SAVE YOUR HAIR

Warm Shampoos With

Cuticura SOAP

And light dressings with CUTICURA, purest of emollient skin cures, will clear the scalp and hair of crusts, scales and dandruff, soothe irritated and itching surfaces, stimulate the hair follicles, supply the roots with energy and nourishment, and thus produce luxuriant, lustrous hair, with clean, wholesome scalp, when all else fails.

For Golf Rash, heat rash, inflammations, irritations, chafings, undue or offensive perspiration, and other sanative uses, nothing so soothing, purifying and refreshing as a bath with CUTICURA SOAP, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet, bath and nursery.

Sold throughout the world. Price, CUTICURA SOAP, 25c; CUTICURA (ointment), 50c. POTTER DRUG AND CHEM. CORP., Sole Props., Boston. British Depot, 1 King Edward st., London. Depot Francais, 113 Faubourg St. Honore, Paris. Send for "Face, Hands and Hair Book," mailed free.

"PONY" MOORE'S JOKE.

Proposes to Match Charley Mitchell Against Sharkey.

LONDON, Nov. 30.—George W. (Pony) Moore has deposited £200 with the Sporting Life, with the intention of arranging a match between his son-in-law, Charley Mitchell, and Thomas Sharkey, the American pugilist, for £500 or £1,000 a side and the best purse offered.

THIRTEEN NOT UNLUCKY.

That Number of Points Won the Whist Game Last Night.

The eighteenth game in the duplicate whist tourney was played last night.

Bunn and Buford won the high score. The following is the score.

North and South—	
Metcalf and Sargent	166
Sperry and Markham	160
Erwin and Lawton	161
Patterson and Ringold	163
Larkin and Dungan	156
Total	806
Average, 161.	
East and West—	
Sanders and Sanders	162
Williams and Potter	169
Hay and Wilson	162
Bunn and Buford	170
Hillman and Kyrche	156
Total	819
Average, 164.	

Clow Won This.

Charles Clow, of St. Paul, beat Charles Capen, of Minneapolis, at the West hotel, Minneapolis, last night, 200 to 154, in 34 innings.

This gives Clow three victories and no defeats. Carney has won two and lost one.

Carney and Clow play two games at the Ryan hotel tonight so Carney must win to get a tie for the tourney.

Football at Pittsburg.

PITTSBURG, Pa., Nov. 30.—Football: D. C. A. and A. C., 27; P. A. C., 0. Greensburg, 6; La Trobe, 0

THE EXCELLENCE OF SYRUP OF FIGS

is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the CALIFORNIA FIG SYRUP CO. only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the CALIFORNIA FIG SYRUP CO. only, a knowledge of that fact will assist one in avoiding the worthless imitations manufactured by other parties. The high standing of the CALIFORNIA FIG SYRUP CO. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives, as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not gripe nor nauseate. In order to get its beneficial effects, please remember the name of the Company—

CALIFORNIA FIG SYRUP CO.

SAN FRANCISCO, Cal.

LOUISVILLE, K. NEW YORK, N. Y.

ROASTED TO A TURN

ENGLAND'S LEADING SPORTING PAPER SUMS UP JIM CORBETT

IS AN UNGRATEFUL SNOB

Never a Good Man, He Has Now Made an Awful Fool of Himself—Nobody Sorry the Hoodlum Fighter Is Effectually Wiped Out—Thinks Sharkey Had Him Almost Beaten.

LONDON, Nov. 30.—An editorial in the Referre, written by a leading boxing authority, lets out on the Corbett-Sharkey fight thus:

"I never could make Corbett a good man and I know something about American form. That he was a miserable, ungrateful snob, who blackguarded his hosts, I was painfully aware. Corbett made an awful fool of himself here. After his visiting England one could guess what manner of man or beast this was who reviled those for whom he had professed gratitude and regard.

"Nobody here is sorry this hoodlum, this silly-headed show fellow was so far beaten that his second played the old game of getting him disqualified rather than have Sharkey settle him. This baltant, chuck-yourself-about impostor's claim to first-class is now effectually outwiped."

WESTERN LEAGUE CLUBS.

Cities That Will Probably Be Represented Next Year.

CHICAGO, Nov. 30.—Buffalo will be a member of the Western league next season. This positive statement is vouched for by President Ban B. Johnson, of the Western league, who has returned from the Eastern city. While there, with Matt Killilea, of the Milwaukee club, Mr. Johnson was in long conference with President Franklin, of the Buffalo club, and yesterday the head of the minor league said the matter was as good as settled.

"We offered Mr. Franklin flattering terms," Mr. Johnson said, "and I feel sure that he will accept them. We can give him seven of the St. Joe players, all with the exception of Danny Daub. While the dispatches from St. Paul say Mr. Franklin is doubtful about accepting, I think there is no doubt he will. We shall know definitely at a few days at the outside.

"Buffalo is a splendid base ball town. The grounds are the best I have seen in a long time, and I think they are on a par with the Chicago outfit. The stand was erected at a cost of over $6,000, and has a seating capacity of nearly 3,000. The grounds are within easy distance of the center of the city, and from what I could tell of the base ball sentiment a Western league team will do well there. Mr. Franklin is in the butcher business and has several other outside enterprises. He is a good business man.

"I am not at liberty just now to tell what I think will be our circuit for next season. Yes, Toronto is a strong possibility, but I do not know just what will be done in that regard. I understand Toronto is a fine base ball town, with its 250,000 inhabitants, but we have not investigated the matter closely."

More definite information than this Mr. Johnson said he was not at liberty to give out. Those close to the doings of the Western league magnates think the Western league circuit next season wil read about this way:

Eastern Clubs—Buffalo, Toronto, Indianapolis and Detroit.

Western Clubs—St. Paul, Minneapolis, Kansas City and Milwaukee.

This looks like a splendid circuit as a money maker, as it is compact geographically and strong in point of population from which to draw. Should Toronto be taken in there is little doubt Tom Loftus, of the Columbus club, will be given the management of the team there. Loftus will not like the idea of leaving Columbus, where he is popular, for new fields, but as he is an able manager there is little doubt he will get along well in the Canadian city.

DRIVING CLUB OFFICERS.

H. W. Fagley Made President—Plans for the Winter.

The annual meeting of the Capital City Driving club was held last evening at the Metropolitan hotel, and the following officers elected:

President—M. W. Fagley.

First Vice President—James Fenstermaker.

Second Vice President—A. B. Pomeroy.

Secretary—J. J. Lomen.

Treasurer—Abe Eschelman.

An executive committee of five will be appointed by the president which committee will have charge of the racing after the first matinee. A committee of three, consisting of President Fagley, Dr. Price and Secretary Lomen, was appointed to consult with the board of park commissioners and request that a half-mile straight away track be laid out and cleared on the ice at Como for the use of the club.

The committee will also ask the park board to erect a warming shed 24x40 feet, near the track. Another matter which will be brought to the attention to the park board by the committee is the laying out of a speedway in the park for use in the summer.

As one of the members of the club expressed it last evening, "If the board of park commissioners will give the horsemen of the city a summer speedway it will be appreciated by the horsemen. If the board did for the horsemen what it does for the bicyclists it would be a great help to the city in many ways."

The first matinee will be given by the club Saturday afternoon, Dec. 10, and there will be three races, a free-for-all, 2:30 class and "green" class.

The entrance fee for the free-for-all will be $3, and for the other two races $2, the club to put up an amount equal to the entrance fee in each race. The conditions are three horses to enter and two to start in each race.

The treasurer reported a balance of $113 on hand. The annual membership fees are $5 and it is expected that the club will have a membership of 200 before the season closes.

George H. Hazzard invited the members to attend the stock breeders' convention to be held Jan. 10-12, during the meeting of the state agriculturalists. The invitation was accepted.

O'DEA MEETS OPPOSITION.

He Will Insist That Harvard Adopt the Yarra Yarra Stroke.

CAMBRIDGE, Mass., Nov. 30.—It is now settled that Andy O'Dea, the coach of the Wisconsin crew and the introducer of the famous Yarra Yarra stroke, will take charge of the Harvard rowing interests. Up to today there has been some doubt as to whether an agreement as to terms and stroke could be reached. But the contract is now signed and the work of the crew began with Mr. O'Dea in charge. This seems to settle it, but there is another question, which if it has been settled is not known to Harvard men and cannot be got out of the authorities. And that is in regard to the stroke. Mr. O'Dea does not approve in any way of the Lehmann stroke, and it is believed by Harvard men that he will not use it, but he is not to have full charge. Just what his title is to be is a question. E. C. Storrow has been appointed coach, and now it is announced that the two men will work together, but along what lines? The general student opinion is that the stroke will be a compromise of the two, and unless everybody makes a bad guess the "Yarra Yarra" stroke will prevail in a good measure. Coach or Assistant Coach or What-not O'Dea took charge of the men and there was a little preliminary rowing and warming up. Mr. O'Dea took out a pair oar, Capt. Higginson and Sydney Peterson, '99, for the purpose of limbering the men up and getting an idea of what they worked like. From now on until the river closes there will be daily rowing of this sort.

IVES AND SCHAEFER.

Billiard Kings Will Likely Arrange a Match.

CHICAGO, Nov. 30.—Eugene Beusinger has received a communication from Frank Ives that will probably result in a match betweeen Schaefer and the "Napoleon." Ives offers to play the "Wizard" five nights in New York city for the championship and a large side bet. He stipulates that on each night 600 points shall be played, the match to be 3,600 points balk-line. Ives positively refuses to play in Chicago and practically declares that he will play in New York or not at all.

If no other arrangements can be made there is little doubt that Schaefer will accept the proposition. In reply he telegraphed Ives that he would play him two matches in New York upon a date agreeable to both, but that he did not like the five-night engagement. Schaefer's counter proposition is to play a balk-line match of 1,200 points and a cushion-carom match of 400 points. This would mean three nights' play instead of five, and Schaefer believes that, owing to the precarious condition of his health, such an arrangement will please Ives even better than his own proposition.

If the matches are arranged on this line there will be two nights' play in balk-line, 600 points each night, and one night at cushion caroms. Schaefer has conceded Ives the naming of the location, and will meet him in New York.

BESOMS AND STANES.

Something About the Curlers Who Elect Officers Tonight.

"Loch, man, I'm glad to see yoursel',
I'm glad to meet a frien';
But, man, the pleasure's greater still
When he's a curler keen."

And so it goes. There seems to be a brotherhood among the curlers which is not found among the devotees of any other game, undoubtedly because of the fact that the sport harbors no professionals. Curlers have no passwords, no secret grips, and yet, in a strange country, a curler instinctively seeks a curler, because he at the same time looks for his synonym a sure friend and brother. It is the feature of the game which very largely has given it its rich literature of song and phrase, which has commended it to the old and young and has given it its pround title, "The Gentleman's Game."

Tonight the St. Paul club elects its officers for the coming year, and will initiate its preparations for the bonspiel of the Northwestern Curling association, which will be held in St. Paul in the beginning of January. And, by the way, a very pretty compliment is paid to our city because of the fact that we are given the honor of holding the "spiel" for two consecutive years. It means that our hospitality is of the sort which appeals to the heart. It means futher, that the St. Paul club is in good hands, and is working not only for itself, but for the glory of the city which it claims as its home.

After the meeting tonight the five sheets of ice in the rink, all of which are in fine condition, will be occupied by the curlers, and a merry time assured to all. The first contest to be slated this season wil be the single-handed matches, in which every member of the club will participate. The new players will receive a handicap, and the prize to the winner will be a very handsome gold medal, which has been presented to the club by its good friend, Louis Nash. The golfers of the Town and Country and other clubs are drifting in among the curlers as naturally as a duck takes to water. Curling is a sequel to golfing; both are open-air sports, with just enough of exercise to keep the body in prime condition. The ladies can play the game, too, and become as expert as their brothers in throwing the "stane." Of course with the broom they are always experts. The management of the bonspiel, in addition to the many other events, desire to inaugurate an annual contest between the different newspapers located in the different cities of th Northwest. The plan in the rough is to have each newspaper organize a rink, the rinks in each city to play a series of matches before the bonspiel commences to determine which paper shall have the honor of sending its rink to the bonspiel. At the bonspiel one rink from each city selected as above indicated will compete for the newspaper trophy. In this contest will be expected to compete rinks from Chicago, Milwaukee, Winnipeg, Duluth, Minneapolis, St. Paul, and perhaps other cities.

Take it all in all, it may be said of curling, "the boom is on."

Confession of a Millionaire.

A millionaire confessed the secret of his success in two words—hard work. He said he put in the best part of his life in gaining dollars and losing health, and now he was putting in the other half in spending dollars to get back health. Nothing equals Hostetter's Stomach Bitters for restoring health to the overtired body and brain. It gets at the starting point—the stomach—and overcomes nervousness, sleeplessness, dyspepsia and indigestion.

Bennings Races.

WASHINGTON, Nov. 30.—Winners of today's races:

First race, six and one-half furlongs—L'Alouette won, Walkenshaw second, Takanasse third. Time, 1:24 3-5.

Second race, five furlongs—Lady Exile won, Miss Smith second, Bondman third. Time, 1:04 1-5.

Third race, the Washington cup, two and one-quarter miles—Knight of the Garter won, Thomas Cat second, Maurice third. Time, 4.05 2-5.

Fourth race, five furlongs—Walkenshaw won, Athy second, Talisman third. Time, 1:04 2-5.

Fifth race, six and one-half furlongs—Strangest won, Leander second, Ben Lodi third. Time, 1:24 4-5.

Sixth race, one mile and one-eighth—Trillo won, Dan Rice second, Charagrace third. Time, 2:00.

New Orleans Races.

NEW ORLEANS, La., Nov. 30.—Results:

First race, one mile—Joe Shelby won, Branch second, Applejack third. Time, 1:53.

Second race, five furlongs—Phidias won, Bloss second, Visionary third. Time, 1:07¾.

Third race, one mile and a half—George Lee won, Nannie L's Sister second, Jamboree third. Time, 2:56½.

Fourth race, six furlongs—Sam Lazarus, Esq., won, Macy second, Canova third. Time, 1:20¼.

Fifth race, seven furlongs—Damocles won, Sea Robber second, Lady Disdain third. Time, 1:37.

Mr. Whitney Gets Lissak.

LEXINGTON, Ky., Nov. 30.—Another famous horse has been added to the stable of Hon. W. C. Whitney. Lissak, the great race horse, now retired to the stud, was purchased by Mr. Page, today, for $7,600. This sale was the feature of the closing day of Woodward and Shanklin's thoroughbred sales. One hundred and seven head brought $14,845, an average of about $139.

Gilbert Will Shoot Elliott.

KANSAS CITY, Mo., Nov. 30.—Fred Gilbert, of Spirit Lake, Io., has accepted the challenge of J. A. R. Elliott, of this city, to shoot for the Sportmen's Review cup and the American live bird championship, and named Watson's rink, Chicago, Dec. 12, for the match to take place.

Creedon and Greene Matched.

SAN FRANCISCO, Nov. 30.—Dan Creedon and George Green were matched by the National Athletic club today. They will fight the last of December. Creedon leaves New York tomorrow for the coast.

ITS WEIGHT IN GOLD.

A NEW DISCOVERY WHICH IS WORTH THAT MUCH

To Any One Afflicted With Piles.

The Pyramid Pile Cure, the new, painless remedy which has been so remarkably successful in curing every form of piles and rectal diseases, has recently been placed on sale at druggists and it is safe to say that when its extraordinary merit becomes fully known, there will be no such thing as surgical operations for the cure of this obstinate and common trouble.

Mrs. M. C. Hinkly, of 601 Mississippi street, Indianapolis, Ind., says: I had been a terrible sufferer from piles for fifteen years and no remedies benefited me, until I saw an advertisement of the Pyramid Pile Cure. I got a package, also a package of Pyramid Pills and used both according to directions. I was astonished at the immediate relief obtained and now I honestly believe the Pyramid to be the only certain cure for piles.

That you may realize how bad I was, I will say that I was confined to my bed and went before the college physicians here who said my case was a new one to them and wanted seven or eight hundred dollars to undertake a cure; the great pain had brought on a rupture, and I knew an operation would be death to me on account of blood poisoning. Nearly everyone here knows of my terrible suffering from piles and I feel that I cannot praise the Pyramid Pile Cure enough, and the Pyramid Pills also. My husband will join me in highly recommending the Pyramid, my daughter was cured by one box only. For several years I weighed but about ninety pounds, now I weigh 150 and feel in perfect health.

This seems to be the universal testimony of every sufferer from piles who have ever tried the Pyramid; it is the safest, most painless pile cure yet discovered; contains no opiate, morphine, cocaine or any poisonous ingredient whatever, has a soothing, healing effect from the first application, and the moderate price places it within the reach of everyone needing treatment. The Pyramid Pile Cure is sold by druggists at 50 cents and $1.00 per package and the Pyramid Pills at 25 cents per box.

Send to Pyramid Co., Marshall, Mich., for free book on cause and cure of piles.

NEWS OF RAILROADS

IRON ORE RATE CASE GOES BY THE BOARD AS ANTICIPATED

VERY BRIEF ENTRY IS MADE

Gen. Becker Says He Was Not Surprised at the Termination of the Suits, as the Railway Companies Had Money to Fight It at Every Step and Up to the Highest Courts.

A formal order dismissing the iron ore rate case against the Duluth & Iron Range and the Duluth, Missabe & Northern Railway companies was made yesterday by the railway commissioners. The order is one of the briefest documents on file in the commissioners' office. It reads as follows:

"John G. Brown, William J. Conan and Eliza Conan, complainants, vs. The Duluth, Missabe & Northern Railway Company and the Duluth & Iron Range Railroad Company, defendants.

"On reading and considering the certificate of dismissal filed by the complainants herein, and by consent of the defendants, it is ordered that this proceeding be and the same is hereby dismissed.

—"Ira B. Mills, Chairman.

"Attest: A. K. Teisberg, Secretary."

Commissioner Becker said to a reporter for The Globe that he was not surprised that the suit had terminated in this way. The complainants were not financially able to bear the suit, while the railroad companies had money to fight it at every step and up to the highest court. The bulk of the expense of the case had been borne by the railway companies. The new owners of the mines, in which the plaintiffs were originally interested, had manifested no interest in the suit, and it was altogether a thankless task for the complainants to go ahead with it, as they had absolutely nothing at stake.

So far as the state was concerned, Gen. Becker said, it was to its interest to drop the case, for the higher the tariff on ore the greater the railway companies' earnings and the greater the railway earnings the more revenue derived by the state.

A well known railroad man yesterday said that only one person was interested in the rate for iron ore on the railways interested in the case and he is the buyer of the ore, who is in Cleveland.

Lawyer Frank B. Kellogg, who represented the defendant Duluth & Iron Range railroad in the suit, said he did not care to say anything about the dismissal.

"The case was settled a week ago," he said. "I know of no financial agreement between the parties at interest. I do not know what the railroads will do regarding a revision of the ore tariff. I have not heard that subject discussed."

Mr. Kellogg said the dismissal of the rate case would have no bearing upon the land grant case against the Duluth & Iron Range, which will be resumed Monday at his office.

OLD CONTROVERSY REVIVED.

North Star Construction Company Sues the Canadian Pacific.

NEW YORK, Nov. 30.—John E. Berwynd has brought suit on behalf of himself "and all other stockholders of the North Star Construction company similarly situated," against the Canadian Pacific railway, the Duluth, South Shore & Atlantic Railway company and William C. Van Horne, to compel them to make an accounting of the management of the North Star Construction company and other companies under its control to pay over all profits and proceeds resulting from such management. The complaint was filed in the clerk's office of the United States circuit court for this district today. In it, the plaintiff, who says he is the owner of twenty-five shares of the capital stock of the North Star Construction company, recites in full the history of that corporation, which was formed under the laws of the state of New Jersey, in 1888, for the purpose of constructing the Duluth & Winnipeg railroad, in the state of Minnesota. Payment for this work was to be made in bonds and stock of the railway company. In the fall of 1892, a majority of the stock of the construction company was sold to the Canadian Pacific Railway company, through William C. Van Horne, president of the Canadian Pacific company, and it is alleged that Van Horne agreed to pay the debts of the construction company and hold the stock of that company until bonds could be marketed to pay this indebtedness. The transfer was made in January, 1893, and a promissory note for the sum of $710,000 was given by the construction company, which also gave as security all its assets, including bonds and stock of the Duluth & Winnipeg Railroad company, the North Star Iron company and the Duluth & Winnipeg Terminal company.

ST PAUL-CHICAGO RATES.

More Trouble Growing Out of Canadian Pacific Competition.

CHICAGO, Nov. 30.—Roads interested in eastbound passenger business from St. Paul failed to reach any agreement at their conference today, regarding the discontinuance of what is known as the Milwaukee basis in the construction of through rates.

At the forenoon session of the conference a resolution was offered providing for the discontinuance of the Milwaukee basis Dec. 10. The result of this would have been to advance through rates from St. Paul $1.80 on the date named. That is the amount the Milwaukee basis is lower than the Chicago basis, which it was the desire of the other roads to adopt. When the midday adjournment was taken it was believed this resolution would be adopted, but on reassembling it soon became apparent that the consent of the Soo line thereto could not be obtained, only on conditions which would have the effect of restoring the Canadian Pacific's old differential by way of Montreal. It was therefore decided to take an adjournment to next week.

G. N. PROMOTIONS.

F. M. Studley and C. D. Thompson Each Go Up a Bit.

Two appointments were made yesterday in the Great Northern office. F. M. Studley, general agent of the freight department of the Great Northern and Eastern railway of Minnesota, was assigned to duty in Seattle as local freight manager of the Japan Mail Steamship company, and C. D. Thompson was appointed to succeed Mr. Studley.

The appointment of Mr. Studley to service on the steamship line is in accordance with an agreement recently made between the steamship and railway companies to cooperate in handling Asiatic business. The agreement goes into effect today.

Mr. Thompson's promotion comes after three years' service as contracting freight agent of the road. He is considered as one of the company's valuable men.

GENTLEMEN'S AGREEMENT.

Eastbound Roads Finally Effect an Organization on Rates.

CHICAGO, Nov. 30.—The officials of the East-bound roads met in the offices of the Western Freight association today and formed a "gentlemen's agreement" to restore freight rates to normal tariffs on Dec. 12. The meeting was the culmination of the demoralization in Eastern freight rates, which are in the worst condition in years. Since the supreme court gave its decision in the Joint Traffic case, rates have been going from bad to worse. Now that navigation practically has closed and all business has to go by rail, the railroads want higher rates. As the law prohibits the making of agreements for the maintenance of rates the managers had no other way to accomplish the desired end than to agree on their word to maintain tariff rates.

The session was stormy, and it was found no easy task to overcome the objections of all the roads.

Extension to Bemidji.

GRAND FORKS, Minn., Nov. 30.—According to best authorities the Brainerd & Northern extension will be completed into Bemidji by Wednesday next. Trains are now running as far as Nary, Minn., twenty-four miles beyond Walker, the old terminus. This branch is principally in the interests of the lumber trade and is being pushed to completion as rapidly as possible in order to accommodate the present crop.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

WEAK MEN, ATTENTION!

To those suffering from results of youthful indiscretions, I say that I have spent in the past over *Three Million Dollars* telling the people the plain, simple truth, that my invention, the

DR. SANDEN ELECTRIC BELT

is the only true scientific treatment for these troubles. It has stood the test of over a quarter of a century with over 50,000 permanent cures. Drop in and

CONSULT ME FREE.

See the Belt and test the current. If you live too far to call, write for

FREE BOOK,

Called "Three Classes of Men," explaining all, sent sealed by mail. Besides for men's abuses, electricity is the only remedy in Rheumatism, Sciatica, Lumbago, Swollen Joints, etc. I have attachments for my Belt carrying currents to any part of body. Over 3,000 cures last year. Belts for both men and women. Above book explains all.

DON'T FORGET MY SPECIALTIES ARE FOR THE CURING OF WEAK MEN AND

RHEUMATISM.

DR. A. SANDEN, 233 Nicollet Avenue, Corner Washington. Minneapolis, Minn.

Hours 9 a. m. to 6 p. m. Sundays, 10 to 12.

NOT ONE SURVIVOR

HOW THE PORTLAND WAS SWALLOWED BY THE SEA WILL NEVER BE KNOWN

ALL ON BOARD PERISHED

Death List Conceded to Be Above One Hundred — Sixteen Bodies Have Come Ashore and Few More Will Be Recovered — Profusion of Life Preservers Mute Evidence of Efforts of the Unfortunates.

PRINCETON, Mass., Nov. 30.—There is no trace of a single survivor from the wreck of the steamer Portland, which was swallowed by the sea in Sunday's storm off High Head.

Of all the ship's company of over 100 souls not one lives, and the story will never be told. Sixteen bodies have come ashore, and it is not likely that many more will be recovered.

Following is a list of the bodies washed ashore on the outside coast of Cape Cod up to midnight tonight:

IDENTIFIED.

At Orleans — Body of E. Dudley Freeman, of Yarmouth, Me., a prominent attorney and member of the governor's council; George W. Delaney, 28 years of age, of 69 Shawmut avenue Boston.

At Wellfleet—George Graham, colored, porter of the Portland.

At Provincetown—William Mosher, of Gorham, Me.

On Nauset Beach—Body of a man believed to be John Walton, second engineer of the Portland.

UNKNOWN.

At Provinceton—Body of a woman about 50 years of age, with large frame and features, iron gray hair and dark eyes; no clothing was on the body except fragments of underwear. Body of an unknown colored man, about 30 years of age; probably one of the stewards of the steamer.

At Orleans—Body of a woman, 45 or 50 years old, 5 feet 9 inches in height, with light hair, slightly mixed with gray; eyes blue. The body was devoid of clothing when picked up on the Nauset beach by the Nauset life-saving crew. It is judged that the woman had false teeth, as all the teeth are missing. On the finger was a plain ring with the words, "Forget Me Not." Body of a girl, 20 years old, with blue eyes, dark brown hair, light complexion, and full set of teeth. The body was clad in underclothing, with black corsets and a woolen jacket. Body of a mulatto girl, 20 years old, evidently one of the waitresses of the Portland. Body of a woman about 45 years old, 5 feet 2 inches in height, weight about 200 pounds. She had on a black petticoat and a black dress. A gold watch was found on the body with the monogram "J. G. E." engraved on the case. The body may be that of Mrs. Jennie Edmunds, of 21 Marion street, East Boston. Body of a woman 60 or 65 years old. The face is very badly disfigured, and the body was almost entirely nude. The only means of identification is a bloodstone ring with the initials, "L. W. C.," followed by the figures "79." Another white girl, about 20 years of age, fully dressed; also the body of a colored waiter about 25 years old. Man of 20, with hair cut pompadour; also man of 45, light complexion, good clothing. Description apparently referring to the same man, coming from Highland Light, says a card marked "John W. ——, Congress street, Portland," was found on the clothing. The descriptions of three bodies at Eastham could not be obtained here tonight.

NUMBER LOST IN DOUBT.

The exact number of persons who were carried away from Boston by the Portland will probably never be known, as no list of passengers was retained on shore when the vessel left last Saturday. Many estimates of the number on board have been made, but the estimates have seldom agreed.

C. F. Williams, Boston agent of the Portland Steamship company, who arrived here on the tug William H. Smith, last night, places the total number of persons on the steamer at 100, or possibly 105. This estimate, however, is generally regarded as rather small. It has been stated that the number was as high as 155, but Mr. Williams denied that so many sailed on the Portland. It is probable that 120, including passengers and crew, is nearest the correct number.

Nearly every sea captain and mariner on the cape, on being asked for an opinion, states that everyone on board undoubtedly was lost.

One feature of the disaster is the absence of any fragments of a life boat or life raft among the varied mass of wreckage from the Portland which has been washed ashore.

It was off Thatcher's island that the Portland was last reported before she went to her doom. There are many theories offered in explanation of how the vessel reached a point near the tip end of Cape Cod, although the exact location where she went to pieces will probably never be known. It is generally believed here that the wreck occurred at a point about ten or eleven miles north of Peaked Hill bars, which would be from forty-five to fifty miles from where she was sighted by the Maud S. The tremendous seas which she must have encountered off Cape Ann undoubtedly damaged her and when Capt. Blanchard saw that he could proceed no further eastward, it was thought by some that he resolved to make for the open sea to avoid the dangers along the coast.

The time that the Portland was lost is placed at from 9 to 10 o'clock Sunday morning. The watches found on the bodies washed ashore had nearly all stopped between those hours.

Another incident which places the time of the wreck at Sunday morning was reported by the crew of the Race Point life-saving station. Race Point forms the tip of Cape Cod. The life-saving station there, during the height of the storm, heard three sharp whistles from a steamer, which were recognized as a danger signal. The signal was heard at about 7:45 o'clock, and the crew hastily manned the boats to give assistance if possible. A terrible tempest was raging, and it was so thick that it was impossible to see any distance off shore. The crew could locate no steamer, and the blasts of a whistle were heard only once. The men are positive that they heard a steamer whistle, and are now of the opinion that it came from the Portland, some time before she foundered, for it is generally believed she went to the bottom and was not wrecked by going on shore.

STRUGGLE FOR LIFE.

Before the ill-fated steamer took her final plunge the passengers and crew, it would seem, adopted all means at their command to save their lives, as is shown by the large number of life preservers and belts found among the first portions of the wreckage.

The first body from the wreck came ashore at High Head, which is a few miles further down the outer coast of the cape from the Peaked Hills station. It was found on Monday morning. The next bodies were picked up at points further south, on the same day, and the life preservers, woodwork, two or three pieces of baggage, lard, tobacco, paper and other stuff from the cargo began to pile up on the shore south of High Head. Little wreckage was found north of that point. The swift undertow off shore carried an immense amount of debris and many bodies south as far as Mononomoy beach and Nantucket sound. The northern limit indicated that the wreck was near High Head.

Large numbers of volunteers, including several persons who had relatives or friends on board the steamer, assisted the surfmen in patrolling the beaches. From the tip end of Cape Cod to Mononomoy there are ten government life-saving stations, and all the crews have been on duty almost constantly since last Saturday evening, when the great blow set in.

On Monday and yesterday several bodies were sighted in the surf, some distance from shore, but they disappeared from view before they could be secured.

The body of a man at an undertaking room here is supposed to be that of William Mosher, a business man of Gorham, Me.

PENTAGOOT IS MISSING.

Another Steamship That May Have Been Wrecked.

NEW YORK, Nov. 30.—No word has yet been received from the steamship Pentagoot, of the Manhattan Steamship company's line, which left this port on Thursday last for Bangor, where she was due early Sunday. The secretary of the company said today that there was a possibility that the Pentagoot had been taken out to sea when the storm of Saturday night was encountered and that she would turn up all right.

The Pentagoot was an old boat, having been built at Philadelphia, in 1864, for George Q. Kimball, of Cleveland, O., but for many years has been in the ocean coasting trade. She is 128 feet long, 23 feet beam and 10 feet deep, and has a carrying capacity of 214 tons. She carried no passengers when she left this port. Her crew numbered seventeen men.

AINSWORTH LOST.

Three Passengers and Six of Her Crew Drowned.

NELSON, B. C., Nov. 30.—The Ainsworth, a small steamer plying between Nelson and Bonner's Ferry, was wrecked last night during a storm on Kootenai lake, six of her crew and three passengers being drowned. Those drowned were: Charles Campbell, a merchant of Kuskanook; two Italians, of Kuskanook.

Capt. Dean, First Engineer Kane and J. D. Donnelly, a deck hand, reached shore in a life boat, and the balance of the crew, whose names follow, were drowned: Perry, mate; James McNeil, fireman; John Guin, steward; Joseph Davis, deck hand; C. H. Hume, cook; second engineer, whose name cannot be learned at present.

The Ainsworth was owned by Braden Bros., of the Pilot Bay smelter.

Dark Green Borders With Bright Patterns

Add to the attractiveness of richly upholstered seats in New Drawing Room Sleeping Cars running from Chicago to New York via Pennsylvania Short Lines. The new cars leave Chicago Union Station daily at 10:30 a. m., arrive Twenty-third Street Station New York at 2.35 p. m. Improved high-back New Vestibule Coaches and Dining Car on this train Chicago to New York. For details address J. M. Greaves, Traveling Passenger Agent, 611 Guaranty Building, Minneapolis, Minn.

Two of the Portland Victims.

MONTREAL, Nov. 30.—Alphonse Gosselin, assistant city clerk, and Procule Piche, an insurance agent, were lost on the Portland. Mr. Gosselin was a well known fraternal society man, and had held many important positions. Both men were married, and leave families.

Fears for a Fishing Schooner.

GLOUCESTER, Mass., Nov. 30.—Fears are entertained here for the safety of the fishing schooner Walker, of this port. She was last seen on Fippennies banks last Saturday by the schooner Ramsona, of this port. She was commanded by Capt. Frank Miller, and had a crew of fourteen men.

TEN LIVES LOST.

Schooner King Philip Wrecked on the Cape.

PROVINCETOWN, Mass., Nov. 30. — The schooner King Philip, of Fall River, has been totally wrecked on the cape. The crew probably numbering ten men, has been lost. The schooner was of 1,224 tons gross register.

The Balmy South.

Winter tourist tickets on sale at St. Paul and Minneapolis offices of the Chicago, Milwaukee & St. Paul Railway, as follows:

Augusta, Ga., and return	$56.30
Savannah, Ga., and return	60.40
Thomasville, Ga., and return	60.40
Jacksonville, Fla., and return	63.40
Pensacola, Fla., and return	50.40
St. Augustine, Fla., and return	66.20
Mobile, Ala., and return	48.60
New Orleans, La., and return	53.40
Galveston, Tex., and return	55.00
San Antonio, Tex., and return	54.45

Cheap rates, both one way and round trip, to all California points.

For details call at City Ticket Office, 365 Robert street, or address J. T. Conley, Assistant General Passenger Agent, St. Paul, Minn.

Schooner Hanson Ashore.

SWAMPSCOTT, Mass., Nov. 30.—The three-masted schooner Edgar Hanson went ashore on Dread ledge, off Nahant, this afternoon. A volunteer life-saving crew responded to her signals and rescued the crew. She lies in a dangerous position, and if the wind changes she is liable to be battered to pieces on the rocks.

Saved by Their Fears.

SALEM, Mass., Nov. 30.—Word has been received here from Ipswich that Mr. and Mrs. Julian A. Fogg, who were reported on the steamship Portland, did not take the steamer on Saturday, being afraid of the storms when they arrived in Boston.

Barge Ocean Belle Saved.

PHILADELPHIA, Pa., Nov. 30.—The barge Ocean Belle, which was abandoned Nov. 27, in a sinking condition, ten miles southeast of Winter Quarter shoal, has been towed into the Delaware breakwater by the tug North America.

Were Not on the Portland.

PORTLAND, Me., Nov. 30.—It was learned today that L. F. Strout, first pilot, and E. B. Deering, mate, previously reported aboard the steamer Portland, were not with her when she was wrecked.

KILLED HIS BABY.

Brutal Deed of a Wisconsin Father—Moved to Prevent Lynching.

EAU CLAIRE, Wis., Nov. 30.—News has reached here of a brutal tragedy which occurred at Cameron, a village about thirty miles north of here. A child was born in a poor family by the name of Dunn. The father, in celebration of the event, is reported to have become intoxicated, and, on returning home, he seized the babe and dashed out its brains. He was on the point of strangling his wife when neighbors interfered and prevented further crime.

Word was sent to the marshal, who, with twelve men, arrested Dunn, but not before the latter fired several shots from a revolver, one of which clipped off one of the marshal's ears. Dunn was taken to the county jail at Barron to prevent a lynching.

IOWA BISHOPRIC

Mantle Falls Upon the Shoulders of Rev. Morrison.

CEDAR RAPIDS, Io., Nov. 30.—The contest over the election of bishop of the Iowa diocese of the Episcopal church was brought to a close this evening, by the election on the second ballot of the Rev. Dr. Theodore N. Morrison, rector of Epiphany church, Chicago.

DEATHS OF A DAY.

HUNTSVILLE, Ala., Nov. 30.—John W. Williams, commissary sergeant, Company H, Tenth infantry, died at the corps reserve hospital today of typhoid fever.

ST. CLOUD, Minn., Nov. 30.—At the farmhouse of his son, in Le Sauk, yesterday occurred the death of a man who had reached the advanced age of 85 years. John M. Kruchten Sr., yielded to the inevitable and passed peacefully away. Deceased was born in one of the provinces of Germany Nov. 11, 1813, and had made his home in this neighborhood for many years.

The Chicago, Milwaukee & St. Paul Railway Co., having attained the highest standard of service on its night trains between St. Paul and Minneapolis and Milwaukee and Chicago, is now turning its attention to the improvement of its daylight trains between the same points, and hereafter its trains leaving Minneapolis at 7:35 a. m. and