

## SUES FOR PEACE.

### China Said to Be Tired of War.

### READY TO GIVE UP KOREA.

### She Will Also Pay Japan an Indemnity.

### SMALL FORCE AT PING YANG.

### Said to Have Repulsed the Japanese Until General Tso Was Killed.

SHANGHAI, Oct. 12.—A rumor is current here that the Chinese Government has commenced negotiations with Japan for peace. China, it is said, has offered to acknowledge the independence of Korea and to pay a war indemnity to Japan.

LONDON, Oct. 12.—The Times will tomorrow publish a dispatch from Shanghai stating that reports from Moukden confirm the statement that only 4000 Chinese troops, commanded by General Tso, were

went would not be terminated except on at least three months' notice. The official notice was made a part of the commercial arrangement and the President's proclamation. Notwithstanding this provision the new tariff law abrogates all reciprocity treaties, except that with Hawaii, without notice.

### HE WANTS MORE PROFIT.

But Huntington Says There Will Be No Railroad Trust.

WASHINGTON, Oct. 12.—C. P. Huntington, when questioned to-day regarding the dispatch from Chicago stating that a movement is on foot to combine all the railroads in the country running east and west in a trust, said: "The question is asked whether or not a railroad trust is being formed to operate the roads west of the Mississippi, and I say no. There seems to be a necessity of cheapening in some way the cost of transportation. One of the large items is the multiplicity of agents of each company looking after each separate interest. Therefore, it is proposed to have one office for all the companies, each company doing its own business and getting all the money it receives. It is very difficult to advance rates, so the next thing is to see if there is not some way by which we can economize so as to get more net out of the gross than we are now receiving."

### STEAMER OVERDUE.

### One of the North German Liners to Boston Three Days Late.

BOSTON, Oct. 12.—The North German

## MORTON WILL WIN

### But It Is to Be a Hot Fight.

### NOT A LANDSLIDE YEAR.

### Expert Opinion Upon the New York Campaign.

### DAVE HILL A SHREWD MANAGER.

### Still This Time He Has Taken a Contract Which Is Much Too Large.

WASHINGTON, Oct. 12.—Representative Morton of Ohio, who was with Governor McKinley on his trip to the East and is watching the general political situation with a great deal of interest, has been paying considerable attention to affairs in New York.

"I don't think," he said, "that there is going to be a Republican landslide in the Empire State, but I believe Morton will be elected. It is going to be a very hard fight and Hill is a skillful and powerful

employ at Rinecliff. His duties are confined to services rendered to my family. I regard him as a household servant and as one falling within the exception of law. I considered my action as strictly within the statute and believed then, as I do now, that he has been regarded as a family servant. If Howard has made any statement, which I doubt, the effect that suggested that he should assume to have been in service twelve months he is mistaken, no word having passed between him and me on the subject. This publication conveys the first intimation I have had that any such exception as is claimed is contained in the statute.

Howard was taken to Ellis Island this afternoon. He is a married man, although not confined, and is under close surveillance. It is expected an effort will be made to have his case brought into court. Otherwise he will be sent back to England on the Paris next Wednesday.

### ANGRY AT TAMMANY.

### The State Democracy to Put Up Candidates for Congress.

NEW YORK, Oct. 12.—Now that Tammany Hall has nominated its candidates without consulting the State Democracy the members of the latter organization say they will go right on with their own nominations for Congress. They say as well that they will nominate Assemblymen and Aldermen if Tammany persists in ignoring them. The State Democrats are particularly sore over the turning down of Congressman Warner in the Thirtieth District, and they now threaten to run him independently.

Colonel Robert G. Raymond said to-day that the State Democracy had gone more than half way with overtures to Tammany. He was one of the conference committee which waited to approach the Tammanites, but did not get the opportunity of doing so.

The executive committee of the State Democracy met in Cooper Union this afternoon. After a session of two hours ex-Mayor Grace announced that the organization would place candidates in the field for Congress, Assemblymen and Aldermen. The selection of nominees will be left to each district. Mr. Grace said that the State Democracy would support a Republican candidate for Alderman in any district where they could get in return their support for their Assemblymen. They would also unite with Tammany Hall in the state general, but in the Congressional elections they would be no fusion. Although no full slate was made up at the meeting Mr. Grace admitted that the names of Congressman Warner, Dunphy and Campbell would be recommended by the executive committee.

The adjourned county convention of the Republican county convention was held to-night for the purpose of nominating a special ticket. The selections of the committee of seventy were unanimously ratified. Resolutions were adopted condemning David B. Hill, whose election "would signify that the people of this State have abandoned present virtue and would fasten on his party a degrading leadership which would stand out forever as disgraceful in the annals of the State."

The Good Government club held a convention in Hardman Hall to-night and nominated Colonel William L. Strong for Mayor, John G. Goff for Recorder and Henry L. Beckman for Judge of the Superior Court. John Jendiman, president of the Board of Aldermen and the nominees put forth by the committee of seventy.

### HILL ON HIS CANVASS.

### Glad That the County Democracy Has Not Forsaken Him.

BINGHAMTON, Oct. 12.—Senator Hill made his second attack upon the Republican party here to-night before an audience fully as enthusiastic, even if not quite as large, as that at Syracuse last night. The Senator stepped to the front of the platform and in a clear, decided manner, before a diffident crowd, he made a statement of his position in regard to the inter-party affairs, especially in the rural districts of the State. They seem to realize more keenly than do some of our party friends in New York and Brooklyn the absolute necessity of party unity in the present emergency, involving, as it does, the very existence of the Democratic party itself. The Senator said that a Republican victory in New York will strengthen the forces of protection everywhere and greatly imperil all that has been gained and accomplished during the past two years for the cause of tariff reform."

### HEALTH OF THE CZAR.

### Much Worse Than Has Been Reported.

One of His Chief Anxieties Is About the Marriage of the Czarowitz.

BERLIN, Oct. 12.—It is semi-officially stated that the condition of the Czar is very serious, in spite of statements to the contrary.

St. Petersburg, Oct. 12.—It is now stated that the heir-apparent to the throne of Russia will accompany the Czar to Livadia to Corfu and the Czarowitz will return to Darmstadt, whence he will proceed on his way to Russia with his fiancée, Princess Alix of Hesse, and the Grand Duke and Grand Duchess Sergius, his brother-in-law and sister. It is added the wedding will probably take place in the beginning of November, the supposition being that the ceremony is hastened on account of pressure brought to bear upon the Czar by his father, who is desirous, in view of his approaching death, of having the marriage take place as soon as possible.

It is officially announced here that dispatches from Livadia say the Czar yesterday visited Nassau.

### Talked to the Republicans.

SAN LUIS OBISPO, Oct. 12.—The Republicans of San Luis Obispo County gathered in force this evening at Arroyo Grande, where the agricultural fair is now being held, to listen to an address by Hon. A. B. Hunt of San Francisco. Mr. Hunt spoke to a large open-air audience, and his ideas upon the questions of the day were expressed in a logical and eloquent manner.

## FAR OUT AT SEA

### Sails the Stanch Lord Eldon.

### NOR CREW NOR CAPTAIN

### On Board to Mark the Vessel's Course.

### SHE RAN AWAY IN A GALE.

### And Vanished in the Night Mists Shutting Down Upon the Wild Atlantic Ocean.

HALIFAX, N. S., Oct. 12.—With all sails set and with a full cargo, but with not a soul on board, a schooner ran away to sea during the severe storm which has been raging along the coast for the past two days, eluded pursuit by another vessel all day and disappeared in the gloom at nightfall, still plowing an independent course, under full headway, without any guiding hand at the tiller or any human agency to control her movements.

Somewhere out on the Atlantic the truant vessel is probably sailing on merrily yet, with all her canvas spread, a rich prize for the lucky skipper who may overhaul her, and the promising subject for the fanciful pen of some future Clark Russell. The runaway is the schooner Lord Eldon, whose commanding officer, before she took to navigating on her own account, was Captain Harley. He started from here for Guysborough on the vessel with a full crew. When the Lord Eldon was off Canso Tuesday a strong gale was blowing and a nasty sea surging. The Canso neighborhood is a dangerous one for sailing craft under even most favorable conditions, hidden rocks abounding. On one of these the Eldon was driven. The weather was thickening every minute and the vessel had fast upon the rock, as it seemed. Captain Harley deemed it prudent to seek a place of greater safety for himself and crew, and they put off hurriedly, leaving the Lord Eldon with all sails set. Not long after their departure the wind shifted, and, under the freshening breeze, the vessel was twisted off her resting place. She evidently had not, as her captain had feared, received serious damage below the water line. She at once turned her back eastward and began to slash along at a racing gait.

The schooner Diamond gave chase. Mile after mile the race was kept up, with the crewless Eldon always in the lead. Once the Diamond drew near enough for her men to have boarded the runaway, but the sea was so high that the Diamond's boat was smashed in getting it over the side. Still the chase was continued in the hope that the sea would subside and enable the Diamond to come alongside. This hope was not realized, and darkness came and the Eldon disappeared. When last seen she was headed out in the Atlantic.

### STREWN WITH WRECKS.

### Vessels Cast Away All Up and Down the Atlantic Coast.

BOSTON, Mass., Oct. 12.—Five of the crew of the wrecked schooner Laura V. Rose of Philadelphia arrived here this afternoon. The Rose was wrecked Wednesday in Vineyard Sound, and Captain Litch and the steward were drowned after being lashed for fifteen hours to the rigging.

CHATHAM, Mass., Oct. 12.—The four-masted schooner Calvin B. Orcum, from Philadelphia for Portland, with a cargo of coal, went ashore on Pollock Rip Shoal at 5 o'clock this morning, during a northwester. She was discovered by the Monomy life-saving station at daylight and after hard work released, apparently injured. Large pieces of wreckage have been coming ashore the past two days.

GLoucester, Mass., Oct. 12.—The fishing schooner General Cogswell, which arrived from the Banks this morning, reports having passed a wrecked vessel about nine miles off the Isle of Shoals yesterday. It was the hull of a vessel about eighty tons and was bottom up. The spar and sails were dragging alongside. There was no one visible.

BALTIMORE, Md., Oct. 12.—The schooner William Powell from Onancock arrived at Baltimore to-day with Captain Smith Shaw, John Shaw and Lewis Stockwell of the schooner Henry G. Ely, which sank on the shoals known as the Sisters, below Thomas Point. The Ely was bound from Lambert Point for Millville, N. J., with 185 tons of pig iron. Last Monday the vessel sprang a leak and filled. The crew made a rush for the rigging. While doing so Joseph Shepards, colored, was washed overboard and drowned. Captain Shaw and Louis Stockwell reached a secure place in the rigging, but John Shaw was caught in the cabin and remained there until the rescue was effected. When the Powell took off the three men two of them had been twelve hours without food and shelter.

LEWES, Del., Oct. 12.—The schooner Sea Foam, Captain Chandler, capsized at Shears, in Delaware Bay, Thursday morning. The crew of the Sea Foam were taken by the schooner Mascot off the Delaware Cape and was transferred to the pilot-boat Whitdon. Nothing was saved from the wreck.

PENSACOLA, Fla., Oct. 12.—The Norwegian bark Jabez arrived at quarantine last night with the crew of the bark loaded with mahogany wrecked in the Gulf. The Norwegian bark Thomas G. Foik was spoken October 9 in latitude 29 min. 6 deg. N, longitude 80 min. 42 deg. W, with mainmast gone and only part of the foremast and mizenmast standing. She signaled that the crew were all well and no assistance was needed.

OSwego, N. Y., Oct. 12.—In a terrific windstorm last night the three-masted schooner Hartford of Clayton, with 24,000 bushels of wheat from Detroit for Cape Vincent, was driven ashore at Woodville. Captain William O'Toole, wife and child, Richard Seymour, Mate Michael Parcell, Dennis McCarthy and an unknown man were lost.

### NO LIVES LOST.

### That Is the Record kept by the Life-Saving Service.

WASHINGTON, Oct. 12.—A dispatch from

Point Aux Bar, Quebec, says: At the mouth of Saginaw Bay the schooner John Wesley of Port Huron, with a cargo of lumber, became water-logged ten miles from the life-saving station. The crew of seven men was saved in the lifeboat. The record made by the life-saving service during the recent storm was good, there not having been a single loss of life where the wrecks took place within the range of life-saving stations.

The following is a list of the wrecks as far as reported:

Norwegian bark Ogir, wrecked near Cape Fear, N. C., crew of eleven saved.  
Schooner Lorena, wrecked near Ocean City, N. J., crew of eight saved.  
Schooner Maria, wrecked at Highlands, N. J., crew of ten saved.  
Schooner Leonessa, wrecked near Narragansett Pier, crew of five saved.  
Two scows wrecked near Narragansett Pier, crew of five saved.

Schooner Laura Cox, wrecked near Elizabeth, Me., crew of six saved.  
Schooner Rosa and Ada, wrecked near Cape Elizabeth, crew of six saved.  
Steamer Columbia, wrecked near Fairport, crew of seven taken off at 10 o'clock at night.

Schooner John Whitney, waterlogged off Saginaw Bay, crew of seven saved.  
Three schooners, names unknown, off Bersey Point, crews of eighteen saved.  
Total wrecks reported, 13; lives saved, 78; lives lost, none. Nearly all of the rescues were effected at night.

A telegram to the Lighthouse Board states that the lighthouse at Cape San Blas on the Florida coast was wrecked during the last storm. Two dwellings, houses used by the keeper were blown down. The tower is still standing, but was being rapidly undermined.

The lighthouse is a brownstone structure ninety-three feet high in the third class, showing an alternating red and white light.

## RAILROADS AT WAR.

### That Old Trouble About Emigrant Business.

### The Illinois Central Likely to Put in Its California Rate Via New Orleans.

CHICAGO, Oct. 12.—The report that the Illinois Central had withdrawn from the Western Passenger Association was somewhat premature. The road may withdraw from the association if it cannot secure any consideration of its plan to put in a round-trip rate of \$100 from Chicago to San Francisco, via New Orleans. At the time the proposal of the Illinois Central was presented to the meeting of the association lines it included the idea that the West was not entitled to the consideration it called for, and it was on account of this that the other lines would not consent to the rate the Illinois Central presented. As soon as Chairman Caldwell knew where the trouble lay he succeeded in convincing the Illinois Central people that there had been no intention to slight them or their request for a reduced California rate, and the road finally agreed to hold in abeyance the notice of withdrawal until a special meeting of the association lines could be called to take up in special session its proposal for a cheap rate to California. Nothing will be done toward putting in the \$100 rate until after the meeting of the association, but it is very probable that if the request of the Illinois Central is not granted it will put in the rates on its own responsibility.

The advisory clearing-house of the Western Passenger Association was to have held a meeting to-morrow with the officials of the Soo line in relation to the schedule of commissions on the emigrant business, to see if they could not be adjusted in a manner agreeable to both sides of the controversy, but the matter was finally deferred to the date of the meeting of the advisory committee with the trunk lines in New York next Wednesday. There is likely to be a warm time at the meeting in New York, as the trunk lines have declared themselves to the effect that the presence of the orders of the Western roads in their territory, while a source of great annoyance to them, has not been the moving cause which led them to adopt an agreement between the two associations in relation to the emigrant traffic. The trunk lines declare that in conducting the affairs of the association in New York the joint agent of the two associations who routes the emigrant business through the West has been possessed of some of the secrets of the trunk line association which he has given to the Western Passenger Association lines, to the manifest advantage of the latter lines. The Western roads are inclined to uphold their man in this, and they threaten to withhold all the emigrant business which passes through the trunk lines is worked up by the Western lines, and that by giving them all the information in his possession their agent has done nothing more than his duty. The trunk lines are far from taking the same view of the matter, and it is likely that a warm time will ensue at the meeting.

### SUGAR TRUST INDICTMENT.

### The Men Accused Do Not Want to Stand Trial.

WASHINGTON, Oct. 12.—The indictments brought at the instance of the sugar trust investigating committee against John J. McCroney of Washington and E. B. Chapman of New York were argued to-day in the District Supreme Court on a demurrer filed by the brokers. This was a test to govern the prosecution of Correspondents Edwards and Shriver and Messrs. Havemeyer and Seales of the sugar trust, who are also under indictment for refusing to answer questions put by the Senate committee. Mr. Sheela-barger opened the case. This was a new crime, which was sought to be established by the Senate, Mr. Sheela-barger, and it was necessary that the indictments should show that the Senate committee had complied with all its provisions and conditions. The court then adjourned until to-morrow.

### Louisville Selected.

### Copenhagen a Free Port.

WASHINGTON, Oct. 12.—The Brotherhood of St. Andrew to-day selected Louisville, Ky., as the place for the annual meeting in 1895.

### Copenhagen a Free Port.

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COPENHAGEN, Oct. 12.—The port of Copenhagen will be officially opened as a free port on November 9 next.

## TRACING BANDITS.

### Pursuit of the Daring Thieves.

### OFF WITH THEIR PLUNDER.

### Fifty-three Thousand Dollars the Amount Taken.

### THE DETAILS OF THE HOLD-UP.

### Although Heavy Rewards Are Offered, the Two Train-Robbers Are Still at Liberty.

SACRAMENTO, Oct. 12.—Officers are still on the trail of the two daring robbers who held up the eastbound overland express six miles west of this city last night. There is still considerable guessing here as to the exact sum in the four sacks of coin taken from the express-car. The robbers were cool hands, and it is said that they are ex-railroad men.

That they were men of nerve is shown by the manner in which they compelled the "Track-walker" Kelly to stop the train and subsequently Engineer Scott and Fireman Lincoln to assist in entering the express-car and removing the four sacks of coin to the engine.

Messenger Paige, who surrendered after firing a shot at the robbers and being shot at twice in consequence, was forced to open the treasure safe. There were four bags of coin, and the bandits obliged the engineer, fireman and messenger to carry them back to the cab of the engine. When Scott complained of the weight of his burden the robbers poked him in the back with the muzzles of their rifles. Lincoln received similar treatment, and now both the engineer and fireman complain of very sore backs.

After the sacks of treasure had been placed in the cab, the robbers uncoupled the engine from the mailcar, went into the cab, and with the remark, "We'll take care of this engine," pulled out in the direction of Sacramento, leaving the engineer, fireman and messenger standing on the track alongside the mail and express cars, with three-quarters of a mile of open trestle separating them from the rest of the train.

After waiting long enough for the engine to have reached Washington, Engineer Scott, Fireman Lincoln and Messenger Paige walked up the track toward this city for the purpose of giving the alarm. They had gone about a mile when they heard the "chuck! chuck!" of an engine approaching.

"Some one is coming to our aid from Sacramento," remarked one of the party. "No; by —?" said Scott, "that's the noise of a runaway engine. No engineer would drive like that."

They looked up the track in the direction of Sacramento, and saw a dark object coming along. It was the engine whose headlight had been extinguished by the robbers, and it was also on its way to wreck the mail and express cars that were standing just east of the trestle. Luckily, steam had gone down and the engine was going at the rate of only seven or eight miles an hour when it struck the mailcar, smashing its platform and the tender of the engine.

Transfer Agent C. Harlan was one of those brought on to this city from the stalled train. According to Mr. Harlan's story, the first thing the robbers did toward their bold deed was to hold up the trackwalker and cause him to deliver all he had in his pockets, \$3.00. Then they went to a shed near by and took out his valise and handcar. They broke the wheel off so as to render it useless, and then threw it far away into a ditch, thus doing away with one agency for the carrying of news of the work they had planned. They then placed some old ties on the track and set a lantern in the center of the obstruction. As the train approached it struck a couple of torpedoes the robbers had affixed to the rails, and heeding this signal and seeing the obstruction ahead, the engineer stopped the train.

"I was in one of the Pullman cars at the time," said the transfer agent, "and going out to the platform I poked my head out to see what was the trouble, when two

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