

JAY GOULD.

He Honors Kansas City With His Presence at the Board of Trade.

Kansas City, Oct. 16.—[Special]—The event of to-day has been the presence of Mr. Gould and his party in this city, and the conference between him and a committee from the board of trade in regard to the alleged freight discriminations. The committee consisted of Messrs. H. Miller, B. J. Mead, W. A. Hall, Joseph Cahn, L. E. Irwin, M. H. Kirkpatrick and O. V. Wilson.

Mr. Gould when asked about the matter pointed to the improvements which the Missouri Pacific had been making in this locality, and said that the endeavors had been to make Kansas City the absorbent of the numerous feeders of the Missouri Pacific in Kansas. He also held that the report that he was making a war on the Santa Fe was a mistake, and that instead, the Santa Fe was making war on him.

OTHER MATTERS were also discussed which it was the desire of the board to keep quiet, but it is understood and correctly reported that during the conference Mr. Gould advanced a proposition to concentrate here the Missouri Pacific shops now located at several points in this vicinity to be located in the East bottoms adjoining the city.

During the forenoon Mr. Gould and party were driven over the city in carriages escorted by the mayor and other city officials. The business portions of the city were viewed with admiration; the East Bottoms, with its wonderful facilities for the railroads and manufacturing were plainly discernible as unfolded in picturesque and panoramic view as the party halted on the bluffs overlooking the same; the union depot, the network of railroads running into the same, the blocks of wholesale houses with the busy men surrounding them,

reached by the elevated railway, was a sight which attracted Mr. Gould's attention for some time as the party gazed from the top of the bluffs overlooking the West Bottoms; beautiful residences along Troost avenue and other portions of the city, touched up by the fairy-like stories of the advance of real estate in Kansas City, were next unfolded to Mr. Gould and his friends and then the party returned to the board of trade. Mr. Gould more than once gave expression to the great pleasure of the excursion around the city, and saw enough to find that what he had thought visionary in reference to Kansas City was but half the reality. In the afternoon Mr. Gould and his son George visited the board of trade and they were greeted with applause by the large crowd of merchants and professional men who had assembled to get a view and shake hands with the great railroad king, whose force would so greatly benefit Kansas City. Hon. T. B. Bullene introduced him to the large number so anxious to make his acquaintance, and about 11:30 o'clock made a formal introduction. He spoke of the distinguished guest he had the honor of presenting, and as Mr. Gould stepped forward, the air was rent with applause.

MR. GOULD SPOKE very low; in fact, any one standing over fifteen feet away could not have heard him. He said: "I have enjoyed my reception greatly, but will not make any speech until the Paola branch is completed." Hardly any one heard him, but they all cheered lustily.

Ex-Governor Crittenden was then called for, and delivered a very forcible speech of short duration.

Mr. Gould was then called upon to make a few remarks. "I am afraid the governor has got me into

A BAD BOX [laughter], for I never made a speech before. During the morning we have been riding over your beautiful city and seen many improvements, and could not but note the wonderful progress you have made since my last visit. We have received a most cordial reception, and I hope we will act in harmony in the future."

[Applause.]

The meeting was then adjourned and Mr. Gould and party took coaches to their private cars at the Union depot. During the afternoon Mr. Gould and several of the party enjoyed a ride over the new elevated railway. The party will remain in the city over to-morrow, and will then go to Atchison and take a trip over the Central Branch of their road there. From there the party will go to Lexington, where the company has coal mines in operation. Thence to Omaha and Lincoln, Neb. At Omaha the company is building a belt railway line, and at Lincoln the extension.

An associated press dispatch says the morning papers will publish

INTERVIEWS WITH MR. JAY GOULD and vice President Hopkins, besides other information going to show that important changes in the Missouri Pacific are brewing. Mr. Gould says that the subject of the removal of the general offices to this city from St. Louis was agitated some time ago. But the matter was deferred on account of Manager Hoxie's illness. While he does not say the change will be made, the inference is that it is altogether probable, though not yet decided upon.

NEGOTIATIONS ARE IN PROGRESS looking to a purchase of ground near the city, and the concentration of the shops now located at Atchison and Parsons, Kansas, and Pleasant Hill and Nevada, Missouri. In that event the present shops would be retained at St. Louis, and probably at

SEDALIA AS A JUNCTION POINT. The system is being rapidly extended throughout Kansas and north into Nebraska, as well as south toward Texas, making this the natural center. A line has been completed 250 miles westward across Kansas and contracts have been let for grading to the Colorado line. From thence the present objective point is Colorado Springs in Colorado, the road extending midway between the Kansas Pacific and the Santa Fe.

It is understood that the purchase of sixty acres of land near the old distillery, in the east bottoms, is being considered, upon which to place switch yards, round houses and machine shops if brought here. Mr. Gould also stated that contracts had been let for building

ANOTHER BRIDGE across the Kaw river in west Kansas City, and that vicinity might be decided upon as engaged on the part of the company. The party will leave here to-morrow for Omaha but will return later in the week. Mr. Gould spoke in glowing terms of the city's prospects. He predicted that it would at some future time be larger than Chicago and that the packing interests of Chicago would ultimately come here. The Paola extension he said would be completed by January 1st and would double the business now brought here by the system.

CHOLERA IN COREA.

The Entire Population of the Fated Country Being Swept Away.

San Francisco, Oct. 16.—Private advices state that the cholera is still raging fiercely in Corea. No idea can be formed of the extent of the scourge. It has more than decimated the capital, where out of a population of 20,000 the death rate rules at the frightful average of 100 a day. About as many Coreans as there are people in the state of California have been swept away already and it is hard to say where the plague will stop. Never was there a more frightful record of ravages of disease on mankind. The story of the plague of London is beggared by what is now going on in Zool. They are beginning to give over the task of burying their dead and the city is threatened with positive extinction.

Burglar Bagged. Kansas City, Oct. 16.—Early this morning Officer Fillum arrested a suspicious looking character near the Twelfth street viaduct, who gave the name of Wm. Wilson. On taking Wilson to the central police station and searching him a mask made from a gossamer hood, a pair of brass knuckles, a button hook turned to enable one to pick a lock, a skeleton key and a drill were found upon his person, showing him to be a bad character. Wilson was taken into the recorder's court and fined \$100 for carrying concealed weapons. A large number of burglaries have been committed recently, and from the kit carried by this man he is evidently responsible for a large share of the work.

The Elevated Railroad. Kansas City, Oct. 16.—The inter-state elevated railway extending from Kansas City, Missouri, across Kansas City, Kansas, to North Wyandotte, a distance of three and one-half miles, will be opened to the public to-morrow. This is the first elevated road to be operated in the west. An excursion party went over the road to-day which included Senator Vest, Senator Blackburn, of Kentucky, and Mr. and Mrs. George Gould. The cost of the road is \$700,000.

Big Slaughter. Chicago, Oct. 16.—On Monday the work of slaughtering the distillery cattle will begin. The edict of the health commissioners prohibiting the sale of distillery milk, has discouraged distillery milk men, and they will dispose of their cows to the best possible advantage. There are nearly one thousand such cows in the city, and many of them have been fattened for the slaughter house.

Taylor Acquitted. Springfield, Mo., Oct. 16.—The trial of William Taylor in the Taney county circuit court at Forsythe, on the charge of murdering Mack H. Dimmock, terminated last evening. The jury returned a verdict of not guilty. A special judge presided and it is reported that the result has aroused considerable feeling among the people in that county.

Canada Indians. Fort Hsiniboine, Mont., October 16.—Scouting parties from this post report no signs of hostile Bloods beyond the British border to wreak vengeance on the Gros Ventres, who recently killed and scalped six Blood warriors across the line. The military authorities at Fort Belknap have given up all apprehension of a raid from across the line for the present, but a strict patrol is to be kept up.

Kansas City Wins. Kansas City, Oct. 16.—The Kansas City league club to-day beat the Denver team of the Western league by a score of six to one. Another game is to be played to-morrow.

Safe and Sound. Boston, Oct. 16.—The steamer New Brunswick arrived here safe and sound at 12:40 a. m. She met with no disaster, but put into Machias on account of bad weather.

Weather Indications. For Kansas, generally fair weather southerly winds, nearly stationary temperature, for Missouri fair weather except in the extreme northwestern portion local rains southerly wind and slightly warmer.

Base Ball. CINCINNATI. Louisville..... 7 | Cincinnati..... 3

More Earthquake. Charleston, S. C., Oct. 16.—There was a severe earthquake shock at Summerville at 8 o'clock last night. No damage done.

ANARCHIST BLACK.

He Tries a Little Bull-Dozing Tactics to Save His Brothers.

Chicago, Oct. 16.—A special to the News from Eu Claire, Wisconsin, says: "A long letter has been received by C. L. James, of this city, from Captain Black, attorney for the Chicago anarchists, in which Captain Black gives his ideas of the present position and further prospects of his clients. He says in part, 'Upon the hearing of the case in the Supreme court I am altogether confident that a reversal will follow upon the error of the law of which we have preserved notes in the trial. The Supreme court, under the pressure of public opinion, may affirm this most unjust and most unrighteous verdict, but I have no fears of the result. The errors are, in my judgement, too glaring to admit of any sanction whatever. The precedent would be altogether too dangerous to establish. Besides all this since our friends have spoken in their own behalf, and their own presentation of their views has come to the public. There has been a most remarkable revolution in public sentiment, and it does seem to me that the current has set on way. The capitalistic press does not admit this yet and the police are making desperate efforts to stunt the present drift by fictitious reports and false accusation. The letter at this point gives an illustration of the latter allegation of Waller on Sunday night. Capt. Black claims that the policeman was requesting Waller to leave the saloon in which the row occurred, and that when Waller refused the crowd turned and drove him out. The letter continues: 'I am probably true that a rabble on the street pursued Waller some distance, but it is not true that this was an anarchist outrage. The fact is, the anarchists in this city are behaving with wonderful moderation and discretion, all things considered. The letter concludes as follows: Even if there should be an affirmation of the judgment, which I don't anticipate, I don't believe there would be any execution of the sentence, for I believe there could be readily secured to-day in Chicago 250,000 signatures, including many of our most influential men and many members of the capitalistic class, for the commutation of the sentence if not for an outright pardon. This, of course, we shall resort to in the last extremity, but I don't anticipate that we will be driven to the experiment; in fact, I repeat I am confident of a reversal of the case.'

A Cold Blooded Murder.

Chicago, Ill., Oct. 16.—A special dispatch from Evansville, Indiana, says: Linsy McKinley, a drummer of Henderson, Kentucky, a guest of the American Hotel, shot and instantly killed Joe Martin, an Italian, another guest of the hotel last night. The two quarrelled Thursday night at the supper table, and McKinley threatened Martin's life. Yesterday he purchased a revolver and meeting Martin in the hotel lobby, first shook hands with him and excused his violent actions of the night before, and five minutes later walked up to his victim and shot him dead. He then walked coolly away and was sauntering about the streets when arrested. He said he didn't know why he did it. There is much excitement among the Italians of the city and an extra guard has been placed on duty at the jail.

A Big Testimonial.

Pittsburg, Penn., Oct. 16.—The testimonial benefit to the wife of the late Redy Patterson, jr., secretary of the Pittsburg driving park association at Exposition park this afternoon will reach nearly \$10,000. About 7,000 people attended the races and over 4,000 sat down to the feast of baked clams, oysters, etc.

In the 3:24 pacing race for a purse of \$1,000, donated, George H. Smith took the first heat and Excelsior the next three; time, 2:30, 2:24, 2:29, 2:26.

Tom D. won the 2:40 pace for a purse of \$1,000, donated. In the three straight heats after, Frank H. and Dick Turgin had each taken a heat; time, 2:45, 2:40, 2:39, 2:41 and 2:39.

Pooled Their Issues.

New York, Oct. 16.—The southern railway managers and passenger agents held a meeting to-day. The committee on passenger rates reported that it had decided to continue the rule of round-trip tickets, but that a special contract ticket should be adopted which would put a stop to the sale of tickets by "scalpers." The contract was signed by all of those present. It embodies the proposition of the report. 20,000 miles of railroad was represented in the meeting.

Sullivan's Success.

London, Oct. 16.—Sir Arthur Sullivan's new cantata, the Golden Legend, was rendered to-day at the Leeds musical festival, and fairly enraptured the audience. At the close the chorus and auditors with flowers, and obliged him to return and receive similar ovations many times. His very appearance was hailed with prolonged applause.

Killed at a Church.

Buffalo, Mo., October 16.—A cutting affair is reported after church services at Pepper's school house yesterday. John Cook and James Bennett drew knives to settle an old feud and Cook was fatally stabbed. Bennett escaped.

Karl Rothschild Dead.

Frankfort, Germany, Oct. 16.—Mayor Karl Rothschild, the head of the banking firm, died suddenly to-day from heart disease.

Strike Off.

Savannah, Ga., Oct. 16.—The strike of the cigar makers is ended. The operatives have been conceded their demands.

No More Suspension Lists.

Washington, Oct. 16.—The following order has been issued to the commandants of all navy yards: "Navy department, Washington, October 14, 1886. DEAR SIR:—A custom has grown up in the navy yards of having a list of men employes suspended. There is no authority of law for this and you will see that it is discontinued and all such lists erased. Yours Respectfully, W. C. WHITNEY, Secretary of the Navy."

The law provides that no new men shall be employed at the navy yards during the sixty days preceding an election, but this does not apply to men already employed and carried along upon the suspended roll. The above order is understood to be intended to prevent an evasion of the law which is now possible by hiring new men three or four months before an election and carrying them without pay until election time.

THE SPANISH TARIFF.

The acting secretary of the treasury has issued a circular calling the attention of collectors of customs and others to the recent proclamation by the president regarding discriminating duties against importations in Spanish vessels. He says that in view of the provisions of the proclamation the discrimination imposed by section 2501 revised statute will be levied in addition to the other duties imposed by law on all goods imported into the United States under the Spanish flag from Cuba and Porto Rico on and after the 25 of this month.

OUR POSTOFFICES.

First Assistant Postmaster General A. E. Stevens has submitted to the postmaster general his annual report upon the operations of his bureau for the fiscal year ended June 30. It shows the number of post-offices established during the year to be 3,482; number discontinued, 1,120; net increase, 2,362; whole number of post-offices, 53,614; number filled by appointments of the president, 2,244; number filled by appointments of the postmaster general, 51,349. The appointments made during the year are given as follows: on resignations and commissions expired, 9,112; increase compared with the previous year, 2,098; on removals and suspension, 9,896; increase compared with the previous year, 8,756; on deaths of postmasters, 587; on the establishment of new post offices, 3,482; total, 22,747. The six states having the largest number of post-offices June 30, 1886, were as follows: Pennsylvania, 4,001; New York, 3,215; Ohio, 2,763; Virginia, 2,281; Illinois, 2,229; Missouri, 2,057.

As heretofore New York had the largest number of officers of the presidential grade, viz: 216, following were Illinois with 176; Pennsylvania, 159; Ohio, 133; Massachusetts, 121 and Iowa, 120.

The total number of money order offices at the close of the fiscal year was 5,736, an increase of 286 over the previous year. Of the whole number of offices of this class, Illinois had the largest number, 593. Following were Iowa with 522; New York, 496; Ohio, 468; Pennsylvania, 402; Michigan, 344; Kansas, 342; Indiana, 315; Missouri, 331; and Wisconsin, 371.

General Stevenson renews his recommendation of last year that the government pay the office rent for post-offices of the third class.

Nominations.

Washington, D. C. Oct. 16.—The following congressional nominations are reported: New York, Fourteenth district, republican, James Wood. Massachusetts, First district, prohibition, Rev. Edward H. Hatfield. Connecticut, Third district, republican. As no republican would accept the nomination, a resolution endorsing the present member and democratic candidate, Mr. Cowan, was endorsed.

Appointments.

Washington, D. C., Oct. 16.—The president to-day made the following appointments: Benj. Folsom, of New York, to be consul at Sheffield, England. Mr. Folsom is a cousin of Mrs. Cleveland. Chas. H. Grover, Leavenworth, Kansas, agent for the Indians at the Pottawatomie and Great Nemaha agency in Kansas. The presidential hunting party returned this morning.

The Striking Switchmen.

Minneapolis, Minn., Oct. 16.—The switchmen's strike stands in statu quo. Superintendent Egan, of the Manitoba, complains that a crowd of 200 strikers this afternoon uncoupled the cars and killed the engine to a load of wheat that the company was trying to move, also that the police refused to interfere, and Mayor Ames cannot be found. He says: "We have not had any trouble in moving our trains in St. Paul and don't expect any. Mayor Rice has ordered his force to protect us and our property and they are doing it." In St. Paul trains are being moved and the places of the strikers are being filled by conductors and brakemen, the trains led by conductors being taken care of by the baggagemen. Prominent men among the strikers at Minneapolis express a willingness to adopt the suggestion of the jobbers association and submit the question to arbitration.

THE STRIKING COOPERS.

are holding out for their original demands of sixteen cents per barrel.

Assigned.

New York, Oct. 16. Jas. Blauvelt, the insurance broker, who was said recently to have absconded, but who afterwards came out with a card denying that report, and against whose property attachments have been issued, made an assignment to-day without preference.

They Accept.

New York, October 16.—Messrs. Hewitt and Roosevelt have written formal letters accepting respectively the democratic and republican nominations for mayor of New York.

TORNADO TORN.

Latest From the Trail of the Greatest Tornado Ever Known.

One Hundred and Twenty Die by the Sabine Pass Floods.

Johnson's Bayou Adds Eighty-five to the Long Death Roll.

Latest From England and Other Points Visited by the Storm.

A Terrible Tempest.

New Orleans, La., Oct. 16.—A dispatch to the Times-Democrat dated, Johnson's Bayou, Oct. 15, says: "The village of Johnson's Bayou is on a high ridge of the sea coast and the bayou from which it takes its name runs through the habitable parts of that section of the settlement in which is also situated the post office, known as Bedford. They are in Cameron parish on the Louisiana shore six miles east of San Sabine pass. The population last Tuesday morning numbered 1,200 soul. To-day eighty-five of that number are counted with the dead. Forty of their bodies have been recovered, and consigned to graves in the shell reefs, while the decomposing corpses of the remaining forty-five lie festering in the marshes. Yesterday morning the regular packet stern wheel steamer, Emily P., arrived at Johnson's bayou and brought to Orange as many as she could carry, about sixty people. Of eight thousand head of stock which once the bayou boasted, six thousand are drowned, while the remainder will die of thirst as the water is all salt."

OVER TWO HUNDRED DEAD.

Houston, Oct. 16.—The steamer Emily P. has returned from Johnson's bayou, Louisiana, to Orange, and reports those drowned at that place, were chiefly colored. The deaths at Sabine pass and vicinity, will aggregate more than one hundred and twenty, and at Johnson's bayou about eighty-five.

THE STORM IN ENGLAND.

London, Eng., Oct. 16.—The British ship, Teitidal, which sailed from Cardiff, Wales, Thursday, was wrecked during the storm on Carmarlon Bay. There were on board at the time twenty-eight persons. The life boat received nine. Nineteen others, among whom were the Capt. and the officers, left in a boat and but two succeeded in reaching the shore alive. The great hurricane which has just passed over England and Ireland accompanied by the greatest rain storm within memory. Last night there were many collisions and wrecks.

The Wreck Along the Lakes.

Detroit, Oct. 16.—Reports are slowly coming in of the damage by the storm. In most places the damage is to fences, trees, etc. The gale blew up the river 30 feet and the water in the lake 5 feet. Clair was raised to an unprecedented height, being nine feet six inches higher than even before known. Heavy losses are reported all along the shores of the lake, particularly on the American side between Fair Haven and New Baltimore and the water extended twelve and one-half miles upon the land and floated away much valuable timber and numerous houses.

THE DOCKS AT FAIR HAVEN.

and Schrow's mill were damaged to the extent of \$5,000. The tug M. C. Shea had her upper works smashed in and lost her anchors. The sloop yacht, Turk, of Detroit, was carried away by the water and finally lodged in an orchard one hundred and thirty feet from the shore. Fields were generally inundated. The sloop yacht, Annie S., of Detroit, broke her cable on the eastern side of the lake and was landed high and dry a quarter of a mile from the water at Snowy Case.

Galveston Mourns.

Galveston, Tex., Oct. 16.—Nothing has so profoundly effected this city in many years as the receipt of the final particulars of the terrible disaster at Sabine pass and Johnson's Bayou. Hundreds of Galvestonians have near friends or relatives among the lost and the disaster comes home to them with new anguish. A meeting was held last night at which a committee to get relief was appointed. The committee collected \$3,000 to-day, and large quantities of clothing, food and household necessities.

THE SCHOONER ADELIA.

was loaded with supplies, and to-day she started up the coast for Sabine Pass. She will reach the Pass at daylight to-morrow and will then proceed up the Sabine river to Johnson Bayou where the food will be distributed to-morrow. The survivors of the Sabine pass overflow have all been taken to Beaumont and other neighboring points. A committee of leading business men will distribute the supplies. Those who have been there say that

THE DEVASTATION.

is so great that local aid cannot relieve it, and that contributions are urgently needed from the whole country. It is estimated that one hundred thousand dollars will be necessary to carry the sufferers through the winter. A second committee has gone to Orange to ascertain and relieve temporarily the distress of the Johnson Bayou survivors.

Capsized and Drowned.

St. Johns, N. F., Oct. 16.—A fearful disaster occurred off Cape John, Notre Dame Bay, on Tuesday last. A fishing craft capsized and all on board were drowned.

Snow Storm.

Rondout, N. Y., Oct. 16.—A snow storm occurred on the Catskill's this morning.

Paupers for this Country.

London, October 16.—The practice on the part of country justices of suspending sentence on pauper criminals on condition that they quit the country and betake themselves to the United States, was supposed to have been pretty thoroughly squelched after the expose of the custom which took place a couple of years ago. Recent developments, however, indicate that it is again being resorted to quite extensively. Only a couple of weeks ago a woman named Baker, the widow of a burglar, who was executed at Carlisle for the murder of a policeman, was pardoned from the Middlesex jail, where she had been imprisoned for shop-lifting, on condition that she should leave the country, and the detective department at Scotland Yard is now advised that she will settle in the United States. A still worse case is reported from Colchester, in Essex. A man named George Wilkins was charged with attempting to murder his wife and six children and with attempting to commit suicide. The evidence showed that he had been driven to the deed by desperation and destitution of the worst kind, and but the most heroic efforts on the part of his wife he would have accomplished his purpose of cutting all their throats with a razor. The newspaper publication of the facts of the case resulted in several small sums being received by the mayor for the relief of the family, and when the case came up on remand the mayor announced that the family of eight would be sent to America "where they could find work." Several similar cases where emigration to the United States has been substituted for punishment for criminal offenses, are reported from different parts of the United Kingdom.

BULL-DOZING BUTCHERS.

The Pinkerton Men Boycotted—The Pork Packing Quarters Become an Arsenal.

Chicago, Oct. 16.—Precautions for guarding the property of the packers at the packing town have been greatly increased. In the town hall are a score of cots on which the regular police sleep. Telegraph wires lead to each of the packing houses and night and day operators are on duty. The watchmen at the packing houses report by signal to the telephone office every half hour and the patrol wagon crew are ready for duty at a moments notice. Electric lights turn the darkest night into the brightest day. The Pinkerton force are in Washington. Butchers Sons packing house presents the appearance of a military camp. The strikers have extended the boycott until it is now an absolute impossibility for the Pinkerton men to purchase anything in the neighborhood.

Burned at Sea.

Boston, Oct. 15.—A Herald special from Digby, North Carolina, says: Yesterday morning the steamer New Brunswick of the International Line, plying between here and Boston, left for the latter place at about four p. m. with over one hundred passengers, freight, etc. To-day the light-house keeper here reported that the steamer, when nearly twelve miles off Trant Cove slowed up and remained nearly stationary until after dark. A little after

ROCKETS WERE SEEN.

ascending from the steamer, and then fire burst out from the place where the steamer was supposed to be. The canding of a fishing vessel saw the steamer and corroborates this report to the light house keeper. It is thought by some that the steamer's boiler may have burst because if she had taken fire her boats could have reached shore long before now, as the bay was calm. Evidently something has happened to the steamer as all agree that before dark she remained in the same place for hours. Many persons having friends on the boat are almost wild with suspense.

The Sinking of the Selah.

Milwaukee, Oct. 15.—Captain Greenley, of the Selah Chamberlain, which was sunk by the collision yesterday, in an interview states that after he discovered the light of the approaching vessel he had only time to give one whistle before the collision occurred. His boat struck on her port bow and a large hole was stove in. From the rush of water in the hold he knew it was impossible to keep her free and headed her for the shore, but it was only a few minutes before she began to sink and he ordered the crew to take to the small boats.

This is all the information that could be obtained from the captain. Captain Sherwood, of the schooner John Pidgeon, jr., which collided with the Chamberlain, said to a reporter last night: "The night was as bad as I have ever experienced for a fog. Standing forward it was impossible to see our smokstack through the fog. We had a few minutes before changed our course to pass a vessel and had just got back on our Milwaukee course when I discovered a vessel's bright light ahead of us. When I saw the bright light I immediately gave two blasts of the whistle, indicating that I would take the port side. The approaching vessel sounded one short whistle, but whether it was a signal to us or regular fog signal I cannot say. It was less than a minute after I first sighted the bright light before the collision occurred. I found that we were making no water, and beyond having the stern twisted sustained no damage. We lost sight of the other boat in the fog immediately after the collision, but heard her sound four short whistles, a signal for assistance. For three hours I searched for her, going back and forth, one time running back ten miles, but I saw nothing of her, and finally concluded she had sustained little damage and continued on."

—Wherever Kotski appeared he achieved an instantaneous and marvellous success, keeping the audience spellbound up to the last moment. At Woods' opera house Saturday, Oct. 23d.