



OVER A FOOT DEEP

SATURDAY NIGHT'S STORM BEAT ALL THE RECORDS KNOWN TO LOCAL WEATHER OFFICE

TWIN CITIES LOCKED TIGHT

Blockade Was Absolutely Complete During the Early Hours of Yesterday

STREET RAILWAY HELPLESS

Steam Railroads Also Suffered Serious Delays by Reason of the Dense Masses That Drifted Into the Cuts—Telephone Lines Between the Cities Blown Down—Hogan's Alley Troupe Blockaded.

If St. Paul ever offended the weather man, right royally has he evened things up by throwing down into the streets, between 5 o'clock Saturday and 11 o'clock yesterday, fifteen solid inches of snow. It may be all right to do that sort of thing at this season of the year, but a long-suffering public will remember this little act of unkindness for many a long day to come. It was the heaviest precipitation in fifteen years. A record of snow fall has only been kept in the observer's office since 1885, and the nearest approach that observer Lyons could ascertain by reference to his records is such a heavy fall as Nov. 16, 1886, when fourteen inches of snow fell; Feb. 27, 1893, when fourteen inches fell, and Nov. 21, 1898, when there was a fall of ten inches. The worst part of the storm was that there is no consolation to be derived from thinking that the rest of the country suffered as much as St. Paul, for it didn't. The storm was exceedingly local in its nature, and almost the entire force was spent in the immediate vicinity of St. Paul and Minneapolis.

Blockade was complete. All day yesterday the snow lay upon the sidewalks where it fell and upon the streets in great drifts four and five feet high. No effort was made to remove it. Possibly citizens were fear-

which face University avenue on the south side of the road. The network of wires also absolutely blocked the Minnesota transfer tracks, and before that company could get its engines at work yesterday morning it was necessary to cut the wires. No one was hurt in the crash, as no pedestrians were out at the time and the roofs of the structures menaced stood the shock.

Along the University avenue line the drifts were especially high. Near Lexington park the snow had drifted in one place until it was higher than the street lamps. The drift was built up by the wind from the small window left by the street railway snowplows before they abandoned operations Saturday night.

LYONS SAYS IT'S THE LAST. Observer Lyons says that there are no more snow storms in sight and gentle spring is knocking at the doors of the city, and the keeper of the gates is derelict in his duty if he does not immediately open to the knock, and with this piece of information the observer turned wearily to his desk as though the weight of all this winter's weather lay heavily upon his conscience.

"HOGAN'S ALLEY" SNOWBOUND.

Theatrical Company Twelve Hours Between Stillwater and St. Paul.

The principal scene in the farce comedy, "Hogan's Alley," is a roof garden in New York on a hot summer's night. That scene will be changed and a snowbound party in Minnesota, will be substituted. For the "Yellow Kid" and "Liz" were snowbound yesterday on a St. Paul & Duluth train in the vicinity of Summit, Washington county, and for twelve hours they were unable to move in any direction, but were obliged to sit in their car and starve. They did not arrive in St. Paul until 10:30 last night, and in consequence there was no performance at the Grand opera house, where they were to have opened a week's engagement.

There are sixteen members of the company, headed by John P. Leonard and Barney Gilmore. They played in Dubuque Friday night and in Stillwater Saturday night, and at 8 a. m. yesterday they boarded a St. Paul & Duluth train and started for this city, where they were to have arrived at 11 o'clock a. m., not p. m.

The snow was pretty deep near Stillwater, but the engineer had no thought but that he could get his train through

GOMEZ GIVES WAY

PATRIOT LEADER ACCEPTS THE DECREE OF THE CUBAN ASSEMBLY

ISSUES HIS FAREWELL ADDRESS

Not a Soldier of Fortune, but a Friend of Freedom

GEN. BROOKE INTERESTED

Notified of the Deposition of the Commander-in-Chief, but Unwilling to Express Any View as to Its Effect Upon the Course of Events—Assembly Has Not Been Officially Recognized.

HAVANA, March 12.—Gen. Maximo Gomez has issued the following statement to the Cuban people and army:

"By use of the supreme faculties with which it is endowed, the assembly, representing the army only, has deposed me as commander-in-chief of the Cuban army, which grade it conferred upon me during the last war. As commander-in-chief I always followed the dictates of my best conscience and the call of great national needs. I endeavored in all circumstances to fulfill my duty.

"The assembly considers the fact that I do not aid it in efforts to raise loans which later would compromise the greatest financial and political interests of Cuba to be an act of insubordination and of want of respect. The primary cause for the action taken against me is my conviction that Cuba should begin the exercise of its own sovereignty as a republic of union and concord, proclaimed at Monte Cristo and maintained uniformly on the field of battle, free from all compromises, keeping the nation's honor spotless.

"As for the rest, as a sincere man, I confess I thank them, because they relieve me of great political obligations and also leave me free to return to my abandoned home, which during thirty years of continual strife for the good of this country, that I love so

poor and insufficient food, and the indications are they will readily discontinue on the receipt of \$3,000,000, unless received by the assembly with promises.

The question of a successor as commander-in-chief has not yet been considered, but Gen. Mayal Rodriguez is the next in command. No doubt Gen. Gomez technically exceeded his authority in acting independently of the assembly. His course was certainly calculated to arouse jealousy in that body; but it is becoming more and more apparent that the assembly's action was largely the result of personal spite and a desire to avenge slights. It is well known that there has long been trouble between Gen. Gomez and certain members.

The patriotic clubs have decided to abolish the Junta Patriotica, the members of which are elected by them, and to establish a patriotic league in its place. Gen. Gomez, it is said, will be asked to accept the presidency of the new organization.

TO SAVE SAN JUAN HILL.

Move to Turn the Property Into a Public Park.

SANTIAGO DE CUBA, March 12.—A movement is on foot here to persuade the United States government to purchase San Juan hill, to be used as a public park. The idea is that a certain portion could be set apart to be used as an American cemetery and the site of a mortuary church. A few thousand dollars spent upon the rest would make a beautiful recreation ground, including a half-mile race track, a base ball diamond and tennis grounds.

Gen. Leonard Wood, military governor, and other prominent Americans favor the project.

PAVONIA'S ORDEAL TERRIBLE.

Members of the Crew Tell the Story of the Perilous Trip.

LIVERPOOL, March 12.—The officers of the Cunard liner Pavonia maintain the utmost reticence regarding the steamer's experience. It was gleaned from the crew, however, on their departure that the Pavonia passed through a terrible ordeal. Her troubles began with a terrific gale on Jan. 30. For three days the engines were slowed and mountainous seas tossed the steamer like a shuttlecock. Then her boilers began to move in their cradles and to bump against each other. It is not true, however, that they bumped her

MR. BRYAN'S CREED

OUTLINED IN A LETTER, NEVER BEFORE PRINTED, WRITTEN IN 1897

THE MOST AVAILABLE MAN

Idea of the Late Candidate as to the 1900 Nominance

ISSUES IN THE FOREGROUND

Among Them the Matter of the Initiative and Referendum and the Plutocracy Fostered by Republicanism Are Conspicuous—Letter Written Before Expansion Was a Matter of Public Interest.

NEW YORK, March 12.—The Verdict will tomorrow print a letter, for the first time made public, written by William J. Bryan in 1897 to a Chicago editor. It is dated Lincoln, Neb., Nov. 14, 1897, and, after referring to personal matters, says:

"As I think I stated in my letter to Mr. Flower, I am in favor of the initiative and referendum, as near as it can be applied to our conditions, and assisted in the adoption of such a plank in our state constitution, but I believe an attempt to give that such prominence as you seem to give it means harm rather than advantage to the other reforms upon which the people are ready to act. I may be mistaken, but such is my opinion.

"In your letter you add the subject of government ownership of railways, although your circular does not mention this. You are in error in supposing that I have advocated the government ownership of railways. I have been so busily engaged in the study and discussion of the questions which have been immediately before us that I have not had time to examine into the effect of government ownership of railways in other countries. Events have forced other issues into the foreground and the people are ready to act upon them. Assisting them to pass over the

BULLETIN OF IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul. Fair; Warmer.

1—Otis Advances His Line. Billiard a Record Breaker. Bryan Outlines His Creed. Gen. Gomez Says Farewell.

2—Patent Attempts Sulfide. Gardeners Talk Market. Sulfide Mystery Clue. Dakota Politicians Here.

3—Watching America's Navy. Frye Defends Senate. Minister Paid to Quit. Star of the Bonapartes.

4—Editorial. Bishop Gilbert's Sermon.

5—Sporting News. Baby Taken as Mail.

6—Week's Markets Reviewed. Lambs Control Stocks. Navy's Role in Cuba.

7—Minnesota Matters. Northwest News.

8—In the Field of Labor. Minnesota's Dairy Interests.

ATLANTIC LINERS.

NEW YORK—Arrived: La Bretagne, Havre. Sailed: Albatros, Naples.

QUEENSTOWN—Arrived: Pennland, Philadelphia. Sailed: Campania, New York.

TODAY'S EVENTS.

METROPOLITAN—"The Idol's Eye," 8:15. GRAND—"Hogan's Alley," 8:15. PAIN GARDEN—Vaudeville, 2 and 8 P.M. Methodist Ministers meet. S. M. Owen speaks on "Expansion," state agricultural college, 8 P.M. State historical society meets, state capitol, 8 P.M. Central school union, Central high school, 8 P.M. Recital at Howard, Farwell & Co.'s, West Fifth street, 8 P.M.

TO CHRISTIANIZE JAPAN.

Move to Evangelize Millions of People by Imperial Decree.

NEW YORK, March 12.—Dispatches from Tokio received in this city today bring the intelligence that the Japanese government is discussing a plan to make Christianity the religion of the empire.

That such a move would really be startling may be appreciated with the assistance of statistics. There are 44,

ADVANCE IN FORCE

GEN. WHEATON'S BRIGADE MOVING ON THE FILIPINOS AT SAN PEDRO

REBELS ARE IN FULL RETREAT

Object of the Movement to Corral the Forces of the Natives

SOLDIERS STRICKEN BY HEAT

Seven Prostrated in the Streets of Manila, and Among the Number There May Have Been Men of the Thirteenth—Strong Force Sent Forward to Join a Provisional Brigade—King Better.

MANILA, March 13.—Gen. Wheaton's newly formed divisional brigade advanced at 7 o'clock this morning at San Pedro Macati, for the purpose of corraling the enemy. It is now moving on Pasig, meeting with slight resistance, as the rebels are in full retreat.

A gunboat is clearing the jungle along the river banks, which have been carried as far as Guadalupe. The purpose of the move is to clear the country to Laguna de Bay.

FILIPINOS IN A FUNK.

Planned an Advance in Force, but Early Lost All Heart.

MANILA, March 12.—The Filipinos apparently had planned an attack upon the lines of Gen. Otis and Gen. Hale this morning, but their courage seemed to fail, though they fired signals and afterwards kept up a fusillade along the American front for an hour. The American troops, in obedience to orders, refrained from shooting with the exception of two companies of newly arrived men, who replied until they had suppressed a regiment of Aguinaldo's red brigade. This body of rebels seemed under better leadership than most of the others, and a white man was seen among the off-



THE STORY OF ONE DAY—ST. PAUL, MARCH 12, 1899.

ful that they would break the Sabbath if they cleaned their walks, and even the street railway company felt a general apathy and unholy aversion to anything like an extra effort to get their cars running at all, to say nothing of having them run on schedule time. Half a dozen Como interurban cars were stalled all night at St. Anthony Park, and as many on the Hamline line failed to find their way back to the starting point until yesterday morning at 7 o'clock, and by 9:30 were running on schedule time, but it was the only line in the city to do so. The interurban got started at 12 o'clock, the Grand avenue and Rice street at 2, the Seventh street at 3, and the Como interurban, after a fashion, at 5 o'clock, but at the last named hour the Jackson street, Hamline, Maria, State, Mississippi, Stryker, State, Fort Snelling, Groveland Park and Lafayette avenue cars had scarcely made an attempt to start, nor will they all be running with anything like regularity until noon today. The company has its usual street force at work.

TRAINS WERE DELAYED.

Every railroad train coming into the city yesterday, except the Northern Pacific overland train, which arrived two minutes ahead of time, was late; the Omaha, from the West, due at 7:25, arrived at 10:25; the Omaha, from Chicago, due at 8:50, arrived at 10:45; the Burlington, from Chicago, due at 7:45, arrived at 11:05; the Milwaukee, from Chicago, due at 7:50, arrived with four engines at 8:25; the Hastings & Grand Island, from the West, due at 8:15, arrived at 4:15, and all other incoming trains were from one to four hours late.

BAD TANGLE OF WIRES.

The Western Union Telegraph company reported all its wires up and in working order and had not suffered from the storm. The North American Telegraph and Postal company reported its wires in bad shape between St. Paul and Dubuque, but enough were working to transact the Sunday business and would be straightened out by today. The Northwestern Telephone Exchange company was the worst sufferer and will not yet be able to give the usual service to Minneapolis today, at least for a few hours. West of the viaduct, at the Minnesota transfer, eighteen poles are down, being broken at from ten to fifteen feet from the ground. There are 200 wires on these poles, and they lie in a very tangled condition; the company's entire force of 100 men were kept at work all night and the company expects to have the wires up about noon today.

These lines were blown down by the high wind Saturday evening and gave a bad scare to the residents in the vicinity, two of the poles, with their loads of copper and ice, falling directly upon the roofs of the small buildings

in fair time, for the main track was clear and there appeared to be no very great obstacles in the way. But as the train advanced toward White Bear the snowdrifts became deeper and deeper and the train's progress became slower and slower, until in a cut near Summit it ran into a bank of snow eight feet deep. The engineer put on a full head of steam, but it was no use. The snow was too much for the locomotive and it was finally forced to give up the struggle and admit defeat. It was stuck fast and there was no way out except to dig it out.

When the train failed to arrive at White Bear on time a dispatch was sent from that place to Stillwater, inquiring what had happened. That was the first intimation the agent in Stillwater had that anything was wrong. An operator was dispatched to look for the missing train. He caught up with it in the cut and, tapping a wire, telegraphed in to Stillwater for assistance.

There were no snow ploughs at Stillwater and a wrecking train with a timid old lady opened the door when the train was within a mile it struck a snow bank and the men had to shovel a way for their own train to get on.

Meanwhile the hours were passing and the Yellow Kid and his pals were becoming impatient. They were getting hungry and there was no food on the train. At length the ladies could not stand the process of starvation any longer and appealed to the men to help them.

The "Yellow Kid" promptly suggested that some one living in the vicinity might have something to eat, and every male volunteered to follow the "Yellow Kid" to the nearest house. It was fully half a mile from the train, but they finally reached the place. A timid old lady opened the door when the party with considerable wonder, the situation was quickly explained to her and she immediately assured the party that while she did not approve of theaters yet she would not see play-actors starve and she would give them the best in the house. Had they been able to offer them steak and onions, but it had all been eaten for dinner, and she could only give them ham sandwiches. And she gave them sixteen, enough to go around once.

After dinner the hours passed more swiftly, but the train seemed no nearer St. Paul. It was 8 o'clock before the track was cleared and the train proceeded to White Bear. And it was just 10:30 when the train drew into the union depot. The members of the company lost no time in climbing into hacks and were driven to the Metro-

much, has been my one aspiration. For as I am, I did not come to the service of this country in helping it to defend its just cause as a mercenary soldier; and, consequently, since the oppressive power of Spain has withdrawn from this land and left Cuba free, I have sheathed my sword, myself thinking I had finished my mission which I had voluntarily imposed upon myself.

"I am owed nothing. I owe nothing. I retire contented and satisfied at having done all I could for the benefit of my brothers. Wherever destiny rules that I make my home, there can the Cubans depend upon a friend."

GEN. BROOKE INTERESTED.

Gov. Gen. Brooke was notified last night of the deposition of Gomez and when seen this morning he was much interested to learn the details of the assembly's proceedings. He said he could not express an opinion as to the effect of the assembly's action upon the future relations between Gomez and the United States, particularly in the matter of disbursing the \$3,000,000 offered by Washington to the Cuban troops as a condition of disbandment, but the impression seems to be among the American authorities that, as the assembly has never been officially recognized by the United States government, its action, so far as Washington is concerned, will not amount to more than the resolutions of any other body of individuals.

The assembly is being strongly censured by Cubans on all sides, and there were popular demonstrations this afternoon in favor of the deposed commander-in-chief, the crowds shouting: "Long live Gomez!" "Death to the assembly!"

Gen. Gomez during the day received numerous visitors, all of whom assured him of their affection and loyalty and that the declarations by the assembly could not represent even the army, as the elections which gave its members their present positions are really voidable for illegality and political jobbery.

There is no doubt that the majority of the public support Gomez as against the assembly. The local press will probably attack the assembly, urging its dissolution as the solution of the matter, and adding that there are no reasons why the United States government should not continue to treat with Gen. Gomez in the matter of payment of the troops.

It is said on good authority that the pay rolls Gomez is preparing to hand Gen. Brooke are most complete, full and fair, and that when the army learns he can aid the troops in procuring \$3,000,000, whereas it is problematical whether the assembly can obtain anything, there is little doubt as to the side the army will take in the controversy. The troops are tired of the

sides, for if this had been the case the crew says she would not have floated long. Eventually the engineers secured the boilers with ropes and chains and the bumping ceased; but it was found that the steampipes were broken.

The crew, it appears, never lost confidence, though they assert the vessel had been possible many times to walk on her inner sides. Three boats were lost, part of the port rail and the galley were carried away and the backhouse was stove in. Altogether as the Pavonia now lies at the dock, she presents a dilapidated spectacle.

SHIPBUILDING TRUST.

Capt. McDougall Considers the Rumors of a Consolidation.

DULUTH, Minn., March 12.—Capt. McDougall, of the American Steel Barge company, confirms the report that plans are now making for combining six of the large shipbuilding concerns of the great lakes. The plant of the American Steel Barge company has just been appraised by expert shipyard men. With this company will be combined the Globe Iron works and the Cleveland Shipbuilding company, of Cleveland; the Chicago Shipbuilding company, of South Chicago; the Milwaukee Dry Dock company, of Milwaukee, and the Detroit Dry Dock company.

The report that the Federal Steel company was to be connected with the organization is denied. The capital stock of the organization has not been stated, but it will be in the neighborhood of \$15,000,000.

Capt. McDougall and J. P. Sheldon, of the Cleveland Shipbuilding company, are mentioned for the presidency of the new company.

BRAINERD MAN BEATEN.

Held Up by Two Highwaymen and Seriously Injured.

BRAINERD, Minn., March 12.—(Special.)—At 3:30 o'clock this morning A. Olsen, a merchant tailor of this city, was knocked down and robbed while on his way home by two men, who knocked him senseless by striking him several times on the head and face with a billy made of shot. They took his watch and then were frightened away, as they did not get considerable money. Mr. Olsen had.

Mr. Olsen's injuries are very severe, but he will probably recover. He regained his senses sufficiently in a few minutes to make his way home and the police were notified. Two young men about town, Jacob Sylvester and Al Philber, were arrested a short time afterwards for the hold-up and are now in jail. They were seen coming from the direction of the assault, and Sylvester's clothes were covered with blood.

old issues and take up new ones would be to admit we were wrong last fall and weaken the force of our arguments.

"I note what you say in regard to the desire of those whom you represent to support me in 1900. I think 1900 is too far ahead for us to know who may be most available at that time. We are entitled to the most available man, whoever he may be, and the events of the next three years will be enabled to aid us in selecting him. Those who are trying to overthrow the reign of plutocracy inaugurated by the Republican party will have to do the best they can, each following his own judgment, and I trust our forces may be concentrated upon certain reforms held in common rather than divided when the next battle begins."

SHORT A SENATOR.

Delaware Legislature Will Adjourn Today Without a Choice.

DOVER, Del., March 12.—The legislature which has been ineffectually voting for a United States senator since Jan. 12, will adjourn sine die tomorrow at noon. There are many rumors tonight of possible sensations in the joint session tomorrow.

MRS. KEIFER DEAD.

General Will Not Arrive From Havana Before Tuesday.

SPRINGFIELD, O., March 12.—Mrs. J. Warren Keifer, wife of Maj. Gen. Keifer, died here at 3 o'clock this morning of pneumonia. She had been ill but little over a week. Maj. Gen. Keifer and his son, Capt. Keifer, a member of his staff, are on their way home from Havana, but will not arrive until Tuesday or Wednesday.

Mrs. Keifer was sixty-four years of age, having been married to Gen. Keifer in 1860 during President Arthur's administration, while Gen. Keifer was speaker of the house, Mrs. Keifer was a prominent figure in Washington society.

STEAMER ON SHORE.

All of the Crew Rescued After Some Narrow Escapes.

CROOK HAVEN, Ireland, March 12.—The British steamer Owestra, Capt. Simon, from Norfolk, via Newport News, for Manchester, stranded in the fog at 10 o'clock this morning in Dunloogh bay.

Part of her crew soon reached shore, but others were missing for several hours and there was the greatest anxiety as to their fate. Eventually the missing men reached Crook Haven, many having had miraculous escapes. The local people displayed great bravery in saving life. The Owestra's cargo is washing ashore and the vessel is a total wreck. If the weather freshens she will probably soon break up

600,000 persons in Japan. Only 200,000 of them are professing Christians, and of these a large proportion are shaky in their orthodoxy from the point of view of American missionaries. In other words, one native out of every 220 calls himself a Christian. The remaining 43,800,000 are divided between Buddhism and a cheerful agnosticism, which accords well with the Oriental temperament.

The news from Tokio foreshadows an attempt to make 43,800,000 people Christian by imperial proclamation. Persons interested in foreign missions will be anxious to learn whether the government of the land of the chrysanthemum if it decides in favor of a Christian country will adopt the dogmas of any particular Christian sect or whether it will permit the people to construct their own state religion from the Bible.

FIRE WALL FELL.

Loss of Over \$200,000 as a Result of the Collapse.

CHICAGO, March 12.—The massive fire wall on the eight-story structure, 207-211 Jackson boulevard, which was partly destroyed by fire last night, fell almost without warning today, completely demolishing the adjoining building and setting the ruins on fire. The loss on the building and contents is estimated at \$215,000, fully insured.

So sudden was the collapse of the fire wall that a score of firemen barely escaped being caught under the mass of masonry.

The loss on last night's fire will probably be much heavier than at first thought. Losses which last night were believed to be only partial were found today, in some cases, to be complete, and it is now estimated the total loss will approximate \$300,000. Besides the firms burned out in the buildings at 203-205 and 207-211 Jackson boulevard, the occupants of the Furth building, to the west, sustained much damage from smoke and water.

The buildings destroyed were in the center of the wholesale district, and for a time the whole district was threatened, a southwest gale carrying burning brands almost half a mile.

ANGLO-GERMAN ENTENTE.

Recent Events Said to Mark the End of Their Enmity.

LONDON, March 13.—Emperor William, it is announced, will arrive at Cowes on June 29 for yachting week. The Daily Graphic, in commenting on the announcement, says: "Coming immediately after the emperor's reception of Cecil Rhodes, it marks the complete reconciliation of Great Britain and Germany."

The Berlin correspondent of the Daily Mail says: "I am informed that Emperor William displayed great interest in the conference with Cecil Rhodes, asking many questions as to the latter's schemes, without going into details or revealing his own views.