The Morning Call.

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UNDER THE WAVES.

An Awful Story of the Lakes.

MEN DROWNED LIKE RATS.

Fifteen Went Out to Work and Only One of Them Ever Came Back.

Special to THE MORNING CALL.

MILWAUKEE, April 20.—Not in years has there come upon Lake Michigan such a gale as swept down from the northwest to-day, piling the water into foam-tipped mountains and dashing it upon the shore and against the breakwater with a roar such as the ocean makes when it beats upon a rocky coast before the winds of winter. So high were the seas running that not a vessel that was safely in dared venture to leave the harbor, and those outside scudded away toward open water that they might not be blown upon the shore and dashed to pieces. How many saved themselves and how many met the fate of shipwreck will be told after the storm shall have subsided. At this time there is no means of telling, but no vessels are known to have been lost save a small one that was reported ashore at the head of Juneau avenue early in the day.

So far the worst feature of the storm, the feature that has fallen upon the city with crushing force, is the probable loss of the lives of twenty men by the washing away of the house over the crib at the terminus of the new water works tunnel out in the lake.

Last night fifteen men went out to work in the crib over the end of the tunnel. At 6 o'clock to-night but one man had been brought back. The rest had either been washed into the lake by the force of the wind and water and drowned or they had been suffocated like rats in a trap in the air chamber below the house on the crib.

As the wind came up this morning early and as the waves came rolling in higher and higher and faster, it became evident before daylight that the men in the crib were in grave danger and that an attempt should be made to take them off. The captain of the life-saving station accordingly prepared to undertake the rescue, but was paralyzed upon calling for his men to man the lifeboat to be met with a blunt refusal to risk their lives for the hope of saving those lives out there in the waves already risked. Urging did no good, nor did peremptory orders. The men simply would not go, and so far as the life-saving service was concerned there was an end of it.

The captain of the crew communicated at once, however, with the port authorities of the city, and it was resolved to send a tug to the rescue. It was now daylight, and it was known that the crib had gone. A great crowd had collected on the shore, and one man could be made out clinging to the timbers of the water-works crib. Water was sweeping over him as the waves rose and fell, and at intervals he could be seen to raise one hand, as though appealing for help. Then a great wave would come and the wind would dash the water high over the crib and the man would be out of sight.

Just at 9:30 the tug Starke made her way out of the harbor in the teeth of the gale, but as she rounded into the lake a great sea broke upon her, smashing in the windows of the pilot-house, and she fell back beaten into the smoother water. The gale had literally forced her into port, and when she came closer in it was seen that Captain Chris Miller, who had been in the pilot-house when the wave smashed it, was cut and bleeding from the broken glass. Still the man could be seen clinging to the woodwork of the crib.

The crowd on shore grew frantic and there was talk of manning the revenue cutter Johnson and sending her to the rescue. Captain Davis offered to take her out if he could get a crew to man the lifeboat. This project was abandoned, however, and the tug Welcome went out upon the mission of mercy. It was a terrific battle, the tug being almost buried at times, but she made it after a long struggle and was seen to take the man off the crib. He was so weak that he could scarcely move hand or foot to help himself. Then the Welcome was put about and the run back to her dock was made in safety and the rescued man was taken to the hospital. Before that, however, he had recovered sufficiently to say that his name was James Miller and that he was a miner employed on the new water-works tunnel.

One of the crew that went in the lifeboat from the tug to the rescue of Miller says that he saw two bodies floating about in the well of the crib, but could not reach them. The life-saver, by the way, whose name is Olson, had rather a rough time of it in the water himself and came near drowning before he could save Miller. Captain Peterson of the life-saving crew, who was in the lifeboat, was also badly hurt about the head.

One of the most pitiful incidents in connection with the disaster was the spectacle of the aged father of Engineer Dwyer pacing to and fro on the beach vainly trying to see through the mist and catch a glimpse of the poor boy clinging to the crib.

"Jose is at home sick; good for him," he said, "but Mikey is out there, and I wish he was home sick, too."

The shore from the water works to the Government pier was strewn inches with the wrecks of houses, and among the timbers were articles of furniture used by the men. Washtubs, pillows, pails, cans, bedclothing and hundreds of other things lay washing about in the surf.

Early in the morning a small party patrolled the beach, searching for possible bodies, but none were found.

The vessel that went ashore at Juneau avenue was the scow Larens, laden with hardwood lumber for Racine. She dragged her anchor, and when she reached shallow water her crew had no difficulty in stepping ashore.

MILLER'S STORY.

How the Men Met Their Death in the Sea.

MILWAUKEE, April 20.—The house is supposed to have been washed from the crib at about 5 o'clock this morning. At daybreak the men at the pumping station were notified that the house off the crib, which is about three-quarters of a mile from the pumping station at the foot of North street, had disappeared. The news was soon known to the public and it was an anxious crowd that stood on the shore and looked seaward this morning. Some of the spectators were relatives of the men who were in peril, and most pathetic scenes were witnessed. The sea was the most awful one that anybody in the vicinity had ever seen. The waves were fully fifteen feet high, and they dashed over the crib with terrific force. All that was left on the crib was a couple of posts that supported the house and one of the pumps. Two large boilers, an engine, one of the two pumps, the air compressor plant and 20,000 brick that were on the crib had been washed off. Shortly after 9 o'clock one of the spectators, who was looking at the crib, exclaimed:

"I can see a man."

Others strained their eyes and, sure enough, they could see the figure of a man moving cautiously about on the crib, and it was only by clinging to the few remaining timbers that he was saved from being washed off by the waves. The men on shore waved their handkerchiefs to let the man know that he was seen, and those looking through glasses could see the man on the crib answer the signal by waving one of his hands, while with the other he clung to the pump for life.

From her station in the lighthouse at North Point, Mrs. G. S. Stebbins witnessed the destruction of the crib house. She says it was washed away about 5:30 o'clock and that the waves came with great frequency and awful force. Just before the house disappeared Mrs. Stebbins saw several boards from the side of the building torn loose. The opening thus made seemed to give the angry wind the opportunity it sought, and with one mighty effort the entire house was lifted into the air and a second later the building had disappeared as if swept away by an avalanche. Less than ten minutes after the house had been wiped out of existence the entire machinery and whatever else was left was lifted bodily into the air with the force of the waves and the wind and hurled into the raging sea.

When the tug Welcome was dispatched to the scene she took a lifeboat with a crew of five in tow, and her battle against the angry waves was watched by thousands of people on shore whom the report of the accident had drawn thither.

When Captain Petersen, after almost superhuman efforts, succeeded in reaching the crib by means of rope and with a life-preserver around his body, he met a horrible sight. One man, James Miller, was still alive and clinging to a post, and about him were the corpses of two or three of his comrades. Miller was rescued and conveyed to the Emergency Hopital, where he gave the following account of the accident to-night:

"It was 5 o'clock in the morning when we found the water entering the air-tight compartment of the shaft, where we had taken refuge for the night. We took a vote to decide whether we would risk leaving the shaft. It was decided to leave. Only five of us succeeded in reaching the outside. Nine of the men who were not strong enough to get out were drowned by the water coming into the shaft, and four out of the five who got out were mangled or drowned by the tremendous floods which lashed over the crib. At what hour the house was washed away I do not know. It had disappeared when we got out of the shaft."

The list of the drowned is as follows:
John McBride, engineer, of Chicago.
Michael Dyer, fireman, of Milwaukee.
William Pruesner, foreman, of Chicago.
George Gregg, lock-tender, of Milwaukee.
James Murphy, miner, of Milwaukee.
Joseph Pezol, miner, of Milwaukee.
Gustav Lonovitch, miner, of Milwaukee.
Peter Scener, miner, of Milwaukee.
William Marion, miner, of Chicago.
Charles Johnson, miner, of Chicago.
John Healy, miner, of Milwaukee.
Frank Brown, miner, of Milwaukee.
John Donovan, miner, of Chicago.
Edward Cambrian (colored), steward, of Chicago.

The seas which washed the beach and the shore breakwaters of this port were the heaviest since the great storm of January 1, 1891. Huge waves beat against and over the Government breakwater mercilessly, and literally demolished about fifty feet of the superstructure.

ADRIFT ON THE LAKE.

A Barge and Two Schooners Sailed Out of Chicago.

CHICAGO, April 20.—The high wind of last night continued throughout the day and was accompanied by a heavy rainstorm. To-night the wind veered to the west and the rain changed to snow, which, however, melted as fast as it fell. The weather is now colder than it has been at this time of the year for a long time, with every prospect of growing colder through the night. Despite last night's tremendous storm, the damage at the World's Fair was comparatively slight. A large section of the glass roof of the main building was broken in and the rain caused a considerable wetting of goods stored below, but as stated in last night's dispatches, a large force of men were put to work and everything was covered up before serious harm was done. Some of the lighter buildings in Midway Plaisance were partially wrecked.

The wind during last night attained a velocity of seventy-two miles an hour and there was some damage to shipping in the lower harbor.

The steam barge Wright started out last night with two schooners, the F. J. Danforth and the R. B. Hayes, in tow for Muskegon. At 4 o'clock this morning she had only succeeded in making about five miles headway, and at that time the hawser parted and the schooner Danforth was driven ashore off Belmont avenue and wrecked. Her crew were rescued with great difficulty by the life-saving crew. Nothing has yet been heard of the Wright or the Hayes, and fears are entertained for their safety.

LINGERS IN THE LAP.

Snow Flies and Winter Is Still in the Land.

Rather a Bad Outlook for the Wheat Crop of the Great Northwest.

Special to THE MORNING CALL.

ST. PAUL, April 20.—Three feet of snow on the level on April 20 is most unusual in this State, but that amount of snow fell last night and to-day in some parts of Minnesota, the average being over one foot. A heavy rain preceded the snow, which began in the northwestern part of the State on Tuesday night, extending rapidly across the country, and striking this neighborhood last night, and falling steadily until this afternoon, up to which time fifteen inches had fallen. After two or three hours' intermission it began again, and the air to-night is once more full of flying snow.

The street railways were caught unprepared, so no cars were able to run regularly during the morning.

At Minneapolis there was an even worse experience, no cars running up to 4 o'clock, and at Stillwater the cars were snowed up on the street, being caught in all parts of the city. The storm struck Duluth and the lake cities at noon, and raged furiously there all afternoon.

All over the State seeding was in progress, but the unprecedented storm will delay farm work from ten days to two weeks, and altogether farmers are feeling rather blue over the prospect for a wheat crop.

In the cities the storm caused an almost complete suspension of business this morning, but things picked up somewhat this afternoon. The railroads did not suffer on their morning trains, but those due this afternoon were nearly all late from one to five hours.

The storm is widespread, covering almost the entire Northwest. A raging snowstorm is reported to-night at Yankton, S. Dak., and Coldwater, in that State, and there is fear of damage to livestock.

KANSAS CITY, April 20.—A special to the Star from Des Moines, Iowa, says: A terrific snow and wind storm is raging in the city and throughout eastern and northern Iowa. Crops will be greatly retarded by the storm. Much damage has been done to fruit.

A special from Columbia, Mo., says: There was a heavy rainfall yesterday, which was followed by a blinding snowstorm this morning. Snow is still falling, and unless the weather moderate before night the fruit crops will be greatly damaged.

DES MOINES, Iowa, April 20.—The storm here yesterday and to-day was one of the worst felt in Iowa this year. After a downpour of rain it turned in and snowed fifteen hours, and at the same time there was terrible wind. All farming operations are suspended. To-night the thermometer is falling, and the chances are for a severe freeze before morning. It is feared that fruit will be irreparably injured.

Argentine Securities Advance.

LONDON, April 20.—Argentine securities continued their advance to-day and the proposals of the Finance Minister are looked upon in the light of a serious effort to come to a speedy and honorable settlement.

WILL NOT WEAKEN

Secretary Carlisle Has Backbone.

TO FIGHT TO A FINISH.

The Great Duel Between the Administration and the Bankers Is Only Fairly Commenced.

Special to THE MORNING CALL.

WASHINGTON, April 20.—Secretary Carlisle to-night made the following statement regarding the financial situation:

"In the exercise of the discretionary power conferred upon the Secretary of the Treasury by the act of July 14, 1890, he has been paying gold for coin treasury notes issued for the purchase of silver bullion, and he will continue to do so as long as he has gold legally available for that purpose. Under this process the Government has been, and is now, paying gold for silver bullion and storing the silver in its vaults, where it lies as useless for any purpose of circulation or redemption as iron, lead or any other commodity. The Government, in the first place, issues coin treasury notes in paying for silver bullion, and then these coin treasury notes are presented at the sub-treasury and gold is paid out for them, so the effect is precisely the same as if gold were paid directly for silver in the first instance. About $800,000 of gold which had been withdrawn from the sub-treasury on last Tuesday for shipment abroad had been paid for in these coin treasury notes. No order had been made to stop the payment of gold upon these notes nor was any one authorized to say that such an order would be issued. The purpose of the Government to preserve its own credit unimpaired and to maintain the parity of the two metals by all lawful means will not be abandoned under any circumstances.

"In view of existing legislation the only question for consideration is as to the measure that ought to be adopted to insure the accomplishment of these purposes, and upon this question there is, of course, room for wide differences of opinion. The total stock of gold coin and gold bullion now in country, including what is held by the treasury as well as that held by banks and individuals, amounts to about $740,000,000.

"When I came into the Treasury Department on the 7th day of March the amount of free gold on hand had been reduced to $967,000, but by arrangements with Western banks it was increased until, on the 1st of April, it amounted to nearly $8,000,000. Then heavy shipments began to be made and two days ago we had only about $40,000, although now it amounts to $885,000, after deducting what has been withdrawn from the sub-treasury to-day for shipment.

"There is gold enough in the country to meet all the requirements of the situation, and if all who are really interested in maintaining a sound and stable currency would assist the Secretary of the Treasury to the extent of their abilities the existing difficulties would soon be removed."

In addition to this statement Secretary Carlisle said that $800,000 in gold had been taken out of the Sub-Treasury in New York to-day for export. The class of money paid into the Sub-Treasury for the gold withdrawn included $400,000 in gold certificates, which to that amount did not reduce the gold reserve, because they were themselves practically gold, so that the actual gold reduction for the day was only $400,000, leaving the balance as stated above. This is the first considerable amount of gold certificates paid into the Sub-Treasury for gold for export for many years, and it encourages the treasury officials to hope that banks are seeing the situation and will continue to present gold certificates in payment at least for the gold that is withdrawn for export.

NEW YORK, April 20.—The Wall-street Journal says: A prominent bank official let the cat out of the bag in the following: "The new administration has absolutely ignored the counsel of the New York banks in the present need and is heeding the counsel only of Western and Southern bankers. New York bankers are, therefore, letting the West and South take care of the Government in its present emergency. One thing is certain, the New York banks will not organize themselves at present into a protective body to uphold weak banks."

BLOUNT CONSULTED STEVENS.

And Japan Said Not to Have Designs on Hawaii.

WASHINGTON, April 20.—A private letter from a United States official in Hawaii came in the mail last night. In reference to the report that Commissioner Blount directed the lowering of the United States flag without consulting with Minister Stevens, Admiral Skerrett or any representatives of the United States in Honolulu, the writer states that Blount did have a consultation with Stevens on the subject, and while he does not say so in so many words, the inference to be drawn from the letter is that Stevens coincided with the commissioner in his action.

Another report, and one that found much currency in Honolulu, that the Japanese in Hawaii are contemplating resistance by force to American domination in the islands, and that they have received arms to assist them in the determination, is contradicted by the writer, who states that the Japanese, and in fact all the people of the islands, are peaceably inclined, and do not anticipate trouble, and that in point of fact the only agitators there at present are the newspaper correspondents.

COAST GOSSIP.

Now and Again California Gets a Postmaster.

WASHINGTON, April 20.—The case of the United States, plaintiff in error, vs. M. Mock, appealed from the Northern District of California, was dismissed on motion of counsel for plaintiff in error.

Ex-Representative John K. Luttrell of California has withdrawn his candidacy for the Alaska governorship and is now an applicant for Special Treasury Agent for Alaska.

B. K. Byrnes and J. C. Simpson, of San Francisco, and H. E. Barstow of Oakland are among to-day's arrivals.

Albert W. Windsley has been commissioned Postmaster at Elmira, Cal.

Pensions—California: Original widows—Margaret Seymour. Survivors Indian wars—Archibald Johnson, Francis M. Cain.

The President to-day appointed the following Postmasters: Thomas J. Ross, Flagstaff, Ariz.; James M. Menefee, Arcata, Cal.; George W. Harris, Warduer, Idaho.

FORMAL CHARGES.

Matters Getting Rather Warm for the Weather Experts.

WASHINGTON, April 20. — Assistant Attorney-General Colby to-day forwarded to Professor Mark Harrington, chief of the Weather Bureau, the formulated charges against him and other officials of the bureau for alleged malfeasance in office. The charges include: Misrepresentation of facts, shielding unworthy employes; evasion or violation of the civil service law; inefficiency; maladministration and the improper diversion of public funds.

The Secretary of Agriculture has requested the resignation of Major S. Rockwood, assistant chief of the Weather Bureau, and the resignation has been tendered and accepted.

TROUBLE FOR EGAN.

That Comes Whether in Time of Peace or War.

WASHINGTON, April 20.—Senator Don Aniba! Cruz, Charge d'Affaires of the Chilean legation, had a long interview with Assistant Secretary of State Adee to-day regarding the reported escape of the refugees from the American legation at Santiago, and subsequently Secretary Gresham gave a statement to the press, saying:

"The charges pending against Fuentes and Holly were for violating the municipal laws of Chila, and Minister Egan was instructed by this Government that he should cease sheltering them."

Nothing is said as to whether the refugees escaped before or after Egan received his instructions, or whether it was with or without his connivance, and the official correspondence on the subject will not be given out at present, if at all.

WAS STRUNG UP.

Short Measure Given to a Kansas Murderer.

SALINA, Kans., April 20.—Dan Adams, a negro, fatally stabbed Ray Shout, the ticket agent here, this morning. Adams was immediately taken before the court and sentenced to seven years' imprisonment. When it became known that he was to be taken to the station en route to prison a mob was organized and overtook the officers a few blocks from jail. The prisoner was taken to the nearest tree, where, with a ready rope and without being given a chance for a last word, he was strung up.

HIS CONDITION NOT CRITICAL.

Edwin Booth Is Reported to Be Very Much Better.

NEW YORK, April 20.—Edwin Booth's condition is reported to-night to be such as to call for no immediate alarm. As Dr. Smith left the clubhouse to-night he said that Booth was not in a critical condition, and that he was going to leave him in charge of his nurse for the night.

IN ITS OWN DEFENSE.

The Santa Fe Will Open a War of Rates.

Armed Neutrality Now, but Many Persons Will Get Cheap Tickets to the Fair.

Special to THE MORNING CALL.

CHICAGO, April 20.—The Western Passenger Association has gone to pieces, and the men best informed upon railroad matters believe that within the month there will be such a cutting and slashing as has never before been known in the history of railroading in this country.

It is certain, at any rate, that all the work done by the Western Passenger Association in the last six weeks went by the board to-day, and all of the members of the association threw up their hands and gave up hope of the immediate adjustment of World's Fair rates. The cause of the collapse was the announcement by Passenger Traffic Manager White of the Atchison road that his company would at the expiration of thirty days withdraw from membership in the association. This was done, he said, because his line could not secure protection in World's Fair rates west of the Missouri River, where it does the largest business. The Denver and Rio Grande had refused to join the association unless its local troubles with the Colorado Midland were settled, and the Burlington and Rock Island took the stand that the agreement west of the Missouri River was impossible without the Denver and Rio Grande. This was the splitting point, and it proved an effectual one. The Atchison people say that they withdraw, not with any intention of cutting rates, but simply to protect their revenues.

This matter of the adjustment of World's Fair rates has been a puzzler for several months to the several roads in the association, but it had been believed up to to-day that all difficulties had been smoothed away, and that nobody would care to precipitate war just when there was a chance ahead for all to stand together and make big money. The Atchison has shown that it will take care of its own no matter what the circumstances, and it has shown, moreover, that it does not fear to stand alone. It is not thought, of course, that it is the actual purpose of the company to precipitate war and begin the slashing of rates. Some agents affect to believe that there will be no cutting, and that the Denver and Rio Grande will make such concessions that trouble may yet be averted. Those who are on the inside know better, and they cherish no such hope. With branches ramifying from California to Chicago, and in touch with all the country between the great lakes and the gulf, a war of rates by the Santa Fe means a war of transcontinental proportions or of continental proportions, and a war that will extend to all points south and west of Chicago. Of course this will draw in the Southern Pacific, and after that the Union Pacific and the Northern Pacific and the Great Northern and the Northwestern will come in, and there will be such a shakeup as has not been seen in a generation. It will be a merry war, but it will mean cheap rates to the World's Fair.

TROUBLE FOR BONILLA.

He Seized an American Ship and That Is Dangerous.

NEW ORLEANS, April 20.—The steamship Rover, which was seized some days ago at Celiba by the Honduran revolutionists, but afterward released, arrived here to-day. From passengers on board it is learned that the city of Truxillo has been retaken for the Government by General Solomon Ordonez, and that Manuel Bonilla, a supporter of the revolutionary President, as well as his brother, a youth of 17 years, were made prisoners. Captain Torjuson confirmed the published reports of the seizure of the Rover, and on this subject had nothing more to say. He has prepared a protest, which will be forwarded to Washington, reciting the circumstances under which the seizure of an American ship was effected.

HANCOCK'S WIDOW DEAD.

A Succession of Sorrows Slowly Wasted Her Strength.

NEW YORK, April 20.—After a lingering illness Mrs. Almina Hancock, the widow of the late Major-General Winfield Scott Hancock, died this afternoon at the residence of the general's niece, Mrs. Eugene Griffin, at 1 Gramercy Park. Mrs. Hancock's strength has been slowly wasting away under the subtle influence of a succession of sorrows that have subdued her naturally cheerful disposition and withdrawn her from society during the latter years of her life.

Memphis Races.

MEMPHIS, April 20.—There was a fast track.

Six furlongs, Oliver won, Bucephalus second, Dick Willis third. Time, 1:19.

Half mile, In Front won, Annie Buckingham second, Lady Gay third. Time, :52.

One mile, Cora Taylor won, Vida second, British Blue Blood third. Time, 1:46½.

Seven furlongs, Sam Farmer won, Parapet second, Rally third. Time, 1:31.

Handicap, one and a sixteenth miles, Puricard won, Chimes second, Lockport third. Time, 1:52.

Choctaws Want Peace.

WASHINGTON, April 20.—General Schofield to-day received a telegram from Captain Guthrie at Antlers, Ind. T., stating that quiet prevailed there and the troubles with the Indians were about ended. The Locke men and the Jones party are negotiating for peace.

A Sick Earl.

LONDON, April 20.—The announcement of the death of the Earl of Derby this morning was premature. He was very weak this evening until midnight, when he rallied and was then better that at any time during the day.

MILLER HAS WON.

Mr. Knight's Failure Was Dismal.

SCORED BY SMITH W. WEED.

America Will Never Give England a Hand in Building the Nicaragua Canal.

Special to THE MORNING CALL.

NEW YORK, April 20.—There was an exciting time at the meeting of the stockholders of the Nicaragua Canal Company to-day, caused by George C. Knight, an ex-employe of the company, who claims to represent a vast amount of English capital, and who earnestly desires the removal of Warner Miller as president of the company and have the project entirely reorganized. Knight declared that the money of the canal company had been badly wasted in useless salaries and in getting up canal conventions in various parts of the country, which merely furnished junketing expeditions for the officers. According to Knight, through the operations of the voting trust of the stock of the company, which trust was prolonged for two years after the time it should have expired, Warner Miller had illegally had himself elected president of the company. He proposed Smith W. Weed as a successor to Miller. The latter, he intimated, would be peculiarly acceptable to all parties because of the peculiarly happy connections Weed had with the present administration at Washington.

Knight then read the details of a scheme for an entirely new canal company, to be organized both under English and American charters, which would complete the canal.

Weed rose at the conclusion of Knight's speech, and said that he came to the meeting to protest against the use of his name in any way with the movement which Knight said that he was engineering. Turning to Knight, he said: "Your statements in reference to the company and its management are every one untrue."

He said that he protested in the name of Cleveland against the base imputation that it needed a man of the President's political faith to present the canal matter to the administration, and he denied that Miller had been illegally elected president of the company. He closed by saying that the American people would never permit the English Government to have a joint interest in the canal. No action was taken in the matter of ousting Miller.

Warner Miller was seen after the meeting and again asked relative to the attitude of the English stockholders of the Nicaragua Canal Company and the charges of mismanagement by George C. Knight. He said the whole thing was only a sorehead movement on the part of disgruntled stockholders and he had no fear it would result in deposing him. Knight, he declared, had formerly been employed by the company at Greytown as expert accountant, but made so much trouble that he was discharged. The present movement, he said, had its motive in a feeling of revenge. Miller denied that Knight represented any of the English stockholders and said the charges were false.

When this statement was brought to the attention of Knight he said very emphatically that it was untrue, and he had been sent over by the English stockholders in 1890 to investigate the affairs of the company. He showed his commission and said he remained at Greytown as long as he wanted to and returned to England when he had completed his work. He was a stockholder in the company and had a personal interest in its affairs.

VILLARD WILL STAY.

Responsible for the Plan for Helping Northern Pacific.

NEW YORK, April 20.—At a meeting of the board of directors of the Northern Pacific Railroad to-day the plan for funding the floating debt was presented by the finance committee and practically adopted. It will provide for all the company's liabilities and at the proper time the stockholders and the friends of the company will have an opportunity to participate. The directors' plan for disposing of the floating debt is understood to be to issue about $12,000,000 of collateral trust notes running for five years and bearing 6 per cent interest. The proposed collateral consists of securities of the controlled roads held in the treasury of the Northern Pacific. The defiant tone of the statement prepared by the directors is taken to mean that Villard has no intention of leaving the management, but on the other hand is responsible for the plan for the financial relief of the company.

NO RACE PREJUDICE.

The Republican Committee of New York Takes Broad Ground.

NEW YORK, April 20.—The Republican County Committee to-night unanimously passed the following, offered by John E. Mulholland:

Resolved, That any action taken by any Repeblican organization of this county that might indicate an unfriendly spirit in the party toward any race, religion or nationality is hereby repudiated by this body as the accredited representative of the Republicans of New York.

The resolution is the outcome of the rejection of Theodore Seligman by the Union League Club. A resolution was adopted approving the course of Harrison in relation to Hawaii and condemning that of Cleveland and Blount.

CATTLEMEN MEET.

Stock Can No Longer Be Trusted on the Range.

OGDEN, Utah, April 20.—The second annual convention of the Intermountain Stockgrowers' Association is in session here. Governor Thomas, in the course of his address before the meeting, said:

"Cattle can no longer be trusted on the ranges to find feed and lands are depreciating in value because they cannot be utilized as nature intended them."

Other speakers were: J. H. Neff, editor of the Drovers' Telegram of Kansas City; Colonel E. P. Savage of South Omaha and Mayor Lundy.

SAVED THE NECKLACES.

The Bradley Martins Still Have a Run of Luck.

NEW YORK, April 20.—Bradley Martin's house was burglarized last night and several antique watches, valued at $3000, taken. The burglars also packed off about $5000 worth of silverware and ransacked the house, searching for two valuable necklaces presented Miss Bradley Martin at her marriage to the Earl of Craven. The necklaces, however, were locked in a safe in the room of Mrs. Bradley Martin.

TOOK THE TOWN.

A Startling Rumor From a Little Arkansas Town.

LITTLE ROCK, Ark., April 21, 2:30 A. M.—A report has reached here that a serious riot occurred at Morrillton to-night, and a mob of negroes took possession of the town. It is said there was considerable fighting, and that the Sheriff was killed and others wounded. It is impossible to reach Morrillton by wire at this hour, and nothing further can be learned.

THE BRAZILIAN REVOLUTION.

Two Gunboats Bombard the Federals and Eight Men Are Killed.

NEW YORK, April 20.—The Herald's Valparaiso correspondent in Artigas telegraphs that General Moura, the Brazilian Minister of War, is marching at the head of a large body of troops to meet General Tavarez and the revolutionary army.

General Moura has determined to crush the revolution as soon as possible, and will try to defeat Tavarez in a decisive battle as a preliminary movement.

Two gunboats yesterday bombarded the Federals who are besieging Uruguayana. Eight Federal soldiers were killed. The Federal troops are well armed and equipped.

JEFFERSON DAVIS' REMAINS.

The Reinterment Services Will Be on an Imposing Scale.

RICHMOND, Va., April 20.—The reinterment here of the remains of Jefferson Davis on May 31 will probably be one of the biggest demonstrations of its kind ever witnessed in this city.

The Davis Monument Association does not at present expect to have a formal oration, but simply Episcopal burial services at the grave.

The parade which will follow the remains to their final resting place in Hollywood will doubtless be the largest ever witnessed here. Nearly 1000 cavalrymen are expected to be in line, besides representatives of other army service.

LOST IN THE MIST.

Even the Ships of the White Squadron Were Invisible.

But Nevertheless Germany Could See and Salute the Flag of Her Southern Ally.

Special to THE MORNING CALL.

FORTRESS MONROE, Va., April 20.—Like giants asleep were the great warships in Hampton Roads to-day, and all around them danced a fleet of little boats, tossed like corks upon the stormy waves. When morning broke a gale was blowing, the horizon was invisible, and even the white squadron was enshrouded in dirty mist, which hid its snowy outlines. Great waves, crowned with masses of foam, broke heavily upon the shore, and some launches, as they bore the officers to the wharf, were hidden every moment in the trough of the swell. As the day wore on the gale increased, the sea became rougher, and the wind howled a dismal tune as it whistled around the corners of the hotel. Nearly everybody stayed indoors.

Although the arrival of ships has become a thing of common occurrence, there was a hasty exodus from the hotel lobby when the booming of cannon announced that a new vessel was in the harbor. She flew the familiar flag of Italy, and was speedily identified as the Ætna. There was more than the usual commotion as she came to anchor, and it was noticeable that the Kaiserin Augusta began to salute when the Ætna was still within half a mile of her anchorage. It seems strange to see European politics playing a part in the peaceful waters of the United States, but it is quite evident that the shrewd Germans did not intend to lose even this opportunity of testifying regard for the nation which with their own fatherland and Austria formed the driebund.

This afternoon the weather modified sufficiently to allow the more venturesome ladies at the hotel to attend the dance given on board the Australia by her officers.

This evening the Captain of the Blake entertained at dinner at the hotel Admirals Gherardi, Penham and Walker, the admiral of the French fleet and the captains of the vessels in the roads.

The officers and men of the San Francisco are crazy alike over the result of the international races, and they have given an order to a Norfolk firm for a huge broom which they will sport at the masthead when the fleet reaches New York if proper permission can be secured. They are now the champions of the world, as far as man-of-war oarsmen are concerned, and are wild with delight in consequence.

There is a marine on board the San Francisco by the name of Thompson, and he is the mail orderly who comes in every evening to get the mail. When the San Francisco crew beat the Chicago men last week Thompson armed himself with a little tin trumpet and drove the mail orderly of Admiral Walker's flagship nearly insane by tooting it him in the postoffice between his vocal expressions of superiority. Last night Thompson was in his glory, and bets were made that he would fall overboard going back to the ship because he could not keep still to save his life.

The winnings of the San Francisco's officers and men foot up over $6000 since they came here, and all of it was won by backing their magnificent crews.

RICH STRIKE OF GOLD.

A Prospector Discovers a Fine Lead Near an Old Postoffice.

ASHLAND, Or., April 20.—The tension of quartz mining excitement in these parts, already pretty high, was increased a little to-day by reliable news telling of a remarkable strike in Willow Springs Precinct, near the old postoffice. The lucky prospector's name is Jacob Herchberger, and so rich is the vein that yesterday morning he took out rock enough streaked with gold to easily bring a thousand dollars, and it is estimated that he has taken out no less than $2500 since finding the vein, a day or two ago. One remarkable thing about it is that the vein was discovered right on an old overland stageroad, and only 200 yards from Willows Springs stage station, where before the railroad lines in this valley were built all overland passengers on the old Oregon and California stage line waited while change of horses were made. Several other strikes in the same vicinity have been made lately. The hills are filled with industrious prospectors, and excitement has not been so intense in mining matters since the palmy days of old, when there was scarcely any other industry save mining in Jackson and Josephine counties. At Hammersly Ledge, near Jump Off Joe, they are reported as hammering out $20 and $40 per day per man, with old historic hand-mortars. Mining strikes in this country lately have brought many mining men and capitalists from outside to look over the country and much outside capital will be at work developing promising properties soon.

Crushed Under a Train.

PORTLAND, Or., April 20.—The body of a man who was run over and killed by a Southern Pacific train at Union Depot yesterday morning has been identified as that of A. Beran of San Francisco. A. Kucera, who identified the remains, states that Beran formerly kept a shoe-store in San Francisco, where his wife and four children are now living. Beran belonged to a Bohemian Lodge, C. P. S., No. 93, San Francisco. He will be buried here. The verdict of the Coroner's jury was that Beran threw himself under the train with suicidal intent.

Not Yet Identified.

SAN RAFAEL, April 20.—Coroner Eden held an inquest to-day upon the remains of the man found drowned at Bolinas yesterday. Deceased was 5 feet 5 inches in height, wore no boots, light striped pants, canton flannel drawers, striped calico overshirt, brown checked coat and vest. Deceased appeared to be about 25 years of age and must have been in the water about four months.

Humbert's Silver Wedding.

ROME, April 20.—The German Emperor and his suite arrived here to-day to attend the celebration of the twenty-fifth anniversary of the marriage of King Humbert and Queen Margarita.

A Dairyman Drops Dead.

SAN RAFAEL, April 20.—Frank M. Ozza, a Swiss dairyman, dropped dead this morning at Olema. An inquest was held and a verdict of apoplexy rendered.

FOUND HER PRINCE

Ferdinand of Bulgaria Weds a Bourbon.

IN THE ARMS OF AUSTRIA.

A Royal Marriage That Is Believed to Be Distinctly Displeasing to the Czar.

Special to THE MORNING CALL.

FLORENCE, April 20.—The marriage between Prince Ferdinand, ruler of Bulgaria, and Prince Marie Louise, the eldest daughter of the Duke of Parma, took place to-day at the Villa Pianera, the ducal residence near Viareggo. The ceremony was marked with pomp and is of particular political moment because of the fact that it is believed in political circles to mark the breaking away of Bulgaria forever from Russian influence. In fact the betrothal of Prince Ferdinand to Princess Marie Louise caused great satisfaction in political circles in Austria. The second wife of the Duke of Parma, father of Prince Ferdinand's fiancee, is a sister of the Archduchess Marie Therese, who in the natural course of events will be Empress of Austria. This circumstance alone would account for the sympathetic interest which the event excited in Vienna. Moreover, the Duke of Parma has lived for several years past in Austria, principally on an estate near Wiener Neustadt, a few hours from the capital.

The Prince's marriage itself has been looked forward to by Russia with the utmost disfavor, and the fact that it will knit a close tie between him and the Austrian imperial family will hardly make it more acceptable. It was welcomed by all who desire to see Bulgaria prosper and peace consolidated in the Balkan Peninsula.

There is reason to believe that for some two years past the Bulgarian Government, wishing to see a dynasty founded, have been anxious that Prince Ferdinand should marry. The Prince, however, influenced no doubt by the sagacious counsel of his mother, Princess Clementine, would not make a hasty choice, nor enter into any union that could be considered as a mesalliance. The Bulgarians have been rewarded for their patience and the Prince for the judicious course he has pursued. The marriage that has been arranged promises to be a happy one, both for the Prince and his people.

Prince Ferdinand was born in 1861, and was elected in 1887 to succeed Prince Alexander of Battenberg, who had abdicated. Princess Marie Louise was born in 1870.

CAPTURED A TOWN.

Malcontents and Outlaws in Open Revolt.

EL PASO, Tex., April 20.—News has just been received by the Times from Chihualua, Mexico, which says: A fugitive from justice recently returned to his native mountains and stirred up a large force of ignorant malcontents, outlaws and religious fanatics, and arming them captured the town of Temaxachic, near Guerrero, an important mining town. Little resistance was offered, but three men were wounded and the town sacked.

Amalla, the bandit leader, then went southward toward Tomachica and had a skirmish with Santa Ana and 300 men, who surrendered and afterward joined him. The combined forces, under the leadership of Amalla, then marched on the town of Santa Tomas and captured it without resistance. The rebels then took the town of Guerrero, which was garrisoned with volunteer troops, who surrendered without fighting. At this point the Federal troops came up and the rebels fled to Santa Tomas, pursued by the troops. The Federal troops were surprised at the latter place, and in the battle that ensued 130 of them were killed or wounded.

The rebels suffered very little loss. The troops were completely routed. Several officers are among the number killed. A re-enforcement of Government troops arrived after the battle and will attempt to defend Guerrero. Great excitement prevails and further fighting is soon expected. Business is at a standstill.

Chihuahua advices to the Times to-night say that a pack-train of bullion from the Jesus Maria district was seized by rebels early in the week and every dollar confiscated. The value of the bullion is estimated at $40,000. Nothing has been learned since yesterday of actual hostilities in Eastern Chihuahua.

ENORMOUS LIABILITIES.

A Bank That Failed Through Withdrawal of Deposits.

LONDON, April 20.—The failure is announced of the Australian Joint Stock Bank, with liabilities amounting to $60,000,000. The deposits amount to nearly $55,000,000.

The bank was incorporated by act of Council in 1853. Its paid-up capital is stated as £704,394. The reserve fund this year was £500,000, and there was a further liability of shareholders of £860,926. The bank has 200 branches in Australia. The failure is due to the heavy withdrawal of deposits. News of the smash reached the city too late to affect the market.

INADEQUATE EVIDENCE.

Carter Makes a Strong Point Against England.

PARIS, April 20.—J. C. Carter, counsel for the United States, resumed his argument to-day before the Bering Sea court of arbitration. He contended that the report of the British Bering Sea Commissioners on the habits of seals was written with the object of defending the pelagic sealing and was therefore unreliable. It was founded almost entirely upon the utterances of natives and similar persons of inferior intelligence and ought to be rejected therefore by