The Morning Call.

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HURLED TO DEATH.

High Wind Wrecks the Louisville Bridge.

MANY WORKMEN KILLED.

Drowned Under Masses of Iron and Timber.

FELT THE STRUCTURE TREMBLE.

But the Crash Came Too Quickly to Permit of Their Escape.

LOUISVILLE, Dec. 15.—At a few minutes after 10 o'clock this morning the false work and that part of the middle span of the Louisville and Jeffersonville bridge already in place gave way, and with all the workmen upon it was precipitated 110 feet into the water below. There was but a moment's warning, and those who escaped going down with the mass of iron and timber started for the piers after the first trembling that indicated the giving way of the false work. The accident was a horrible one, and is the last of a long list of catastrophes which have marked the construction of the bridge.

The foreman, in beginning work, noticed during the night that the "traveler," which had been put in place last night, had been worked loose by the wind. An order to draw it back into place was given and the men and engines had started. The wind was high at the time, and the gentle sway of the false work gradually forced the "traveler" off the piles on which it was resting. When the end slipped the whole work trembled, and the men, realizing the danger, started for the piers.

As luck would have it the central bent was the first to give way, and the men on this bent went down to be covered by the mass of iron and timber of the other bents, which fell almost immediately, carrying with them the other workmen, who failed to reach the piers. The north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes after the other parts went down. As nearly as can be ascertained there were fifty-one men on the bridge when the alarm was given by the engineer in charge of the work, and of this number several succeeded in reaching the piers. Of those who went down some were covered by a mass of timber, from beneath which it will be days before their bodies are recovered.

The first crash, when the center bent gave way, was at 10:25 and it was then that the great number of fatalities occurred. A few minutes later the bent, on which there was but little of the bridge proper, gave way on the Indiana side. In this it is believed but one unknown man was killed. He was caught by a rope and dragged beneath the water.

The crash attracted the attention of those on shore and many turned away their eyes as they saw the men struggling in midair in their mad efforts to climb out of danger. When the mass of material struck the water all were concealed for an instant by the spray thrown high into the air, and as the water subsided here and there could be seen men struggling desperately to climb upon the timbers that thrust their ends above the surface. A few succeeded in clinging to the pieces in pieces in safety and were quickly rescued by boats put out from the shores. Others struggled desperately, but were carried off by the current to sink almost as rescue was at hand.

A few minutes after the accident the news was sent to all parts of the city.

Near the bridge lived the wives and children of many of the workmen, and these were soon on the river bank. Many were wild with grief and rushed frantically about wringing their hands and tearing their hair.

To whose door must be laid the responsibility for the disaster will never be known, probably. Doubtless it was only one of those unforseen accidents that occur in spite of all precautionary measures. General opinion ascribes the cause to the stiff wind that has been sweeping the river all day. It bore with great force on the ponderous framework, which necessarily became loosened from the constant strain and the swaying of heavy timbers. A great number of people, before the first span fell, could see the great "traveler," rising eighty feet above the piers, swaying and quivering in the wind in what appeared to be a most alarming manner to those on shore. The motion, however, was hardly noticeable to the workmen, and they had no idea of their deadly peril until the great mass of wood and iron began to sink and the awful cracking and crashing of timbers smote their ears.

George W. Brown, one of the foreman in charge of eight men, had a remarkable and thrilling experience. When the crash came the nine men made a dash for the Kentucky side of the bridge. Before they reached safety the span fell and the workmen were precipitated into the river. Brown displayed remarkable presence of mind. He held his breath during the fall and remembers going to the bottom of the river. All sorts of debris was piled above him, but he managed to crawl from under it. He is an expert swimmer, but discovered that his arm was broken in three places. He managed, however, to grasp a floating piece of timber with his right arm and floated down the river until rescued. He says that while he was clinging to the timber two men came up near him, and, after struggling an instant, sank out of sight. He saw several struggling men in the water who sank before help reached them.

James Trent, a painter, who resided in this city, was on the span twenty feet from the pier nearest the Kentucky shore, when he heard a peculiar crunching noise. He was with Ernest Miller, Robert Woolford, Charles Pope and a workman named Carter, and they ran for their lives toward the pier. All succeeded in reaching a safe foothold on the masonry when the span went down with a fearful crash. Trent and his companions slid down a rope to the river surface, when they were taken into a skiff. Trent asserts that the collapse was preceded by two distinct shocks, which gave the workmen warning, but too late to allow many to escape.

Harry Lee, a workman, jumped out from the bridge into the water, and when rescued was found to have escaped with a broken leg.

The East End Improvement Company has been acting as a limited agent in the construction of the bridge under the reorganization last March, when the property was disposed of to a syndicate controlled by three roads, generally believed to be the Big Four, Chesapeake and Ohio and B. and S. W. For the purpose of completing the bridge and providing suitable terminal facilities, a bond issue of $5,000,000 was authorized, $1,000,000 of which was to be held in reserve. This gave new life to the enterprise and the work of completing the structure has been going on ever since. The span that gave way was the last but one needed to complete the bridge.

The accident was seen by the lookout on duty at the life-saving station and two boats were at once manned and rowed as quickly as possible to the rescue. Before they got there, however, many boats were at work. The lifesavers found themselves unable to do much, as they could not get to where the victims were imprisoned. Shortly after they arrived the trestlework attached to the north pier of the fatal span fell, carrying one man down with it. The lifesavers rescued him and took him to the shore.

That the structure was otherwise than safe never occurred to either the engineers in charge of the work or the workmen. Every precaution had been employed to insure the stability of the framework, and the only thing lacking was the failure to take into consideration the action of the wind. To the great "traveler" alluded to is directly attributable the falling of the span. The constant action of the wind bore it from its resting place on the last pier but one on the Jeffersonville side. The displacement was discovered, and the work of putting it back in place was begun, but too late. The center of the great span began to sink before the work was accomplished, for the wind had done its work, and the heavy engines near the pier went crashing down to the water, carrying with them the mass of humanity mixed in horrible confusion with timbers and iron. The partial span, the last one, did not fall until twenty minutes after the first had gone down, but it was the direct result of the falling of the first. The great strain occasioned by the sundering and rending of the bridge naturally communicated itself to the unfinished span, and it took its plunge like the first into the water, and, being mostly framework, did not sink, but floated slowly down the river. There were said to have been four men on it when it fell, and one was undoubtedly killed. The small traveler on this span floated down several hundred yards and there grounded, its heavy timbers, splintered like matches, showing the terrific force of the fall. Iron girders weighing many tons were twisted like one might twist a piece of wire into every conceivable shape and lay with the timbers and huge pieces of iron and lumber in an inextricable mass. The span would have been completed this afternoon, and after the traveler had been fastened to the pier there would have been no danger of the wind or current breaking it down.

A piledriver was sent to the scene this afternoon and the work of clearing away the wreckage and searching for the dead under the debris at once commenced.

Those known to be dead are as follows:
L. G. Carlock of Buffalo.
John Courtney.
F. Burns.
C. Murphy.
C. W. Cook.

Those missing and probably dead:
C. F. Holderer.
A. Sodden.
J. Cregan.
M. Solan.
Frank Simmons of Jeffersonville.
G. H. Hinkle of Dauphin, Pa.
J. Holden.
J. L. Wilson.
Pat Kelly.
J. T. Owens.
F. Sheridan.
J. Allen.
P. F. Moore.
George Lilly.
R. L. Derfling of Virginia.
H. Pliss.

The injured are:
J. Myers of Lexington, Ky., left leg badly fractured.
Harry Lee of New Albany, slightly injured.
H. D. Pugh.
E. Hildebrand, three ribs fractured and internally injured. Will probably die.
G. W. Brown of Irvington, Ky., arm broken in three places.
G. Tharp of Oswego, N. Y., ankle badly sprained.
G. E. Sheehan of Greenup, Ky., flesh wound.
A. T. Hall of East Tennessee, badly bruised.
S. Parks of Scotland, three ribs broken and a sprained ankle.
T. Galloway of South Pittsburg, Pa., a fractured leg.
E. Sheriff of Chicago, fatally injured.
E. Hobin, fatally injured.
W. A. Sharpe of Louisville, left arm broken and hurt internally.

The third span of the bridge collapsed at 8:20 to-night, but, so far as known, no one was injured. This will be an additional loss of about $75,000 to the bridge company. This span had been completed, but the collapse of the fourth span to-day is supposed to have loosened and displaced it.

The history of the Louisville and Jeffersonville Bridge Company is a series of disasters, financial and otherwise. The bridge was originally projected in 1879, and failure overtook it in its very incipiency. In 1888 it was revived under a new charter and ground was broke in 1889. Two caisson accidents took place during the building of the piers. The first was caused by the cupidity of a sub-contractor, who engaged himself as an expert when he was without experience. The air escaped from the caisson and the water rushed in, drowning fourteen men. The second caisson accident resulted from the foolhardiness of a foreman in the management of the structure, and caused the death of seven men. To-day's was the third big accident in a chain of several minor ones that occurred between times.

The enterprise was overtaken by very serious financial disaster early in its career as a result of the Baring failure in 1890, which by reason of its depressing effect in money centers prevented the floating of $1,000,000 in bonds, arrangements for which had all but been consummated. This reverse was a blow from which the enterprise never recovered in the hands of its originators and promoters. Jacob E. Kreiger, the leading spirit in it, broke himself and the Masonic Bank of this city in furthering the project, and finally the bank went into an untimely grave under a load of ills resulting from the multiplied disasters caused by the bridge. Then the enterprise languished, and at one time it looked like those who had projected it would reap nothing but loss. However, in March last they succeeded in disposing of the property to a syndicate under terms considered very advantageous. It is estimated by engineers of the Phœnix Bridge Company that the loss on the bridge will be at least $100,000 from to-day's disaster.

ARRANGING THE DIVORCE.

The Gulf System Will Be Cut Off From the Union Pacific.

OMAHA, Dec. 15.—At a conference to-day between Receiver Trumbull of the Union Pacific, Denver and Gulf and Receiver Anderson and General Manager Dickinson of the Union Pacific the Union Pacific was granted the use of the tracks between Galesburg and La Salle and the cutoff between Omaha and Denver, and the Gulf secured a lease of the Union Pacific depot at Cheyenne. The question of the ownership of the shops at Denver is under discussion.

BOSTON, Dec. 15.—The October statement of the Union Pacific Railway shows a gross decrease of $1,066,735; net decrease, $555,116; net decrease for the ten months, $3,956,947.

THROUGH A BRIDGE.

A Bad Wreck on the New York and Pennsylvania Road.

DUNKIRK, N. Y., Dec. 15.—About 7 o'clock to-night a bad wreck occurred on the New York and Pennsylvania near here, resulting in eight deaths and many injuries. A trestle weakened by rains gave way, precipitating the baggage car and the smoker into the stream. The following is a list of the dead: Oscar Porter of Brockton, Mrs. Porter, his mother, of Brockton; George Ryman of Fredonia; Mrs. Stockholm of Dunkirk; William McKane, Baggagemaster, of Buffalo; Harry Hodge, conductor, and two unidentified passengers.

NEW SILVER PARTY.

Most Likely to Result From the Washington Conference.

How Senator Jones and Grand Master Sovereign Found Common Ground at Last.

WASHINGTON, Dec. 15.—A conference of leading silver men in the country to devise ways of continuing the fight for free silver opened to-day. Among those present were Generals Weaver and Field of Iowa, Stewart of Nevada, Kolb of Alabama and Moreton Frewen, British authority on bimetalism. Grand Master Workman Sovereign was also present. About fifty in all were present, representing the bone and sinew of the silver movement. The conference was held behind closed doors. The possibility of a new political party, with free silver coinage as the sole plank in its platform, was among the developments of the day's secret session of the silver leaders. The day was devoted to expressions of opinion from representatives of different States. They were uniformly to the effect that the working people and farmers were dissatisfied with the course of Congress in repealing the purchase clause of the Sherman act.

Senators Jones and Stewart, Master Workman Sovereign of the Knights of Labor and National Lecturer Whitehead of the grange were among the speakers in the afternoon. During the address of Senator Jones an interesting colloquy occurred between him and Master Workman Sovereign. The latter suggested that when the labor ranks had assisted toward securing free silver there should be reciprocity by which the silver leaders would assist in securing labor reforms. Jones contended all labor questions were merged in the money question, and that its solution would settle them all. Sovereign and the Senator at last met on common ground in agreeing that the silver question be made the paramount issue of all labor and industrial organizations.

Frequent references were made during the speeches to-day to the necessity of organizing a silver party, made up of elements gathered under the standards of the Populists, National Grange, Knights of Labor, Farmers' Alliance, etc. The tendency of the conference was toward this new organization, and the probability is that the first effort of the united forces will be exerted to carry the Congressional elections next fall. It is as yet undecided whether this will be done by the nominating of independent silver candidates for Congress or indorsing such candidates of the old parties as have shown by their records that they favor silver. It is the belief of those attending the conference that a national silver ticket will be put in the field as a result of the present meeting and of the victories it is hoped to achieve in the Congressional election. Senator Jones said at the close of the day's conference that a new national party was among the strong probabilities as a result of the meeting.

REGULAR PAY DAY.

New Mexican Miners Want Their Pay on Time.

LOS CERRELLOS, N. M., Dec. 15.—The miners of the White Ash Anthracite and Waldo mines in mass-meeting resolved to make a demand upon the Atchison, Topeka and Santa Fe Railroad Company for their November pay on the 23d inst., and prompt pay on the Saturday nearest the 17th of each month. If the demand is not complied with all the coal-miners in this district will quit work in a body on that date.

COUGHLIN'S TRIAL.

The Court Shows a Desire to Get All the Facts.

CHICAGO, Dec. 15.—The connection of the mysterious "J. B. Simonds," who rented the flat on Clark street, with the Cronin murder was the subject of investigation by the prosecution at the Coughlin trial to-day. The defense moved that the entire Simonds story be excluded, as Simonds had never been indicted, but the court allowed the testimony showing the ransaction s in renting and fitting up the flat.

Ordered His Removal.

WASHINGTON, Dec. 15.—The Secretary of the Interior has ordered the removal of John C. Carlin, Register of the General Land Office at Prescott, Ariz.

NOT THEN READY.

Why De Gama Delayed His Revolt.

NOW FOR A BIG BATTLE.

Rio Once More Under a Heavy Fire.

MANY ARE REPORTED KILLED.

American Interests in Danger Because Picking and Thompson Do Not Agree Well.

NEW YORK, Dec. 15.—The Herald's Montivideo special says: The Herald's correspondent in Rio de Janeiro sends word that on December 9 notice was issued by all the resident consuls, warning merchant vessels in the harbor to move their anchorages from the vicinity of Cobras and Euchadas islands, as the Government intended to take them by an expedition from the mainland, under cover of fire from the shore batteries. Tons of sand bags and also steel plates were being put in position to defend the landing near the marine arsenal, at Mariaha, while quick-firing guns were being turned upon Cobras Islands, though the Geneva flag still flew from the hospital there. Guns had also been planted upon Santa Theresa and other hills which overlook Cobras Island which is held by the officers of Admiral Saldanha de Gama with a force of 600 men. The Gusnabara had been moved into the vicinity of the island, also.

The British Minister in Rio had informed all persons of his own nationality in Rio that in his opinion it was dangerous for them to remain in the city, and had ordered all British merchantships in the harbor to be towed higher up the bay. The excitement in Rio in view of these preparations for bombardment was intense.

In the abortive attempt made by Peixoto's men to capture Fort Villegaignon, formerly reported, about twenty men were killed.

Minister of the Interior Lobo has resigned his position in Peixoto's Cabinet.

The Italian steamer Napoli has just been reported a total wreck near Victoria, a maritime town of Brazil and the capital of the province of Esperito Santo. The Dogall has gone to the aid of her crew, none of whom were reported lost.

It has been learned by the Herald correspondent in Rio that a few days previous to the outbreak of the revolution, at a meeting of naval officers, Admiral Saldanha de Gama, protested against a revolt just then, urging that the time was not opportune. He advised them to wait till March next, when Peixoto would want to be elected President again. Then he said would be the proper time to take decisive steps to cut short his power.

Several other prominent officers who were present agreed with him and also said that the republic ought to have a civilian, not a military President. But their views were overruled by the majority and De Gama then declared emphatically that he would not openly espouse Mello' cause.

Americans in Rio are indignant at the insulting comments which have been sent to New York by certain newspaper correspondents upon the conduct of United States Minister Thompson and Consul-General Townes.

Both gentlemen are regarded in Rio as using their utmost endeavors to protect the interests of American residents there. British merchants in Rio had cabled news to London of the stoppage of commercial affairs, and several American sea captains saw Captain Picking, and to them he said he would protect the lighters plying between their ships and the shore, but he said it would not be possible to protect vessels which insisted upon tying up to the wharves of the city. He advised them therefore not to do this.

There is not that amount of co-operation between Captain Picking on the one hand and Minister Thompson and Consul-General Townes on the other which American residents here would like to see under the circumstances.

The World's special from Buenos Ayres says: Terrific bombarding is reported in the harbor of Rio de Janeiro to-day. Many persons were killed.

BUENOS AYRES, Dec. 15.—It is stated that the rebel warships now completely blockade Rio and Santos. A number of failures of merchants in Sao Paulo have occurred.

AT PERNAMBUCO.

Peixoto's Fleet Gradually Gathering in Brazilian Waters.

NEW YORK, Dec. 15.—Information has been received here that the Nictheroy has arrived at Pernambuco, Brazil, and will await there the arrival of the America. The America will leave Fort de France, Martinique, either to-night or to-morrow.

The Santuit, with the Pirate in tow, has probably arrived by this time at St. Thomas, but a cold and unprofitable system of obtaining news now pertains at the office of Charles R. Flint & Co., and it is not certain where she is. As a matter of fact Flint, having fitted out the new cruisers for the Brazilian navy, has washed his hands of the whole affair, and all dispatches from "warbound" ships come to Salvator de Mendonca, the Brazilian Minister at Washington.

It was said to-day by a well-known Brazilian in this city, whose sympathies are entirely with De Gama, that the statement of the Brazilian Minister at Washington that Mello did not desire to restore the house of Braganza to the throne of Brazil appeared singular, in the face of the manifesto of Admiral de Gama, in which he says in effect that it is time to right the wrongs that were perpetrated on Dom Pedro II at the time of the military revolt which overthrew him. One of the strongest partisans of the exiled house of Braganza is Baron Pinada, who is now living in Paris, and who was for many years Brazilian Minister at the court of St. James.

The Baron's son, Carlo Pinada, was for for a long time an officer on the Riachuelo, and, it is said, that it is the influence of Carlo Pinada which has kept the Riachuelo in Toulon so many months repairing her machinery. It is a fact, however, that the Benjamin Constant, which was at Toulon with the Riachuelo, has left that port and is somewhere on the high seas, if she has not put into a harbor of the Azores, with which there is no cable communication. The Benjamin Constant is expected to be in Pernambuco within a few days and to meet there the fleet sent down from the north.

PRINCESS COLONNA'S SUIT.

The Prince Wants to Carry it Into an Italian Court.

PARIS, Dec. 15.—The first hearing of the suit for legal separation by the Princess Colonna (daughter of Mrs. John W. Mackay) against her husband took place yesterday before the Civil Tribunal. Maitre Desjardin, the Prince's advocate, pleaded that the court had no jurisdiction, on the ground that the Prince was an Italian, and that he retained his domicile at Naples, in spite of the fact that he habitually resided in Paris. The case was adjourned for a fortnight in order that arguments for and against jurisdiction may be drawn up and passed upon.

PASSED THE TREATIES.

Herbert Bismarck Was Guyed in the Reichstag.

BERLIN, Dec. 15.—The Reichstag to-day adopted the Spanish, Roumanian and Servian treaties of commerce and defeated the motion of Herr Janitz that they should remain in operation for one year only. Count Herbert Bismarck's speech advising the dissolution of Parliament and an appeal to the voters was received with cheers and hisses. Herr Richter called him the "weakling of the Bismarck dynasty" and Pascher dubbed him "Don Quixote." The Reichstag adjourned to January 9.

SEVERELY PUNISHED.

Germany Will Show No Mercy to Spies of France.

LEIPSIC, Dec. 15.—At the trial of Degong and Delgay, alleged French spies, the prisoners to-day confessed that they intended to forward the results of their sketches of German fortifications to the French Government. The Public Prosecutor said that in view of the present extensive espionage on the part of French officers, which rendered the large sum of money spent upon German defense useless, he must ask for a sentence of four and five years, respectively, and this was the penalty imposed.

NO MERCY FOR REDS.

All the Patience of France Has Been Destroyed.

While Spain Will Ship Hers Probably to Form a New Penal Settlement.

PARIS, Dec. 15.—The Chamber of Deputies to-day adopted the explosives bill and the associations bill, both anti-anarchist measures, by sweeping majorities. Avez, socialist deputy, protested against what he called "throttling discussion," and other socialist deputies denounced the alleged indecent haste with which the measures were pushed through. Flandin defended the projects as being a new defense for menaced society, and Goblet proposed to send the associations bill to the committee, but this was rejected by a vote of 406 to 132, and the bill was adopted—464 to 39.

Liberte states that Vaillant has confessed that he was given 100 francs by a well-to-do anarchist in order to make a big coup. He is quoted as adding that he used this money in the purchase of explosives, with which he made a bomb, and concealed the latter in his flannel waist belt. Still, according to Liberte, Vaillant intended to harangue the Deputies after the explosion, but was choked with smoke.

BARCELONA, Dec. 15.—The anarchist, Joseph Codina, arrested and brought here from Perpignan on the day following the dynamite bomb outrage in the Liceo Theater, is now definitely stated to be the author of that disaster. In all 143 anarchists are imprisoned here. A number will be transported on the cruiser Navarre. The captain has sealed orders regarding his destination.

LONDON, Dec. 15.—A bomb loaded with powder and shot and with a lighted match attached was found in a church at Uelzen, Hanover.

DRAIN THE CANAL.

A Matter in Which Oakland is Vitally Interested.

WASHINGTON, Dec. 15.—Congressman Hilborn will appear before the River and Harbor Committee of the House in a few days and urge an appropriation for cutting a waterway from San Antonio Bay to the uncompleted Oakland tidal canal in order that the tides may wash away the stagnant water now lying there and which is said to be a detriment to the health of the city. Colonel Mendel, who was detailed to make an examination and report to the War Department, says that the water in the uncompleted canal may be deleterious to health and that a cut from San Antonio Bay to drain it can be made as wide as the canal itself for $50,000 and one fifty feet in width will cost about $12,000.

GOING INTO TRAINING.

Corbett Can Get Into Perfect Condition in Two Weeks.

JACKSON, Dec. 15.—The Corbett party left for Mayport this afternoon to go into training. John Donaldson says Corbett can get into perfect condition in two weeks. Mitchell will arrive here next Monday.

NEW ORLEANS, Dec. 15.—The jury in the case of the State vs. the Olympic Club has returned a verdict in favor of defendants, thus in effect legalizing glove contests.

ITALY'S CABINET.

Premier Crispi Has It Completed at Last.

ROME, Dec. 15.—The official list of the new Ministry is as follows: Crispi, Premier and Minister of the Interior; Baron Blank, Foreign Affairs; Sonning, Finance and Treasury ad interim; Saracco, Public Works; Calenda, Justice; General Mocceni, War; Admiral Morrin, Marine; Baccelli, Education; Roselli, Husbandry; Ferraris, Posts and Telegraphs.

ECLIPSE CHAMPAGNE now being delivered is of fine vintage. Present cuvee excelling all others. Equal to any; superior to many.

OLYMPIA'S SPEED.

It Went Far Above the Requirement,

BUT BELOW EXPECTATIONS.

Nearly Twenty-Two Knots the Official Record.

THIS SUBJECT TO CORRECTION.

The Run Over the Course of Eighty-Six Knots Made in Less Than Four Hours.

SANTA BARBARA, Dec. 15.—The new cruiser Olympia, on trial test in the channel to-day, did not equal the expectation of the builders, but still far exceeded the requirements, and established a record for the eighty-six knot course of about 21.67. Much to the surprise of every one the day was nearly perfect. The heavy wind of last night left no bad effects, at least at this end of the course. The ocean was like a big mill-pond, only ruffled by the big cruiser herself as she sped through the water, sending the spray over the bow till the deck was dripping.

From Goleta to Point Concepcion quite a swell was running, but not enough to retard headway to any extent. The reason why the cruiser did not equal her previous record seems to be an unexplained mystery. The machinery worked perfectly. There was not the slightest break. The time of 21.67 is liable to correction on account of currents, which may result in the Olympia's favor. A draft of four inches greater than the requirements also will be counted in the final calculations, which will not be made for several days. The maximum speed estimated was 22.05.

The Olympia left her anchorage at 6:38 o'clock this morning and took a run of about two hours before starting on the test which was to tell whether she would be accepted as a United States cruiser. It was at 8:51 o'clock that she crossed the line of Summerland Beacon and the great trial began. From the beginning the engines were under full steam and Chief Engineer Morris says that the escape-valve was blowing from start to finish. She maintained nearly the same speed from one end of the course to the other, the cruiser making no notable spurts, being pressed over the whole course. The highest speed which she reached was 22.05. In one minute less than two hours the Olympia passed the stakeboat McArthur, marking 43 knots and the end of the first half. Running some two miles above she made the turn in exactly twenty minutes, while under full speed, and came back on the course at 11:10 o'clock. On the return what little wind there was favored the cruiser, but just the same time was consumed as on the run to Point Concepcion. At 1:9:30 the Olympia finished her trip.

Before returning to the harbor the cruiser put out to sea for the execution of maneuvers to test the stearing gear.

With the rudder put hard about, one engine was reversed, while the other was going ahead at full steam. The big boat was thrown about in wonderfully quick time, the engines and machinery standing the strain well. This test resulted satisfactorily to both the trial board and Mr. Scott, but will probably be repeated on the way to San Francisco.

On board the cruiser it was plain that there was disappointment. Many firemen stood around the bow discussing the result and the reasons why the expected 22.5 was not reached. Members of the trial board would say little, but all interviewed expressed the opinion that the Olympia was a fine boat, and that for a cruiser of the 20-knot class she had done remarkably well in exceeding the requirements by even one and a half knots. Mr. Scott said that he was entirely satisfied with the showing and seemed to think that the record would not be so far under 22 when the exact figures were known. This, he says, will not be calculated for several days. On four of the stakeboats there were Government officials to make a record of current and tidal movements, which may cause a deduction, but more likely an addition to the 21.67 record.

When the cruiser returned to anchorage no calculations had been made, and only an aggregate could be obtained from the trial board. Lieutenant Pond, the secretary of the Government board, said that the only figures that could be given out were averages made from the lapse of time between beacons. No other calculations could be made until the result of the current observations were received, which meant after the return to San Francisco. Of the working of the machinery no fault can be found. Engineer Morris says it "worked like a charm," which expresses his entire approval of the working of the cruiser under decks.

Lieutenant Pond gives as the time consumed on the trip 3.59, exclusive of the twenty minutes on the turn, which is not counted. She finished the first half in 1 hour and 57 minutes, and the return in 2 hours and 2 minutes, which gives the average for the whole eighty-six knots a very little more than 21.5. According to his figures the Olympia by no means failed, and greatly exceeded the contract requirements as far as speed is concerned. The builders expected too much of the twin-screw cruiser of her class when they said that they hoped to get over twenty-two knots.

The course over which the Olympia went to-day lies from what has been termed Summerland Beacon, about five miles east of Santa Barbara, to Cojo anchorage, two miles east of Point Concepcion. The land to the south offered a protection from the rough seas and the channel is one of the smoothest roadsteads on the American coast. In fact naval officers have been heard to say that there is no other course where contractors are so favored. The course is forty-three knots in length and the cruiser was to go over this and return. The contract required that she should speed eighty knots in four hours. On the trip to-day the Olympia went over the entire eighty-six-knot course in one minute less than four hours.

The Olympia left shortly before 6 o'clock for San Francisco and will arrive there some time to-morrow.

Mrs. Porter's Funeral.

WASHINGTON, Dec. 14.—The funeral of Mrs. Porter, wife of the late Admiral Porter, took place to-day. The interment was by the side of her husband at Arlington, and the pallbearers were Senator Chandler, Representative Boutelle, Admirals Jouett, Almy, Upshur and Stevens, Commodores Walker and Ramsay and Major Nicholson of the marine corps.

BOUGHT BY NEW YORKERS.

The Sale of the Oregon Pacific Will Cause Additional Litigation.

CORVALLIS, Or., Dec. 15.—At the sale of the Oregon Pacific Railroad to-day, following the reading of the decree by the Sheriff, the attorney of William Altschul served a notice to intending bidders that the title to the military grant of 800,000 acres of land to the Willamette Valley and Cascade Wagon Road Company and the property of the Decheuts Bridge Company were involved in litigation in the United States court, and that a title to the same would not follow the purchase.

T. Egenton Hoggs, an attorney, gave notice that the $25,000 deposited on the purchase of the road by Zephin Job at the sale that had been confirmed a year ago had not been returned, and that said sale had never been abrogated, and that he claimed it under that sale.

The Giant Powder Company's attorney gave notice that it claimed fifteen miles of the road east of Gatesville on a debt of $8000 and interest.

Messrs. Hughes and Clarke, the attorneys who bid in the road property for $200,000, authorized the following statement: "The purchase of the Oregon Pacific has been made by the united action of responsible parties interested in the development of the property. It is expected that the road will soon be put on a sound basis and operated so as to benefit communities contiguous to the road as well as its owners."

The parties in whose name the purchase was made are: J. J. Belden, Hehry Martin, F. V. Pendleton, S. S. Hollingsworth, Joseph Wharton and James A. Blair of New York.

HE MADE A BIG HAUL.

Arrest of a Negro Carrying a Lot of Rich Booty.

Says He Was Compelled to Burglarize a Residence in San Francisco.

CHICAGO, Dec. 15.—Five thousand dollars' worth of jewelry and diamond rings were found in the possession of a colored boy arrested here this morning. He said his name was Frank Easton and confessed to a successful burglary committed in San Francisco a few weeks ago. The detectives saw Easton standing in front of a pawnshop and acting in a peculiar manner. The officers took him to the station and found diamonds and watches a millionaire might be proud of.

Easton made a full confession of how he came into possession of the valuables. He said: "About three weeks ago I met another colored man in San Francisco. The latter planned a burglary and a man's house on Sutter street was selected. I did not care to take part in the burglary, but was threatened with death unless I did so. On the night of the burglary I attempted to back out, but my accomplice made me get through a window at the point of a revolver. Once inside the house I ransacked almost every room in it. I got through the window to escape, but my accomplice was nowhere to be found. Having the jewelry and precious stones in my possession I immediately left San Francisco, coming direct to Chicago."

An expert jeweler and diamond-dealer pronounced the property worth at least $5000. One ring with four diamonds in it alone was worth $1000. Among other valuables taken from Easton was a lady's gold watch and chain valued at $250, three opals worth $300 each, two diamond studs worth $300 each, a pair of cuff-buttons (made of $5 gold pieces), two gold nuggets weighing ten and a half ounces each, a pair of moonstone earrings, a pair of pearl studs, a plain gold-band ring and four solid-gold chains. Twenty other pieces of jewelry and valuable stones were found on him, all of which Easton said he got from a residence in San Francisco. The authorities of San Francisco have been notified of Easton's arrest.

A Bank Wants Time.

GENOA, Dec. 15.—The Banca Populaire has applied for an extension of time.

DREADFUL PSORIASIS

Covering Entire Body with White Scales. Suffering Fearful. Cured by Cuticura.

My disease (psoriasis) first broke out on my left cheek, spreading across my nose, and almost covering my face. It ran into my eyes, and the physician was afraid I would lose my eyesight altogether. It spread all over my head, and my hair all fell out, until I was entirely bald-headed; it then broke out on my arms and shoulders, until my arms were just one sore. It covered my entire body, my face, head, and shoulders being the worst. The white scabs fell constantly from my head, shoulders, and arms; the skin would thicken and be red and very itchy, and would crack and bleed if scratched. After spending many hundreds of dollars, I was pronounced incurable. I heard of the CUTICURA REMEDIES, and after using two bottles CUTICURA RESOLVENT, I could see a change; and after I had taken four bottles, I was almost cured; and when I had used six bottles of CUTICURA RESOLVENT, one box of CUTICURA, and one cake of CUTICURA SOAP, I was cured of the dreadful disease from which I had suffered for five years. I cannot express with a pen what I suffered before using the REMEDIES. They saved my life, and I feel it my duty to recommend them. My hair is restored as good as ever, and so is my eyesight.

MRS. ROSA KELLY, Rockwell City, Iowa.

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Everything about these wonderful skin cures, blood purifiers and humor remedies, inspires confidence. They afford instant relief and speedy cure of the most torturing and disfiguring of itching, burning, scaly, skin and scalp diseases. They cleanse the blood and skin of every eruption, impurity and disease, and constitute the most effective treatment of modern times.

Sold throughout the world. Price, CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, $1. POTTER DRUG AND CHEM. CORP., Sole Proprietors, Boston.

"How to Cure Skin Diseases," mailed free.

PIMPLES, blackheads, red and oily skin prevented and cured by CUTICURA SOAP.

IT STOPS THE PAIN.

Backache, kidney pains, weakness, rheumatism, and muscular pains relieved in one minute by the Cuticura Anti-Pain Plaster. 25c.