

SEEK PRESIDENT'S AID

State Department Wishes Him to Settle the Lena Affair.

GOODRICH SENDS REPORT.

Says That Ship is Badly in Need of Repairs, Which Will Take at Least Six Weeks in Order to Make Her Seaworthy.

Washington, Sept. 14.—After wrestling for two days with the problem of what disposition to make of the Russian transport *Lena*, now in port at San Francisco, the officials of the departments, state, navy and commerce and labor, have turned the whole matter over to the president.

Secretary Morton's report from Rear Admiral Goodrich, commander in chief of the Pacific fleet, states that he had an inspection made of the Russian ship *Lena* at San Francisco and that she was genuinely in need of repairs. The report shows further the nature of the repairs said to be necessary, but the officials of the navy department decline to make this part of the telegram public. The report has been referred to the state department for action.

Admiral Goodrich's report shows that to make temporary repairs to the boilers and machinery of the *Lena*, according to the naval expert's opinion, would require about six weeks' time. The captain of the vessel claims that it needs new boilers, and if the request to be allowed to put these in is granted no less than eight months' time will be required to make the change. State and navy department officials were in conference this morning, and the indications were that the temporary repairs would be allowed.

Admiral Goodrich's Energy.

Admiral Goodrich, commanding the Pacific station, is moving in the matter of the Russian ship *Lena* with an energy which has earned him the praise of the navy department officials here. Without waiting for special instructions or falling into doubt as to his powers in the matter, the admiral not only was the first to report to the government here the arrival of the *Lena* in San Francisco harbor, but he subsequently detailed one of his expert naval officers to visit the vessel and ascertain for himself her exact condition as to boilers and machinery. He has reported the result of this investigation to the navy department in the form of a telegram, which came overnight from San Francisco and was opened the first thing in the morning by Captain Pillsbury, the acting chief of the navigation bureau. The dispatch stated that the *Lena* was unquestionably in need of repairs; that her boilers were in bad condition and that to make temporary repairs would occupy a period of six weeks, employing the full resources of the San Francisco machine shops. It was also stated that if new boilers were supplied, as Captain Berliozky of the *Lena* desired, the work of putting them in would occupy no less than eight months.

Captain Pillsbury promptly laid this message before Secretary Morton and then, by his direction, carried it over to the state department to consult with Acting Secretary Adee and Solicitor Penfield as to the course to be pursued. It was the opinion of the three officers that the request for permission to make temporary repairs should be allowed. But as in the case of a previous conference on the same subject, it was decided that the final decision in this matter rested with the department of commerce and labor, which appeared, under the terms of the circular of Feb. 13 last, issued by Mr. Cortelyou, then secretary, to be charged with the execution of the neutrality laws.

Torpedo Boats on Guard.

Admiral Goodrich further reported to the navy department that he had taken precautions to prevent any interference with the *Lena* as she lay in the harbor and had caused her to be surrounded by a cordon of torpedo boat destroyers. This guard will serve a double purpose—it will not only prevent anything in the nature of a cutting out expedition, as in the case of the *Ryoshitelni* at Shanghai, but also will serve to insure the detention of the big transport until some final understanding is reached as to her disposition.

Minister Takahira called at the state department and had a short talk with Mr. Adee, the acting secretary. The minister, having received Monday night the report of the vessel's arrival from the Japanese consul general in San Francisco, said that he called simply to acquaint the state department officials with the fact of the *Lena*'s appearance in the harbor of San Francisco, but he did not lodge any protest against her presence or make any demand as to her withdrawal. He assured Mr. Adee that he was entirely willing to allow the United States government to deal with this case without interference or suggestion from him.

WATCHING THE LENA.

United States Destroyer Paul Jones, With Launch, Closely Guarding Her.

San Francisco, Sept. 14.—The destroyer Paul Jones, Lieutenant G. C. Davison commanding, is now at anchor off the Union Iron works close to the *Lena*. Later the Paul Jones was re-enforced by a steam launch from the Marblehead, in charge of Midshipman Davis, with an armed crew and four marines with loaded rifles and belts filled with ammunition. Assisted by the launch as a picket

and patrol boat, the Paul Jones will keep a close watch over the *Lena* as long as she remains in port to see that the neutrality laws are rigidly enforced, both for and against her. Vigilance is being exercised that no fanatic, Japanese or other, creeps up on the *Lena* for the purpose of doing her harm and possibly repeating the Maine incident in this port, and equal vigilance is being exerted to see that she herself receives no military help in the shape of arms, ammunition, men or equipment or any coal beyond the quantity to which she is entitled—namely, enough to carry her to the nearest home port.

Every boat that approaches the *Lena* is arrested by the alert launch until the officers in charge are satisfied that the boat's errand is legitimate.

The Russian transport *Lena* is still at anchor in this harbor, guarded by several vessels belonging to the fleet of Rear Admiral Goodrich. Captain John K. Bulger, United States inspector of hulls and boilers, acting under instructions from the collector of the port station, began an examination of the *Lena*'s boilers. He will make a very thorough inspection. His report will be forwarded to Washington and probably will not be given out here.

Among government officials best informed regarding the situation the impression prevails that permission will be granted the *Lena* to make all the repairs found to be necessary. It is also thought that the vessel will be disarmed, so that it may remain here until the close of the war.

War Risks Raised.

San Francisco, Sept. 14.—War risks on cargoes to Japan jumped from a quarter of 1 per cent to from 3 to 5 per cent as a result of the arrival of the Russian cruiser *Lena* in this port.

FAIRBANKS AT OYSTER BAY.

Holds a Long Political Conference With President Roosevelt.

Oyster Bay, N. Y., Sept. 14.—After a long conference with President Roosevelt, Senator Charles W. Fairbanks, the president's running mate on the Republican national ticket, left Sagamore Hill in time to catch an early train to New York. While declining to discuss the details of his conference with the president, Senator Fairbanks said they had had a most satisfactory talk. It is known that, in addition to consideration of the general political situation, they discussed the status of affairs in both New York and Indiana. The senator assured the president he had no doubt that Indiana would give a heavy Republican plurality.

Republican Gossip at Saratoga.

Saratoga, N. Y., Sept. 14.—The opinion that the Republican leaders had decided upon the nomination of Lieutenant Governor Higgins for governor, and the underlying feeling that the matter was really very far from being settled was the topic for discussion. "Nobody actually in a position to know what was going on pretended to know what would be the outcome, and the gossip shifted back and forth among the names of Higgins, Hendricks and Woodruff, with an underlying suspicion that after all the nomination might go to some one not yet mentioned at all.

Six New Submarine Boats.

Quincy, Mass., Sept. 14.—The Fore River Shipbuilding company, formerly the Fore River Shipbuilding and Engine company, has in process of construction six submarine boats. The officials of the company refuse to state for whom the boats have been built, but it is understood that they have been constructed as a sort of speculation by the company. The boats are all about fifty or sixty feet in length and are being constructed in the open on the building beach of the company. During the past three weeks a number of men have been engaged on them, and, it is said, several are near completion.

Brave Girl Binds Wound.

New York, Sept. 14.—After being run over by a Twenty-third street cross-town car at Seventh avenue, Sophie Pedrosa, fifteen years old, bound up her crushed ankle in the presence of a crowd of shuddering women. "Will some one please lend me a handkerchief? I have lost mine," the brave little girl said to the crowd of spectators who surrounded her as she rested on the sidewalk. Without a quiver she bound up the crushed foot. "Some one pull the knot tight," she said. "Amputation would have been necessary if it hadn't been for the girl's action," said the doctor who attended her.

Suicide of Drink-Crazed Man.

Boone, Ia., Sept. 14.—J. P. Fenton, a traveling man from Philadelphia, crazed by drink, leaped from a second story window of a local hotel. The force of the fall drove his head completely through a cellar door, and he died in a few hours.

Former Meat Strikers Seek Work.

Chicago, Sept. 14.—More than 7,000 of the former strikers at the Union stockyards gathered in Packingtown, looking for work. About 1,100 were given employment, and the rest went away to try again.

Woman Artist Dies of Strangulation.

Colorado Springs, Colo., Sept. 14.—Mrs. F. V. Reiss, an artist of Charlottesville, Va., is dead at Manitou. She had been suffering from tuberculosis of the glands of the neck and died of strangulation.

Dan Patch May Die.

Topeka, Kan., Sept. 14.—Dan Patch, the famous pacer owned by W. M. Savage of Minneapolis, is sick here. He has strangulated hernia, and it is believed he will die.

ZASSOULITCH IS SAFE

Report That He Was Wounded and His Army Captured Denied.

SITUATION AT THE FRONT

No Confirmation Obtainable Concerning General Kuroki's Movements Northeast of Mukden—Kurapatkin Heard From.

The sensational report circulated by the London Morning Post to the effect that General Zassoulitch's corps has been captured and Zassoulitch wounded proves to be as false as the majority of the war rumors emanating from the British papers. Authoritative denial is given that report as well as various others originating in the British and European press, particularly the London Daily Mail's statement that General Linevitch had marched into eastern Korea and cut Kuroki's communications with Fengwangcheng, and the Paris report that Rear Admiral Prince Ouktomsky had been tried by court martial, sentenced to death and shot for disobedience of orders in returning to Port Arthur after the sortie of Aug. 10.

No further news of a positive character from either the Russian or Japanese army has arrived. There has been no fighting, and if any movements are being carried out they are thoroughly veiled.

The rains continue, and it is probable that with impassable roads and the exhausted condition of both armies no extended operations are immediately probable.

CHINESE TROOPS ACTIVE.

Reported Concentration in Valley of the Liao Causes Alarm.

St. Petersburg, Sept. 14.—The war office is authorized to deny the report circulated by the Morning Post of London to the effect that 3,000 men of Lieutenant General Zassoulitch's corps have been captured, to deny the report from the same source that he has been wounded, and to also deny the statement from Tokyo that dum-dum bullets were used by the Russians at Liaoyang. No change is reported in the situation at the front, and no confirmation is obtainable here of the reports that General Kuroki is moving northeast of Mukden, but the authorities are noticeably more reticent than usual.

The emperor has received a dispatch from General Kurapatkin announcing that a considerable force of Japanese has been seen about twenty-five miles southwest of Mukden. No further engagements are reported.

The reports that Chinese troops are concentrating in the valley of the Liao river are causing considerable concern here. The Bourse Gazette thinks it is entirely probable that the Chinese government will formally propose to undertake to guard and administer the territory actually occupied by the Japanese, adding:

"To this Japan doubtless will readily acquiesce, as it will relieve Japan of guarding her lines of communication. In other words, regular Chinese troops will become auxiliaries of the Japanese, and the Japanese army, thus relieved of the necessity of protecting its lines, stores and land transports, will set free all the strength of the Japanese forces to operate against Russia. China thus would become actually the ally of Japan. If the reports are confirmed not only Russia, but other powers, must intervene to show China what the limits of strict neutrality mean."

No Court Martial For Ouktomsky.

St. Petersburg, Sept. 14.—The report published in Paris that Rear Admiral Prince Ouktomsky had been tried by court martial, sentenced to death and shot for disobeying the order not to return to Port Arthur after the sortie of the Russian squadron Aug. 10, is untrue. He has not been tried by court martial, but will be recalled.

Kuroki's Communications Not Cut.

St. Petersburg, Sept. 14.—The general staff denies that General Linevitch has marched into northeastern Korea from Vladivostok and cut General Kuroki's communications with Fengwangcheng, as reported in a dispatch from Tientsin to the London Daily Mail.

Slocum Sufferer Lost.

New York, Sept. 14.—Edward Ullman, who lost his entire family, consisting of his wife, child and mother-in-law, in the Slocum disaster, has been reported to the police as missing since Sept. 10. He is described as forty-two, 5 feet 7 inches tall, light complexioned, gray hair, sandy mustache, gray eyes and was dressed in a black suit and derby.

Notable Englishmen Sail for America. Liverpool, Sept. 14.—The Cunard line steamer *Ivorla* left here for Boston. Among her passengers are Lord Claud Hamilton, chairman of the Great Eastern railway, and Sir William B. Forwood, former lord mayor of Liverpool.

Minister to Belgium Arrives.

New York, Sept. 14.—Lawrence Townsend, American minister to Belgium, was a passenger on the steamer *Finland* which arrived from Antwerp and Dover.

Revolutionary Leader Dead.

Washington, Sept. 14.—Minister Finch cabled the state department from Montevideo that Servia, the military leader of the revolution in Uruguay, is dead.

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10 HELP

Lawyer Hail Sighted as Assistant. Taggart Cheered by Receipt in Prison.

New York, Sept. 14.—Claves R. Hail, attorney at law, of 43 Broadway, this city, has been appointed assistant treasurer of the national Democratic committee. His position was created that the financial end of the campaign might be constantly in hand, as it is impossible for Treasurer Penbody to give his entire time to the work.

Many informal conferences were held between Chairman Taggart and his lieutenant, pending the departure of Mr. Taggart for the west. Mr. Taggart goes to Indianapolis, French Lick Springs and Chicago, to be gone until the first of next week.

The Maine election was declared by Mr. Taggart to be a very favorable sign for the Democrats. He said that any falling off in the Republican vote could not be regarded in any other light. Ex-Senator James K. Jones of Arkansas, former chairman of the national Democratic committee, had an extended conference with Mr. Taggart during the morning. Mr. Jones is taking much interest in the campaign.

Result of Democratic Conference.

Enopus, N. Y., Sept. 14.—Judge Parker was up early and spent an hour with the newspapers before breakfast. He made no comment for publication regarding the work. As a result of recent conferences between party leaders who have visited Rosemount it has been decided not to open western headquarters. Chairman Taggart will personally survey the western situation and when he returns to New York will take measures to put more life into the work in Indiana, Wisconsin and Illinois.

To Increase Kaiser's Army.

Berlin, Sept. 14.—The government will ask the Reichstag this year to increase the strength of the army, probably by 30,000 or 40,000 men, so that part of the 100,000 young men fit for service but rejected each year can be trained. The government intended to introduce a bill to this effect in 1903, but financial reasons caused a postponement. As an increase of the army will be asked for this year the fresh naval program meditated by the government will be deferred until next fall and possibly until 1906.

Warrant Out For Government Official.

St. Louis, Sept. 14.—A warrant has been issued for the arrest of Captain Ira Keithly, formerly commanding officer of the Philippine constabulary stationed at the world's fair, who has been missing since Aug. 20, on the charge of embezzling between \$3,000 and \$4,000 of government funds. The warrant was issued at the instance of Major Amos D. Hasbelle, who came to St. Louis a few weeks ago from Manila to assume charge of the constabulary.

WORMS

"I had for years suffered from what medical men called Dyspepsia and Indigestion of the Stomach. In August I purchased a box of Cascarets and was surprised to find that I had 'my' gas—my indigestion—my stomach mass left me. Judge your doctor's anxiety when I showed him my letter, and to another day the remainder of the same length of a tape-worm that had been sucking my vitality for years. I have enjoyed the best of health ever since. I trust this testimonial will appeal to other sufferers." Chas. Blackstock, 319 University Place, West Philadelphia, Pa.



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DARING TRAIN HOLDUP

Bandits Board Rock Island Express and Secure Booty.

POSSES ON THEIR TRAIL.

The Car Safe Dynamited—Manner of Holdup Convinces Officers That Robbers Are Experienced Railroad Men.

Des Moines, Ia., Sept. 14.—Five bandits perpetrated a successful hold-up of a passenger train on the Chicago, Rock Island and Pacific railway near Letts, Ia. The statements of expressmen are that the robbers secured no money, though the safe was blown open and the contents taken. The officers assert that the safe contained merchandise of some value, company papers in transit, etc., but no money.

Three special trains, on one of which are posses of railroad and express employees and a number of officers, were rushed to the scene of the robbery immediately upon receipt of the news, the trains going from Muscatine, West Liberty and Davenport. Horses were procured at Columbus Junction, near which point the robbers left the railroad. Mounted men with bloodhounds are now scouring the country for miles in every direction in an effort to apprehend the robbers, while all the railroads that passed through Columbus Junction or nearby points are being held up by the officers and carefully inspected by them to ascertain if the bandits are undertaking to escape in this way. The engineer and fireman of the train furnished good descriptions of three of the men.

Robbers Escape on Engine.

The officials seem to be of the opinion that the robbers, when they left the engine, two miles east of Columbus Junction, instead of going into that place, where the robbery had already been reported by wire from Fruitland, started off to the east into the marsh country lying between the Iowa and the Mississippi rivers, where the Iowa forms a delta and where the country is overgrown by stunted timber.

Believing the bandits will keep under cover for the time being, the officers directing the search have arranged to take a sharp lookout along the Mississippi and Iowa rivers and at Wapello, Keokuk and other points. The robbery occurred at a place known as Whisky Hollow, about six miles out of Muscatine and near Fruitland.

The train known as No. 11 is a through Chicago and Kansas City train. The robbery was at the end of a sharp curve and exactly where a similar holdup was engineered two years ago by Marx, Niedermeier and Vandine, the so-called Chicago "car barn bandits." The engineer, as the train rounded the curve, saw a red lantern on the track and immediately stopped the train. Immediately the engine, express car and baggage car were boarded by the robbers, apparently five in number. A fusillade of shots was fired along the sides of the train to prevent interference by passengers. The messenger of the express car was compelled to open the door. The car safe was dynamited and the contents taken, after which the engine car was compelled to return to the passenger coaches. The engine was then cut off, and the robbers ran it quickly through Letts and to within two miles of Columbus Junction, where it was left standing.

The manner in which the bandits handled the engine, their knowledge of the fact that Letts was a closed station at night and the selection of a point near Columbus Junction as the place at which to abandon the engine convince the officers that some of the robbers are experienced railroad men.

IN BATTLE WITH BANDITS.

Canadian Pacific Robbers Driven to Bay in Dense Woods.

Vancouver, B. C., Sept. 14.—Driven to bay in the woods behind Mount Lehman, the bandits who held up the Canadian Pacific railway transcontinental express and secured \$7,000 are making a last desperate stand against a posse of provincial police and detectives. The men are heavily armed and the members of the posse say they will take no chances against them. A battle to the death is expected.

The posse is made up of Pinkertons, all the provincial police in the province, portions of the local force of three cities and a score of railroad detectives. They have the bandits completely surrounded near the Washington line.

The men were tracked by footprints and other marks in the muddy, unmet trail. They left the train at Whorlock siding and then made a wild dash into the barren country. Time and again they crossed their trail in an effort to throw off their pursuers.

The detectives believe they will regain the booty. The identity of the bandits is not known, but that they will give an account of themselves is certain from the daring manner in which they held up the express.

Daughters of Liberty in Session.

Saratoga, N. Y., Sept. 14.—The state council of New York, Order of Daughters of Liberty, opened its annual session here, with Mrs. Hattie A. Stertefeldt of Brooklyn, the state councillor, presiding. An address of welcome was made by Superintendent T. R. Knell, representing Village President A. P. Knapp.

Church Building and the Decalogue.

Acting on the advice of the Rev. P. Ross Parrish, Contractor L. O. Miller, who is building the new church in Logansport, Ind., for the Broadway Methodist congregation, recently hung in his office and conspicuous places about the site huge placards bearing the Ten Commandments, says a Logansport correspondent of the Henderson Journal. Strict adherence to these injunctions is required of every laborer employed. Special stress is laid upon obeying the prohibitions. Repeated one prohibiting profanity. Repeated violation of any commandment by the laborers is considered cause for discharge. The type in which the placards are printed can be read across the street. While the Market Street Methodist church was building the contractor was required to give bond that no workman employed would use tobacco, liquor or profanity during work hours. The men struck.

Wire Drawers' Strike Settled.

Sharon, Pa., Sept. 14.—The strike of the wire drawers at the American Steel and Wire company's plant has been settled, and the men returned to work. A conference was held between the strikers and the company, and concessions were made on both sides. The men accepted the reduction, but were allowed extra help, which will increase the tonnage and make their wages almost equal to what they were before the cut.



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