as a friend of the family and was regarded by the domestics as the master of the house. The inhabitants of Kurnbach, however, were scandalized by the supposed relations existing between Nesselrode and the Countess and began hooting them whenever they were seen together in public. Finally the popular indignation became so great that as they were driving out together one day a large crowd collected and after hooting the pair and pelting them with missiles drove them through the town and inside the castle gates. After getting safely within the gates Nesselrode drew a revolver and fired it over the heads of the mob. The police were called, but Nesselrode had vanished. He was caught later, however, and locked up in the town jail.

When he was arraigned before the police authorities next day he persisted that he was really the Count von Nesselrode, and Countess Waldeck under oath maintained that he was a genuine Count of the name he had given. Even before the court, when absolute evidence of the man's identity as Tomba had been produced, the Countess stoutly declared upon the witness-stand that she had not recognized the Count as the former tutor Tomba, but had honestly believed him to be Count von Nesselrode, which she still believed. Tomba was sentenced to six weeks in prison for firing his revolver, and an additional sentence of a month's imprisonment was pronounced upon him for using a false name.

The Countess was arrested at the conclusion of the trial and is now in jail awaiting trial upon the charge of perjury, which is already pretty well proven by her own testimony.

The celebrated explorer, Carl Peters, presided at a meeting held in the old Reichstag building last evening, with the object of creating a German union for the fostering of sports, outdoor play and gymnastics. An executive committee was formed, including Carl Peters, Count Oppersdorf and Dr. Gebhard, to carry out the aims of the meeting.

Joseph Dierl alias Roland, formerly tinsmith and tanner, who has recently been signing articles in the capacity of responsible editor of the Socialist organ, the Vorwaerts, has been arrested on the charge of lese-majeste, his offense having consisted in the publication of the comments of the Vorwaerts upon the speech delivered by the Emperor to the guards upon the occasion of the Sedan fetes. It is altogether probable that Dierl never wrote a line that appeared in the Vorwaerts and is in jail merely as a dummy for the real writer of the objectionable articles.

The Kreuz Zeitung, commenting upon the reported movement originated by Washington politicians for the payment of export premiums, says:

"If such premiums shall be voted in any form the actwill force the adoption of measures of reprisal in Germany and other European States."

The Freisinnige Zeitung expresses the opinion that the proposals for export premiums are a natural pendant to the present Agrarian agitation in Germany.

A great court hunt has been arranged to take place at Gruenewald on November 4. The King of Saxony and the German Princes have been invited by the Emperor to take part.

The Empress has gone to Grunholz to pay a visit to her sister, Princess Caroline Mathilde, the wife of Prince Frederick Ferdinand of the Glucksburg branch of the house of Holstein.

The rumors that Prince Henry of Prussia, brother of the Emperor, has been sent away on leave of absence for a year because of a serious quarrel with the Kaiser, is discredited in court circles. It is asserted by persons in a position to know that it had long been arranged that Prince Henry should go on a protracted tour after the naval maneuvers at Kiel, and that this fact is the only foundation for the current rumors.

The well-known danseuse, Otero, is drawing crowds of admirers to the Winter Garden Theater to witness her performance. Heydrich's operatic drama, "Amen," is being played at the Stadt Theater in Cologne with notable success.

SAN JOSE COLORED CYCLERS.

World's Record for Wheelwomen Lowered by Rebecca Downs.

SAN JOSE, CAL., Sept. 29.—The race meet of the San Jose Colored Cyclers this afternoon proved an interesting event. There was not a very large attendance, but the races were all hotly contested. The feature of the meet was the ladies' mile race, which was won by Miss Rebecca Downs in 2:59, lowering the world's record, formerly held by Miss Idella Allen of Oakland 1-5 of a second. Miss Allen fell from her wheel in a faint after crossing the finishing line.

The events were as follows:

One mile, handicap, class A—George Whiting scratch; E. D. Wallace, scratch; R. L. Allen, 40 yards; J. Jacobs, 45 yards; C. Butler, 45 yards; George Levell, 45 yards. Whiting won, Allen second, Bevell third. Time, 2:42.

Half mile, scratch, class A, best two in three, heats—First heat, F. Woodson, M. P. Parker, J. Harris, J. Mast. Parker came in first, Woodson second, but the race was given to Woodson on a foul. Time, 1:14 1-5.

Second heat, Parker won, Woodson second. Time, 1:15 1-5.

Final, Parker won, Woodson second. Time. 1:11.

Two-thirds of a mile, scratch, class A—R. L. Allen, George Whiting, George Bevelle. Whiting won, Bevelle second. Time, 1:47.

One-mile scratch, ladies' race—Miss Idella Allen of Oakland, Miss Rebecca Downs, Miss Emma Hill. Miss Downs won, Miss Allen second. Time, 2:59.

Two-mile handicap, class A—George Whiting, W. H. Bolds, R. L. Allen. Whiting won, Allen second. Time, 5:57.

One-mile handicap, class B—F. Woodson, M. P. Parker, J. Mast. Woodson won, Parker second. Time, 2:35.

ON THE DIAMOND.

Cincinnati and Cleveland Beaten by Chicago and Louisville.

CHICAGO, ILL., Sept. 29.—Anson and his crew were out for blood to-day and easily defeated Cincinnati in the closing game of the season and one that finally settled Chicago's position in the race of 1895. Terry pitched excellent ball, but Parrott's curves were easy and his support bad. Attendance, 200. Score: Chicago, 9, 12, 1; Cincinnati, 1, 9, 4. Terry and Donohue; Parrott and Gray. Umpire, O'Day.

LOUISVILLE, KY., Sept. 29. — Louisville closed its disstrous season by giving Cleveland a severe drubbing this afternoon. Both teams played quitting ball in the field, but the Louisville men put up the best exhibition of batting they have given this season Three thousand spectators shivered through the game in an atmosphere that called for overcoats. Score: Louisville, 13, 18, 2. Cleveland, 8, 14, 8. McCreary and Spies; Cuppy, Knell O'Connor and O'Meara. Umpire, McDonald.

TRYING THE ST. PAUL.

Forty-Mile Initial Trip of the New Ocean Liner.

GREAT SPEED PREDICTED

It Is Thought the Record of the St. Louis Will Be Beaten.

READY FOR AN OFFICIAL TEST.

Cramp's Shipmaster to Command When the Actual Trial Is Made.

ON BOARD STEAMSHIP ST. PAUL, OFF REEDY ISLAND (DEL.), Sept. 29.—The International Navigation Company's new steamship St. Paul left Cramp's shipyard, Philadelphia, this morning at 7:10 o'clock for her trial trip and made the run of forty miles to Reedy Island in four hours. When the vessel arrived off here anchor was dropped to await the high tide. Although it was Sunday morning and Philadelphia's river front was practically deserted the St. Paul was saluted by every steam craft she passed, and her whistle was almost constantly replying to salutes until she had passed the city.

It is a matter of no small danger for a ship of the St. Paul's draught to make her way over the shoals in the Delaware River, and Pilot Lewis Chambers picked the way as carefully as an old woman crossing the crowded streets of a busy city, and at no time did he push the St. Paul faster than thirteen knots.

The anchor was weighed at 6 o'clock this evening and the course shaped for Delaware breakwater. The run to the breakwater—sixty-five miles—will be made in about four and a half hours. The ship tonight will anchor at The Brown, a few miles above the breakwater. To-morrow morning compasses will be adjusted and officers of the International Navigation Company and some few invited guests will be taken aboard from Lewes, Del., where they came by train from Philadelphia. Then the St. Paul will go to sea, the course being shaped for Gloucester, Mass. It is expected that the vessel will arrive off Gloucester some time Tuesday afternoon. She will not enter Boston harbor, but, weather permitting, will come to anchor off Gloucester. The naval officers constituting the Government trial board will come aboard at Gloucester, and on Wednesday the trial run will be made. After the trial the ship will proceed to New York, arriving there Thursday.

In her recent four-hour trial in the English Channel the St. Louis, a sister ship, averaged 22.03 knots an hour, which was the fastest time ever made in a trial of that length of time by a passenger steamer. Some changes, principally in lengthening and increasing the diameter of the two smokestacks, have been made in the St. Paul since she and the St. Louis were designed and her builders expect her to exceed her sister ship's time on trial. They will not commit themselves, however, beyond saying that she will make 22 knots per hour, but it is safe to say they will be disappointed if she does not average 22.25 or even 22.50 knots on Wednesday. She would probably log the latter figures easily if the same conditions prevailed in the engine-room as is the case on trials of Government vessels, when the most expert firemen and stokers are at work feeding the fires with the best hand-picked coal. In the engine-rooms of the St. Paul, however, the force that will man her on her regular runs is at work and only ordinary bituminous coal is in her bunkers.

Captain Jameson, who will command the ship when she begins her trips from New York for Southampton, is in charge now, but Captain Sargent, Cramp's shipmaster, went to Boston to-day to prepare for the trial trip, during which time he will be in command. The run will be made over the regular Government course of forty knots between Cape Ann and Cape Porpoise, Maine, and, as in Government trials, it will be staked off with boats at regular intervals.

A noticeable thing in the run down the river to-day was the stability of the ship. The vibration of the engines was not at all perceptible, so smoothly did they run.

PEARY NOT DISCOURAGED.

Ready to Resume His Quest of the North Pole Next Year.

His Trip to the Arctic Waters Not Wholly Barren of Results.

BOSTON, MASS., Sept. 29.—Lieutenant Peary, who reached Halifax after his Greenland trip last week, arrived in this city to-night. He was in the best of health, and while the climate has had considerable effect on him since his return, it has not affected him as much as he thought it would. The remainder of the party, including Mrs. Peary, who accompanied her husband on his trip, is still at Halifax and the Kite will be laid up in dock there until next spring when another start for the north will be make. Mr. Peary is very well satisfied with the results of the trip.

"We had very hard luck but we have accomplished a great deal under the circumstances. There has been an extraordinarily large quantity of ice north this year and it is to this that we can lay most of our misfortune. The weather has been grand and if the other conditions had been as perfect we should have easily accomplished what we set out to do.

"The sun was seen for the first time February 17, after being hidden since October 23. During that time the weather was very cold, but considerable work was accomplished on the northern coast of Baffins Bay and an extended collection of the natural objects made. As soon as the warm weather came we were able to camp in the region near Cape York and here we made several important discoveries of the glacial conditions of the region, which has been a matter for dispute among geologists in the past. On our return journey to the lodge our provisions were all gone and only one dog remained with us.

"The Kite arrived in Whale Sound July 31, but the ice floes prevented her from entering Bowdoin Bay. The relief arrived overland from McCormick Bay on August 3. Lee, Hanson and I returned with the party, and on our arrival the Kite sailed immediately. We have not returned home empty handed, for we have on board the most valuable collection ever brought from the Arctic regions. In addition, we have made a most thorough survey of Inglefield Gulf and its neighborhood, while our geological surveys have been most important and extensive. The other members of the party will sail directly for New York on Tuesday."

When asked whether he would return to Greenland next year he said that the matter rested with the Government, but that if the necessary funds could be raised he surely would go, as he had the work well in hand and was in a position to push it forward with energy. He had already received encouragement from several sources and his return seemed assured. He will spend this winter in preparing the various collections and seeing to their placing in the Smithsonian Institute and then if occasion requires it will be ready to sail early next year.

FRANK PHILLIPS DYING.

Was One of the Members of the James and Younger Gang.

HUNTINGTON, W. VA., Sept. 29.—Frank Phillips, one of the members of the James and Younger gang during its tour through Kentucky and Tennessee in the early seventies, and later a figure in the McCoy-Hatfield feud, is dying fifty miles south of here in Kentucky from blood-poisoning caused by a bullet wound. A few days ago, on the line between Virginia and Kentucky, he enticed Frank Arnette out and shot him to death. During the dying moments of the latter, he fired a bullet into Phillips that struck a vital point, and then dropped back a corpse.

LAST HOURS OF PASTEUR.

The Great Scientist Racked by Pains as the End Approached.

Telegrams of Condolence Pouring in Upon the Bereaved Family.

PARIS, FRANCE, Sept. 29.—It is expected that the funeral of Professor Pasteur will take place on Tuesday next, but as yet the day has not been fixed.

A stream of visitors to-day signed the register at Villeneuve. Among them were many eminent men of science, academicians and societaires.

The little telegraph office at Garches, which is close to Villeneuve, was kept busy the whole day receiving telegrams of condolence that were sent to Mme. Pasteur President Faure, M. Hanotaux, French Minister of Foreign Affairs; the King of Belgium, who is visiting Paris; M. Saussier, Military Governor of Paris; Dr. Lepine, and the Paris Students' Association were among the first to send messages to the widow.

The last hours of the scientist were filled with pain. Professor Pasteur's condition became seriously worse on the evening of Friday last. Albuminuria was observed, the heart became very weak and painful, and violent spasms became frequent.

About 9 o'clock yesterday morning Professor Pasteur's wife asked him whether he suffered much pain. The dying man faintly whispered: "Yes."

This was the last word that he uttered. Afterward he was most of the time unconscious.

When it was seen that the end was near Professor Pasteur's son, who was staying at San Sebastian, was summoned, but he did not arrive in time to see his father alive. Mme. Pasteur, a few near relatives, Dr. Roux and others engaged in the Pasteur Institute were present at the death-bed. After death Mme. Pasteur closed her husband's eyes and placed a crucifix in his hands.

At L'Etang Park, in a room on the first floor of a ramshackle building, over stables where a hundred horses are kept for use in connection with the preparation of diphtheria serum, lie the remains of the great chemist. The chamber has a low ceiling and the walls are covered with cheap, green paper. A small carpet is spread on the floor. There are two wicker-seated chairs and an armchair. The body lies on a curtainless wooden bedstead. On a plain table stands a candlestick, in which are lighted candles. Close by in a cupboard, placed between two windows, are the books that M. Pasteur used to take to Villeneuve from Paris whenever he paid a visit there.

The unpretentious character of the surroundings seems to throw into relief the reposeful features and strong, benevolent face of the dead man. The hands are clasped on the crucifix which Mme. Pasteur placed in them when her husband died. On the whole coverlet are arrayed many of the orders and other decorations which were conferred upon M. Pasteur during his lifetime. The members of the family watch mourning by the bedside.

The body of M. Pasteur will probably be embalmed to-night. The public will be admitted to view the remains to-morrow. While the United Press correspondent was in the death-chamber M. Poincare, French Minister of Public Instruction, arrived.

His mission was to request the family to allow the Government to give the dead scientist national obsequies and to inter the body in the Pantheon. M. Valery, the husband of M. Pasteur's daughter, on behalf of the family, deferred an acceptance of these offers until M. Octave Gerard, M Pasteur's executor and colleague in the academy, reads the will of the dead man to the assembled family to-night. Nevertheless, it is already settled that the body will be exposed in the library of the Pasteur Institute. It is understood that the family desires to have the interment in the garden of the Pasteur Institute and will request the Government that this be done.

LONDON, ENG., Sept. 29.—A dispatch from Paris to a news agency says it has been decided to inter the body of M. Pasteur in the garden of the Pasteur Institute in Paris, in accordance with the wishes of his family. After services in Notre Dame Cathedral the body will be placed temporarily in a vault at Montmartre.

RECEPTION AT THE VATICAN.

Given by the Pope as an Offset to the National Fetes.

ROME, ITALY, Sept. 29.—Six hundred delegates from various republican societies with flags and bands of music marched to the Capitol this evening to do honor to the memory of the Italian patriot, Guiseppe Mazzini. Signor Taroni, the radical member of the Chamber of Deputies, delivered an oration.

The Pope held a brilliant reception to-day as an offset to the national fetes. There was a very large attendance. The Pope, addressing the assemblage, declared that it was impossible to speak of a reconciliation with Italy until the rights of the church had been restored.

Forged Postoffice Orders.

OMAHA, NEBR., Sept. 29.—Postmaster Simmons of Bell, Crawford County, Iowa., was arrested at Nebraska City to-day for issuing forged postoffice orders. He had swindled several parties in this way. He confessed his guilt, and was on his way to South America when arrested.

Governor Morrill Very Ill.

HIAWATHA, KANS., Sept. 29.—Governor Morrill is very ill and his family entertain grave fears. He is 70 years old and the disease in consequence has a greater hold upon him. The Governor came home from Topeka last Wednesday on orders from his physicians.

DODGING A CONTRACT.

An Official Inquiry Into Huntington's Latest Scheme.

MUST RUN ITS TRAINS.

The Southern Pacific Cannot Abridge the Ogden Service.

HELD BY AN AGREEMENT.

Plan of the Octopus to Cripple the Union Pacific Likely to Fail.

WASHINGTON, D. C., Sept. 29.—Law officers of the Government are interested in a rumor which was printed last week to the effect that the Southern Pacific Railroad Company had notified the Union Pacific Railroad Company that after November it would refuse to run trains from Ogden to the Pacific Coast in connection with the Union Pacific trains, thus practically shutting out the latter from Pacific Coast business. No official intimation to this effect has reached either the Department of Justice or the Inter-State Commerce Commission, but the matter is under inquiry by the officials of both divisions of the Government.

No expression of opinion regarding the possibilities of the case will be made by either department, in view of the fact that it may come before them for action. All that they will say is, in the language of Attorney-General Harmon, that "all the rights of the Government, whatever they are, will be fully protected."

A judicial decision has recently been made respecting the obligations resting upon a railroad company to establish and maintain "running connections" with another, and it is of interest in this connection.

The Oregon Short Line and Utah Northern Railroad Company brought suit against the Northern Pacific Railroad Company to compel it to accept at Portland from the Short Line in the latter's cars freight destined for Puget Sound ports, advance to the delivering company the amount of freight charges due it, and collect the whole transportation charges from the consignee at destination.

The order was asked by the Short Line Company on the ground that it was a "running connection," sanctioned by custom among railroads, and was required not only by the terms of the charter of the Northern Pacific Company, but by the interstate commerce act as well.

Judge Field of the Supreme Court on circuit, refused to issued the order, Judge Deady of the District Court dissenting. On appeal to the Circuit Court of Appeals, the action of Judge Field was sustained in an opinion rendered by Judge McKenna. Adopting the definition used by Judge Field, the Court of Appeals said:

"The running connection which must be permitted by the defendant is not a running over its line, but only in connection with it—a provision intended to secure the transportation and exchange of freight between connecting lines, and not the use of each other's roads by the cars of such companies. * * *

"We are of the opinion that a running connection of one road with another, within the meaning of the defendant's charter, only includes such arrangements as to the time of arrival and departure of trains, and as to stations, platforms and other facilities as will enable companies desiring to connect to do so without detriment or serious inconvenience.

"The Interstate Commerce Commission, according to the statement of Secretary Moseley, came to the conclusion, over the dissent of Commissioner Morrison, that under the law it had no power to compel the establishment and maintenance of through rates by the co-operation of certain railroads.

There is, however, a provision in the act granting a charter to the Union Pacific Railroad Company and a land grant to the Central Pacific Railroad Company, which it is believed can be invoked to prevent the Southern Pacific Company from carrying out its reported intention of breaking off connection with the Union Pacific at Ogden, reducing it to the level of a purely local line and depriving it of the power to meet its obligations to the Government as regards its bonded debt. Section 12 reads in part:

"'The track upon the entire line of railroad and branches shall be of uniform width (the gauge was afterward fixed by act of Congress) so that when completed cars can be run from the Missouri River to the Pacific Coast. * * *

"'The whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel and transportation, so far as the public and Government are concerned, as one connected continuous line.'

"The assent of the various corporations named in the act, including the Central Pacific of California (now leased to and operated by the Southern Pacific), to its provisions are on file in the Department of the Interior."

SOUTHERN PACIFIC CHANGES.

Huntington's Visit Followed by a Shake-Up in the Payroll.

HOUSTON, TEX., Sept. 29. — Changes were made yesterday in Southern Pacific officials as follows: Office of master mechanic abolished; J. J. Ryan appointed superintendent of motive power, headquarters in Houston; P. J. Maguire, master car builder, headquarters at Algiers, La.; J. R. Cade, master car builder, headquarters at Houston; J. T. Mahl appointed engineer of maintenance of way; Thornwell Fay appointed assistant to General Manager Van Vleck, headquarters at New Orleans, with general jurisdiction over the terminals at New Orleans, Algiers and Gretna.

WHEELS AT HEALDSBURG.

The Last Race Meet of the Season Proved a Big Success.

HEALDSBURG, CAL., Sept. 29.—This was a great day for Healdsburg wheelmen. It was the date set for the last race meet of the season of 1895, and by noon the hotels were overflowing with visiting bicyclists. Great preperations were made for the afternoon's sport, and the 1200 people who viewed the races were not disappointed. The track was very fast, and hard as a billiard table, while the weather was right.

The surprise of the day came when Delventhal, a novice at riding, went a half mile in 1:08, and did it easily. The first race, a quarter-mile dash, had nine men looking west. It was a pretty race, won by Bond, with Wilcox a close second, in 34 seconds. The second race, a half-mile handicap, had five starters, and was won by Starks, with Delventhal, who was a scratch man, second, in 1:08. A half-mile scratch for professionals had but three entries, and was won by Fuller, Lowry second, in 1:10 1-5.

In the one-mile handicap four men started, Barnes finishing first, Reid second. Time, 2:31. The fifth event was a quarter-mile race for boys under 16 years of age and was won by Hamilton, Haigh second, in 37 seconds. In the two-mile handicap three riders started, Delventhal winning, Barnes second, in 4:52. Delventhal and Fuller rode a special half-mile, Fuller winning by a wheel's length in 1:09.

RACE MEETING AT FRESNO.

Eleven Thousand Dollars in Prizes and Good Horses Entered.

FRESNO, CAL., Sept. 29.—The race meeting which begins here on Tuesday and continues till Saturday promises to be the most successful that has ever been held in Fresno. Some good racing is assured, as many of the best horses in the State at present have been entered. The track is in excellent shape, turfmen pronouncing the cushion on it absolutely perfect. Fine weather is in prospect, and it is confidently expected that fast time will be made.

One hundred and forty entries have been made for the running, trotting and pacing races. Among the trotters and pacers the following will be present: Zombroro, three-year-old, record 2:12½; Ottinger, 2:11; Visalia, 2:13¼; Waldo J, 2:10; Chehalis, 2:09¾; Pathmont, 2:09¼; W. Wood, 2:07; Diablo, 2:09½; Seymour Wilkes, 2:12.

This meeting will be given under the management of the new association formed about two months ago. It intends to take charge of the racetrack grounds, which have suffered somewhat during the past two years from idleness and neglect.

The association contemplates fitting the grounds up for pleasure purposes, such as picnics, local horse and bicycle racing, ranges for the Sportsmen's Club, etc.

Besides the horse-racing this week there will be several bicycle events. A large number of wheelmen from this city and adjoining towns have entered.

In all there will be $11,000 in purses, besides medals for the bicycle races. Everything points to some good sport, which has been the chief object in view by the promoters of the meet.

FOR THE BIG FIGHT.

Florida Athletic Club Reported to Have Withdrawn the Money.

AUSTIN, TEX., Sept. 29.—In sporting circles to-night it is reported that Corbett and Fitzsimmons have been notified that the fight is off and the Florida Athletic Club has withdrawn the prize money. Both men have been asked if they will enter the ring either October 7 or 10 at Dallas. This move, it is said, is for the purpose of thwarting the Governor.

ST. LOUIS, MO., Sept. 28.—A special from Dallas, Tex., says that the Florida Athletic Club and its friends will make an appeal to the lawmakers of the Twenty-fourth Legislature not to pass a bill with an emergency clause attached prohibiting pugilistic exhibitions. A bill without an emergency clause would not take effect until January 1, 1896.

The club will show that it made an investment of $70,000 in good faith, and made contracts which must be met, when there was no law to interfere with the enterprise. It will take 21 of 31 votes in the Senate and 36 of 128 in the House to pass the bill with the emergency clause. Citizens of that city are hopeful that the Governor will not be able to secure the necessary two-thirds.

SAN JOSE SHOOTING MATCH.

Olympics Defeated by the Garden City Cyclers' Club.

SAN JOSE, CAL., Sept. 29.—The match shoot between the Olympic Gun Club of San Francisco and the Garden City Cyclers' Gun Club of this city at the latter's ground to-day proved to be a close contest and resulted in a victory for the Garden City club by a score of 178 to 175. The teams consisted of ten men, each shooting at twenty-five singles. The shoot was well attended, quite a number of Olympic wheelmen being present. After the shoot the visitors were entertained by a dinner at the Lamolle House. The scores were as follows:

Garden City Cyclers' Gun Club—F. Coykendall 17, H. M. N. Spring 13, D. Hall 21, F. Holmes 21, W. G. Flint 18, Captain Coykendall 19, George Anderson 16, Ray Schilling 16, R. Doe 19, Al Schilling 18; total, 178.

Olympic Gun Club—C. Nauman 23, O. Feudner 23, J. S. Fanning 17, W. S. Golcher 18, C. Haight 18, H. Golcher 18, H. H. White 11, M. C. Allen 11, R. Liddle 18, Captain Bekeart 18; total, 175.

COAST RECORD BROKEN.

Some Big Scores at San Jose's New Schuetzen Park Opening.

SAN JOSE, CAL., Sept. 29.—Scheutzen Park, south of Oakhill Cemetery, was formally opened to-day by the San Jose Turn Verein. During the day there were athletic contests and dancing besides rifle-target shooting. The range and appliances are said to be the best on the coast, comprising all modern improvements.

A feature of the shooting was the score of Rudolph Scherf who made 113 out of a possible 125 points, and this was announced to be the best record on the coast. Other scores out of a possible 75 were as follows:

George Keffel, 68; J. G. McMillan, 67; Dr. A. M. Barker, 64; F. Machefert, 63; J. Klein, 63; George Withers, 61; M. Hartman, 61; Dr. F. Schumacher, 58; Lieutenant Jesse Adel, 57; H. Tietjen, 56; John Withers, 56; R. Scherf, 55.

Trolley-Cars Collided.

CHESTER, PA., Sept. 29.—Two trolley-cars of the Chester and Darby lines filled with passengers crashed together while going at a high rate of speed near Moore this afternoon. Five persons were injured. William F. Forebash of Philadelphia, hurt internally and may die; Mrs. Maria Johnson of Philadelphia, leg broken; Joseph F. Baker of Chester, leg broken; Edward Kelly of Grays Ferry, injured about the legs, and Edward P. Hysick, a motorman, was severely cut about the head.

DIED.

DOLAN—In this city, September 30, 1895, of diphtheria, Ida Maude Dolan, daughter of John and Maude Dolan, a native of Wadsworth, Nev., aged 13 years 5 months and 6 days.

Look Sharply

To the condition of your bodily health at this time. It is now that peculiar perils assail the system. Hot noons are succeeded by chilly nights. There is fog and dampness. These things bring on colds, fevers, pneumonia, bronchitis and many other serious evils. A defense against them is found in Hood's Sarsaprilla because it gives a good appetite, vitalizes the blood and makes you strong.

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Hood's Pills act harmoniously with Hood's Sarsaparilla. 25c

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L. M. CHRISTIE IS ONE OF THE MINERS in the Fairview mine, at Mohawk, Plumas County, Cal. For years he was known in Plumas County as a sturdy fellow and could hold his own with "any of the rout." It is pleasing to be indorsed by a man so well known for his sturdiness and strict veracity. This is what Mr. Christie says:

Mohawk, Plumas Co., Cal., April 11, 1895.
HUDSON MEDICAL INSTITUTE—DEAR SIRS: It affords me great pleasure to tell the condition of my present health. For years I have been almost a constant sufferer from nervousness, general debility and prostration in all of its forms, shooting pains all over my body at times.

I tried many different doctors of the country and spent considerable money, and got only temporary relief at the time. And thanks to the Hudson Medical Institute for my present health. Have been under their treatment now about four or five months and feel like a young person, and, in fact, I feel like a different person and hold some pleasure in life.

I feel it my duty to tell you, in fact, to tell suffering humanity, that they can get relief and get cured if they will put themselves under your treatment.

I know not what to say strong enough to express my gratitude to the Hudson Medical Institute for my present good health. I am 65 years old and was reduced down at one time to 150 pounds, and now I can tip the scales at 180 pounds. That is as much as I ever weighed when I was young and in vigorous health. Will send my photograph with this. Most respectfully yours,
L. M. CHRISTIE.

It is now a matter of common notoriety that the Hudson Medical Institute is doing more good for those who are really sick than any institution of its nature on the continent, and it is proverbial that "If you can be cured at all you can be cured at that institution QUITE QUICKLY, QUIETLY, SAFELY, SCIENTIFICALLY and SATISFACTORILY.

The HUDSON MEDICAL INSTITUTE now occupies that large white structure at the junction of Stockton, Market and Ellis streets, San Francisco, Cal.

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OTHER GOODS IN PROPORTION. Everything Marked in Plain Figures. CASH OR INSTALLMENTS. OPEN EVENINGS.

TO YOUNG MEN.

SECOND SEASON IN THE NEW BUILDING of the Young Men's Christian Association opens October 1. One of the finest equipped association buildings in the country. Evening classes in bookkeeping, mathematics, stenography, drawing, elocution, German, Spanish, English, Latin. University Extension course, lectures on commercial law, concert course, gymnasium, salt-water swimming tank and numerous other privileges and opportunities for self-improvement, all included in the annual membership ticket. Apply to the Association, corner Mason and Ellis sts., for Manual of Information, explaining how to become a member. H. J. MCCOY, General Secretary.

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