

IS A RECORD BREAKER

STORM OF WIND AND SLEET DID VAST DAMAGE IN CHICAGO

WIRES DOWN EVERYWHERE

AMBULANCE SERVICE KEPT BUSY ATTENDING TO THE MANY INJURED

MILWAUKEE ALSO HARD HIT

City of Beer Practically Isolated From Telegraphic Communication in Any Direction—Blizzard on the Lake.

CHICAGO, March 11.—Aside from its oozy aftermath, which converted the streets of Chicago into miles of impassable sloughs, the storm of mingled winds and sleet which prevailed for hours yesterday wrought incalculable damage to municipal and private electrical enterprises, streets and steam ways, and in fact every form of communication entering the city by wire and rail. Destructive as was the recent snow storm, its measure of damage cannot be compared with the icy downpour which visited Chicago and its suburbs shortly after midnight yesterday morning.

Telephone and telegraph poles running the length of entire blocks in the heart of the city were borne to the ground by the wind and weight of sleet upon the heavily laden wires; miles of trolley wires were pulled from their fastenings; trees were felled by their icy burden and surface and elevated railroad tracks became so thickly coated that trains of all description were unable to turn a wheel. The seriousness of the damage is attested by the danger consequent upon slippery pavements, overflowing sewers in all parts of the city and close proximity of live wires to the street.

Fred Taske, of 609 West Fifty-ninth street, may die as a result of the storm. He picked up a live wire that had set fire to a fence and was struck on the head. He is in a very bad way and his head is swollen. He is being treated at St. Luke's hospital.

Accidents were numerous throughout the day, and the police ambulances were kept busy carrying to the lake hospital the victims of the sleet-covered walks. The shipping interests were also badly crippled for some time after the storm had ceased, as the boats were reduced to a state of impossibility owing to the sleet-covered propellers and overhanging haze. The street car service was practically abandoned long before daylight, and it was not until the afternoon that a certain extent that any attempt was made to operate surface or elevated trains on anything approaching schedule time.

Passenger and mail trains on all roads entering and leaving Chicago were several hours late and in several instances the regular train service was suspended. The telegraphic communications could be restored only after several hours delay.

Miles upon miles of wire operating the Chicago Telephone company's system were broken by the falling of poles, the toll system of the city being practically a complete failure because practically all of the wiring of that branch of the service is overhead. It will cost many thousands of dollars to repair the damage done, in addition the patrons of the company are likely to suffer serious inconvenience for several days, while the work of repair is being carried on.

Inside the city limits is not so severe, especially within the business district, where the wires are carried in cables. Notwithstanding this a great many connections were broken and many circuits were closed throughout the day.

Effects at Milwaukee. Rain, snow, sleet and a gale of wind combined to isolate Milwaukee from the outside world yesterday. Today the isolation is practically complete. Telegraphic communication is practically a complete failure, even with Chicago, does not exist.

The fall of every telegraphic wire by which railway trains are operated between Milwaukee and the rest of the country toward the North, has caused a wholesale demoralization of traffic. A vestige of a mail service remains, but the delay of trains were broken and many circuits were closed throughout the day.

This morning Milwaukee might be a village of 200 inhabitants for all that she is able to receive from the rest of the world, instead of a city of a thousand times that size. The situation is not one, either, that can be remedied in a few hours.

The newspapers and commercial patrons of the telegraph will be fortunate indeed if they are able to get wires in operation to the rest of the world by Tuesday morning. The railways do not expect to get their wires in service again inside of two or three days.

That statement, made last night by telegraph company officials, sums up the situation.

Worst of its kind on record. The storm was the worst of its kind that has ever been known in Milwaukee. Railway men of the west experience to say that such a situation has never before presented itself to them. The telegraph company's officials are at a loss to provide their patrons with service. Last night messages were accepted sublimely only to delay. Telegrams were mailed to Chicago with the chance that they might be sent out by wire from there. That was the only chance and a small chance, too.

Milwaukee is not alone in the blockades. Chicago, a near neighbor, is almost as badly isolated from the rest of the country as is Milwaukee. The storm has covered every portion of the central states, and not a county in a radius of 200 miles from Chicago is thought to have escaped the violence of the storm.

Widespread in area. As far as reports have been received here, coming in at last moment before the wires went down, the storm which has made Milwaukee like a desert island extends from the west coast to the east of Illinois. It reaches at least as far as Oshkosh north, and as far to the south as the southern tip of Illinois.

The storm began to make itself known shortly after midnight yesterday morning. From that time on till 5 o'clock the violence continued to increase, the worst having been experienced, according to the records of the weather bureau, at 5:05 o'clock this morning. At that time the wind had risen to thirty-eight miles an hour. Rain and sleet fell continuously from early morning until toward noon, but after 5 o'clock the wind began to decrease in strength.

The coming of a gale of wind, accompanied by rain or snow, was predicted by the weather bureau officials for Saturday, but failed to reach here on schedule time. It made up for the delay in intensity, however, and will go on record as the worst that has ever been known here. During the period between midnight Saturday and midnight last night there

was a fall of .39 of an inch of water and sleet combined. That is the equivalent of ten inches of snow.

The havoc wrought among the wires has never been exceeded in previous storms.

The wires down were as follows: Western Union Telegraph company, to Chicago, 70; Western Union, to other points, 25; Postal Telegraph company, to Chicago, 9; Chicago & Milwaukee Telegraph company, to Chicago, 4; Wisconsin Telephone company, about city, 10; Wisconsin Telephone company, to Oshkosh (pairs), 15; Wisconsin Telephone company, to Madison (pairs), 8; total, 137.

The number of poles broken is as follows: Chicago & Northern, between Milwaukee and Racine, 250; Chicago & Northwestern, between Racine and Chicago, 100; Milwaukee & Northwestern, between Milwaukee and Chicago, 50; Wisconsin Telephone company, about city, 10; Wisconsin Telephone company, between Milwaukee and Chicago, 100; Wisconsin Telephone company, between Milwaukee and Fond du Lac, 200; total, 2,410.

BLIZZARD IN KANSAS. Farmer Was Frozen to Death Near Preston.

PRESTON, Kan., March 11.—Daniel James, a farmer, was frozen to death last night on the prairie during the blizzard.

TO BE TRIED AT BEMIDJI

GAME POACHERS ARRESTED NORTH OF RED LAKE.

CROOKSTON, Minn., March 11.—(Special.)—State Agent Fullerton, of the game commission; Secretary Meeker and Attorney J. B. Montague, of Crookston, returned to Crookston from Warren to return, accompanied by Game Warden Riddle, Murphy and Stevens, who had in charge Fred and Henry Cook and George Wilcox, the game poachers arrested north of Red Lake last week, whom they were taking to Bemidji for trial. They also had evidence against the offenders consisting of twenty-five heads of caribou, deer and moose, a large quantity of hides, guns and a carcass of a moose freshly killed. This stuff was all taken to St. Paul by State Agent Fullerton, while the prisoners were turned over to Sheriff Bailey, of Beltrami county. Some Thief River Falls business men attempted to thwart the warden and secure the release of the prisoners at Warren today on habeas corpus proceedings, and get possession of the heads, thus removing the evidence. The sheriff of Red Lake took to the warden to arrest the prisoners last week, was released today.

SAYS HE'S A SCAPEGOAT

JOSEPH CALLAHAN DISCUSSES HIS ARREST FOR CUDAHY KIDNAPING.

OMAHA, March 11.—Joseph Callahan talked freely today for the first time of the Cudahy kidnaping. He admitted he knew Pat Crowe well, but says he does not know the Cudahys. Callahan denied being connected with the kidnaping of the horse which figured in the kidnaping from Daniel Harris.



JOSEPH CALLAHAN. Under Arrest at Omaha, Neb., Accused of Complicity in the Cudahy Kidnaping.

"They arrested me because I had come to a show down, and the police had to do something," said Callahan. "There had been so much talk they felt they had to do something. When I am convicted, they will let Pat Crowe alone. However, I think if I am acquitted Crowe will come in, as he will have nothing to fear."

BEN HARRISON'S ILLNESS

TWO DOCTORS IN CONSTANT ATTENDANCE ON EX-PRESIDENT.

INDIANAPOLIS, March 11.—Gen. Harrison passed a fairly comfortable night and his physicians announced this afternoon that there had been no change for the worse. He slept until about 10 o'clock this morning and when he was aroused he said that he felt a great deal better. Saturday afternoon slight congestion of the left lung developed and it was feared that pneumonia might be coming. This congestion was not so pronounced today and the physicians believe there is no danger of any complications should arise. The general still has fever. He says himself the attack is "only a slight brush from which he will soon be recovered."

LATEST IN RAILWAY DEALS

RUMOR THAT ILLINOIS CENTRAL WILL CONTROL WISCONSIN CENTRAL.

CHICAGO, March 11.—The Tribune tomorrow had a lot of workers at the ruins of a gigantic railway deal and combinations. The most important of these was a report that the Illinois Central would be the Wisconsin Central railway. Vice President Hanrahan, when questioned regarding the matter, said he knew nothing of it, and did not believe there was any foundation whatever for the report. He could not see of what benefit the acquisition of the Wisconsin Central would be to the Illinois Central. It was claimed that several large stockholders of the Illinois Central had acquired private information of the proposed deal, and a majority of the preferred stock, and were assured of a control interest in the common stock. The purchase as made would extend the Illinois Central as a corporation and thus give the latter a line from St. Paul to New Orleans.



TALKING IT OVER.

HOT ROAST FOR COLVILLE

MR. BRODRICK TELLS A FEW THINGS ABOUT THE DISREPUTED COMMANDER

ORDERED HOME BY ROBERTS

Had Been Responsible for the Lindley Surrender—House of Commons Also Discusses Edward's Allowance.

LONDON, March 11.—In the house of commons today Sir Michael Hicks-Beach, chancellor of the exchequer, when moving the appointment of a select committee to consider the new civil list, conveyed a hint that an increase in the civil list might be expected. He said that while the government's proposals would be based upon Queen Victoria's civil list, it must be remembered that King Edward had a queen consort and that he was not only king of the United Kingdom, but also of the British dominions abroad. In the previous reigns the parliament had been asked to pay the debts of the sovereign, but no such application was ever made by Queen Victoria. The country might look forward with confidence to King Edward, who has for many years occupied an exceptional position, involving exceptional expenditure. His income, although not large, when compared with that of some private individuals, had sufficed him to perform his duties in a manner which had won the gratitude of the country. The proposals will be framed so as to do justice to the country and people.

John Redmond, the Irish leader, gave notice of his intention to oppose all consideration of the subject until the government proposed to alter the monarch's anti-Catholic declaration, known as the "no popery" oath. But, on Mr. Balfour announcing that it was proposed to appoint a committee to consider the subject, Mr. Redmond withdrew his opposition for the present.

The committee was then appointed. GEN. COLVILLE'S CASE. Charles Middleton, Liberal-Unionist, moved an inquiry regarding the retirement of Gen. Colville, who was sent home from South Africa by Lord Roberts for inefficiency in the field.

Mr. Broderick, secretary of war, replied that the motion compelled him to say that he would tell the house the whole truth. After declaring that he had nothing to apologize for in the course of the office had taken, yet he criticized severely Gen. Colville's conduct.

"At Sanna's Post," said the secretary of war, "Gen. Colville blundered about as much as any man could do. He was weary, while the Boers carried off guns unopposed. Lord Roberts thought Col. Broadwood did right, although Gen. Colville took exception. Col. Broadwood and his shattered force severely advanced and marched his troops in another direction. He showed a lack of enterprise which cost him the confidence of Lord Roberts."

"Lord Roberts, however, postponed his decision until he should be fully informed. Then came the unfortunate Lindley case, which he ought to have attempted to effect relief."

"I consulted Lord Roberts regarding the Gibraltar case, and he had no objection to the advice from Lord Roberts and Sir Evelyn Wood. I gave Gen. Colville an opportunity to resign, but he insisted upon being removed."

"The debate was adjourned."

BOILER OF A CHICAGO LAUNDRY EXPLODES, KILLING AND INJURING MANY

POLICE AND FIREMEN CLASH TO HANDLE ORIENTAL TRADE

Each Department Says, "It Isn't My Business," and So the Search for Bodies of Those Killed Is Abandoned.

CHICAGO, March 11.—By the explosion of the boiler in the Doremus laundry, 468 West Madison street, this morning, eight people were instantly killed, twenty-nine injured and several are missing. The list of fatalities is as follows: FRANK HANNEMAN, MARTHA JACOBI, BESSIE KUBRAK, KATE VOSS, CATHERINE KELLY, GEORGE PIELKE, EMMA SABRUSKI, MINNIE OLSEN.

CAUSE UNKNOWN.

The cause of the explosion has not been determined with accuracy as yet and it will probably require an official investigation to settle the matter. It is known that the boiler was old, a second-hand affair, and there is record in the office of the boiler inspector of an inspection having been made within the last year. Pending the verdict of the coroner's jury, A. L. Doremus, the proprietor of the laundry, is held in custody by the police and it is the intention of the authorities to institute criminal proceedings against him should the facts of the explosion, revealed by the coroner's jury, be such as to justify such proceedings.

The list of dead and injured was difficult to secure. Reports of the number of dead in the ruins run all the way from six to twenty. It is known that thirty-six employees employed in the laundry had entered the place before the explosion occurred, because the automatic timer, found in the ruins, and which was not damaged, shows that number of registered arrivals. Two or three were injured, but the exact number of the explosion, making an approximate total of forty employees in and around the building.

Injured includes, however, several people residing in the adjoining buildings, nearly all of which were badly damaged.

SEARCH ABANDONED.

The most conservative estimate by the police, conceals that at least three people might be concealed beneath the debris for bodies in the ruins came to a sudden end this afternoon and the work of rescue was entirely abandoned.

Chief Swenson, of the fire department, said that there was no friction between his department and the police department. He admitted that the firemen had abandoned the search for bodies. Both the police and firemen refused to continue the search for bodies.

While the firemen maintained that all the bodies had been recovered, the police asserted that this fact had not been established, and Police Lieut. O'Hara said the general understanding was that more bodies were in the ruins.

The fact of the matter was that while the firemen and police were arguing and explaining their different sides in the matter, the city building inspection department stepped in. Building Inspector Klobasza sent an inspector to the scene and a notice was issued to Jackson Bros., agents of the proprietors, to immediately begin work on pulling down the walls and clearing away the debris. The real estate firm soon had a lot of workers at the ruins and the work of pulling down the ruins was immediately begun. This operation made it impossible to continue the search for bodies, but it may be resumed tomorrow.

While this dispute was in progress another clash occurred at the morgue. Capt. John Rehn, of the Desplaines street police station, asked Deputy Coroner Buckley to hold Mr. Doremus in bonds until after the inquest had been held. The deputy coroner, however, refused to comply with the request and declared it "was up to the police to hold Doremus if they so desired, but the coroner's officers would not interfere. The captain argued the matter, but in vain. The controversy resulted in the police declaring they would keep Doremus under surveillance until the inquest.

JAMES J. HILL WILL THIS SUMMER BUILD AN ENORMOUS NEW DOCK AT SUPERIOR

WEST SUPERIOR, Wis., March 11.—Plans are practically perfected for the building of a large merchandise dock on the Superior bay front by James J. Hill, of the Great Northern railway. The dock will be the largest of any around here, and will be used exclusively for the handling of Mr. Hill's Oriental trade, which has been building up, and which he is having built two steamers to run on the Pacific. He is also enlarging yards at Seattle and Everett for the handling of this trade.

The plans also contemplate the building of a big coal dock on the bay front and a passenger dock and depot where Hill's boats will land and transfer passengers to the Great Northern railway. Work is expected to be started this summer, probably on the coal dock first, and more money will be put in here than has been spent for years.

PRESIDENT M'KINLEY TO VISIT ST. PAUL

RETURNS FROM PACIFIC COAST VIA NORTHERN ROUTE.

WASHINGTON, March 11.—President McKinley has given definite assurance to California friends that he will go to the Pacific coast this spring. He expects to leave here the latter part of April or early in May. Outlook now is that the party, which will be numerous, of the cabinet and the Ohio delegation in congress, will go out via the Southern Pacific route, stopping first in New Orleans. Several stops in the president today, but there is talk that at El Paso the president will meet and shake hands with President Diaz, of Mexico. Stops on the coast will be numerous. The return trip will be made by the Northern route. Altogether five or six weeks will be consumed making the trip.

The May option in the Oyster Bay case is already controlled by Mr. Reilly, Spokane, and Lawrence, Crookton; Thomas Weimar, Winnipeg; Nathan Laff, Winona; George C. Martin, Great Falls.

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CORN KING'S NEW CORNER.

Phillips, Backed by Syndicate, Controls May Option.

CHICAGO, March 11.—George H. Phillips, who is acknowledged "king of the Corn Pit," is now the holder of a line for May delivery of fully 7,000,000 bushels. This corn, while held in the office of the "Little Napoleon," is said to belong very largely to a number of men in the corn belt—men who have ample means to finance it.

In other words, the market for these options is cornered, and it will soon be made evident. The corner has been run by Phillips in the interest of wealthy men. Phillips himself owning a very small portion of the grain he controls. The line of corn already controlled by Mr. Phillips places the market entirely at his command.

ANOTHER ARREST IN STATE PRISON CASE

STILLWATER, Minn., March 11.—(Special.)—John Roberts, formerly a guard at the prison, one of Cunningham's accomplices in the plot to free Edward Leland from prison, was arrested in Minneapolis this afternoon and now occupies a cell in the county jail. Roberts expressed surprise at his arrest, but will be more surprised when he learns that Cunningham has confessed and implicated him as one of the principals in the affair which is gradually tightening around the three parties now under arrest. The confession made this afternoon shows that Roberts was thoroughly

BULLETIN OF IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Rain; Warmer.

1—Story of Chicago Storm. Jim Hill's New Docks. Dead Left in Ruins. Roast for Colville. British Reply Received.

2—Women Are Interested. His Time Valuable. Diphtheria at St. Luke's. Hamilton Taken to Stillwater. Minneapolis News.

3—In the State Legislature. News of the Northwest.

4—Editorial. The Golden Idol (Story).

5—Sporting News. News of the Railroads. Typhoid Fever at Ashland.

6—Official Council Proceedings.

7—May Wheat 75 3-8c. Bar Silver, 80 7-8c. Stocks Irregular.

8—No Escape for Wallert. To Eclipse All Records. Early Day Explorers. Uncle Sam Buys Horses.

WEATHER FOR TODAY.

Minnesota—Rain Tuesday, with warmer in southern portion; southerly winds; fresh to brisk on the lakes; Wednesday snow or rain; Wisconsin—Increasing cloudiness Tuesday, probably with rain; warmer; winds becoming southerly; fresh to brisk on the lakes; Wednesday rain or snow; Iowa, Utah and warmer Tuesday; southerly winds; Wednesday snow or rain; North Dakota—Snow or rain Tuesday; southerly winds, becoming westerly; Wednesday clear; South Dakota—Rain Tuesday, with cold in western portion; southerly winds; Wednesday rain or snow; Montana—Generally fair, except snow or rain probable in eastern portion; winds generally westerly; Wednesday snow probable.

At the Windsor—H. H. Dunn, Ahlemadi; George Nordyke, Allan, Neb.; H. E. McLaughlin, J. E. Jerome, Crookston; J. H. Nordy, Two Harbors; Alfred McCallan, T. E. Mathis, Duluth; M. G. Gibbs, Aul, Ia.; K. W. Lee, J. P. Huron, S. D.; S. M. Harrington, Marshall; H. E. Michelson, Bismarck.

At the Merchants—T. F. Fox, Willow City, N. D.; J. E. Jerome, Crookston; Robert Corn, Mason City; J. G. Ruhlberg, Devils Lake; N. D.; S. Eastman, Duluth; J. W. Lee, J. P. Huron, S. D.; J. F. Brooks, Olivia; J. M. Blackman, Duluth; H. T. Fisher, Minneapolis; W. M. Marston, N. D.; P. Lohndary and John Brugger, Williston, N. D.; Mrs. W. T. Howard, Red Wing; N. Flannigan, Brainerd; Jerry E. Cook, Duluth; W. C. Nishard, Sioux City; M. D. Stoner and W. G. Osmond, Bemidji; O. L. Loken, Miles City, Mont.; C. J. Campbell Fargo; F. M. Crum, Owatonna.

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