

FOR THE SUBSTITUTE.

Boatner's Measure Is Heartily Approved.

OPponents OF REILLY'S BILL.

They Meet and Agree to Support the Substitute.

REGulations FOR PACIFIC ROADS.

Provisions Are Made to Prevent the Government From Being Cheated by Subterfuges.

WASHINGTON, Jan. 27.—The opponents of Reilly's refunding bill have had a meeting and agreed upon Boatner's substitute. It was completed at a late hour to-night and is telegraphed exclusively to THE CALL.

The Californians are much encouraged by late and believe there is a possibility of passing Boatner's substitute. The following contains its provisions in full:

It amends section 10 of the act approved July 2, 1894, by requiring companies which issued bonds under that section having priority of lien over subsidy bonds issued by the United States to provide for payment thereof in principal and interest under penalty of forfeiture of all rights under their several charters, which in that case shall revert to and vest in the United States.

The act of 1862 which creates mortgages to secure the Government's subsidy bonds is amended to the same effect. The Secretary of the Treasury is directed in case of such default to declare a forfeiture and take possession in the name of the United States of the entire railroad and telegraph line, together with all property of every kind and description, and deliver the same to the Pacific Railway Commission created by the act.

It is made the duty of the officers and directors of the several roads, on forfeiture of their charters, to deliver the same, with all property records, books, accounts and vouchers, to the Pacific Railway Commission, and under penalty of fine and imprisonment for failure. The Railway Commission is to be composed of five members, two of whom are to reside west of the Missouri River, and they are invested with all powers conferred by law on officers and directors of companies whose charters have been forfeited.

They are required to operate roads as common carriers, and are directed forthwith on taking possession thereof to ascertain: First, how much, if any, of the principal stock of said companies was issued contrary to law in the names of persons or corporations receiving the same; second, how much of said stock was paid for in money and how much on contracts; third, to what extent contracts for construction or other purposes were awarded to companies or individuals representing the directors of the roads and to what extent said contracts were fraudulent; fourth, to what extent land grants have been diverted to unlawful purposes and the beneficiaries thereof; fifth, to what extent the property and franchise of the roads have been granted or bargained away by officers thereof to persons or corporations representing themselves, and the extent of losses to said roads in consequence thereof; sixth, to what extent the funds or property of the roads have been applied to improperly influence legislation.

All contracts made by officers of roads with themselves or with persons representing themselves as declared fraudulent, and the officers declared to be jointly and severally bound to account to the company for all profits on the contracts. The Pacific Railway Commission is directed to institute suits against all officers who have issued stock contrary to law and all parties who received it; to annul all obligations created contrary to law and recover what has been paid on them; to recover any dividends paid contrary to law; to recover all property wrongfully disposed of; to recover profits on all contracts entered into by directors with themselves. For the purpose of instituting these suits they are authorized to employ competent counsel and fix their compensation. All Circuit Courts are vested with jurisdiction to hear and determine cases, which are to be tried by preference in the first instance and on appeal. All recoveries in such suits are to be applied to the payment of subsidy bonds and interest thereon.

All property acquired with the proceeds of unlawful acquisition by officers and directors by contracts with themselves is declared to be trust property, unless it has been sold for a consideration to an innocent vendee. A lien is created in favor of the Pacific Railway Commission on lands and hereditaments of officers and directors of the bonded roads to secure the payment of all sums that may be found due to the same under the provisions of this act.

The courts of the United States are deprived of the jurisdiction to interfere with the possession or control of any railroad operated by the Pacific Railway Commission, and all roads which may now be in the hands of receivers shall be turned over to the commission on declaration of forfeiture of their charters by the Secretary of the Treasury. Whenever the Railway Commission reports to the Secretary that the suits authorized by this act are determined such recoveries as have been made shall be applied to indebtedness of the United States and the foreclosure of its lien.

The purchasers at foreclosure sale shall assume all responsibilities and be invested with all powers granted by the original act with the following limitations: No stock shall be issued except so far as paid for, and no increase of capitalization or issue of bonds shall be permitted except by consent of three of the five Government directors, approved by the Secretary of the Treasury. The Interstate Commerce Commission having the right to reduce and regulate charges and tolls, they shall have the right to assume the balance of the Government debt by issuing fifty-year bonds at 3 per cent interest, with a sinking fund of 1 per cent per year, and the right is vested in the Secretary of the Treasury to increase the sinking fund and retirement whenever annual payments fall below 1 per cent of the total bonded debt and to reduce the same whenever it exceeds that amount, the sinking fund to be applied annually in payment of the bonded debt, and the charter to be forfeited in case of compliance with the terms and stipulations of the indenture mortgage. The bonds are to operate a first mortgage on the entire line and all property and future acquisitions of the road. The five Government directors are to be continued until final payment of all indebtedness to the United States. They

are to receive a salary of \$5000 per annum each, to be paid by the companies.

Mr. Boatner said to-night it would be claimed this law would be retroactive, but he contends that the constitution only forbids the States to pass retroactive laws and says nothing about Congress.

"In any event," said Boatner, "we will pass this bill if we can and let the courts decide its legality or constitutionality."

A representative of the Mark Hopkins estate called on Boatner to-night and tried to induce him not to introduce his substitute.

ESCAPE OF THE DOG.

One Passenger on the Chicora Manages to Reach Shore.

BENTON HARBOR, Mich., Jan. 27.—When the Chicora went out of St. Joseph on its last trip there was a dog aboard. Yesterday the dog was brought into the city alive. Tuesday night the dog was heard whining at the door of a roadhouse at Pottawattomie Park. It was covered with ice. The finder connected the visit of the strange dog, which had evidently just come out of the cold water, with the loss of the Chicora. It was positively recognized as the animal that was aboard the Chicora when it left port. The return of the animal indicates that the Chicora was within half a mile of the east shore Tuesday evening, the second night out. The dog, it is believed, could not swim more than half a mile. The place where the dog came ashore, Pottawattomie Park, is eight miles north of here, a lakeside summer resort. Many are inclined to think the vessel must have sunk not far from that point.

TENG CHOU IS BOMBARDED.

Japanese Show No Signs of Ceasing Hostilities.

It Is Claimed That Notice Was Not Given and American and White Flags Were Not Heeded.

LONDON, Jan. 28.—A dispatch to the Times from Shanghai says that the news of the bombardment of Teng Chou arrived from the Chinese Mission by way of Che Foo. On the afternoon of January 18 three Japanese men-of-war were seen moving along the coast out of range.

A shot was fired at the fortress of Teng Chou on Monday at the defenseless city. No notice was given of the bombardment of Mission College. The residences situated 200 yards north of the city wall were in direct line of the fire. It was impossible to dismantle the fort without touching the city. The Japanese retired in the evening, but returned the following day and bombarded the city from noon to 4 p. m. Four shells fell in the city, some of them around the mission premises, over which the American flag waved. One of the missionaries put off in a boat waving an American and a white flag. He got close to the Japanese ship, but his hail was ignored, the vessel steaming away.

The American warship Yorktown arrived at Teng Chou on Sunday, and on the following day took away several foreigners. The other foreigners in the city elected to remain. There was a panic among the Chinese who were leaving the city. A severe snowstorm added to the confusion.

YOKOHAMA, Jan. 28.—General Nodzu, an officer in the Japanese army, declares that he declined an offer made to him by a Tartarain chief from Kirin, who recently arrived at the Japanese capital and denounced the Chinese depredations. The chief offered the services of 60,000 men to join the Japanese in attacking Moukden and to avenge Chinese cruelty. Natives of Liao Yank, Manchuria, have also petitioned the Japanese to speedily occupy that city.

MEN OF THE DREAD MAFIA.

They Again Operate Boldly in the City of New Orleans.

NEW ORLEANS, Jan. 27.—The Italian Mafia has again begun operating in this city. The murder of Tony Chischi of Chicago, in the Italian quarter of the city Wednesday morning, was followed yesterday by a letter from the Mafia to one of the wealthiest Italians in the city demanding \$3000 on pain of assassination.

Chischi was murdered to wipe out a debt which he held against two members of the association. One of them had just served a term in the penitentiary. The murderers fled to Thibodeaux, about seventy miles from the city and have so far eluded capture.

The letter demanding money was addressed to A. Montelone, a large shoe manufacturer, and one of the wealthiest Italians in the city. The letter demanded that he go to Donaldville, in the same section of the State as Thibodeaux, and place \$3000 behind a certain tree in the woods, which would be indicated.

The letter threatened assassination in case the police were notified. Montelone was very much frightened, but finally decided to place the matter in the hands of the police and appeal for protection. The police and better class of Italians think the Mafia, which has been silenced since the lynching, has again sprung into existence.

CHOICES FOR PRESIDENT.

Prominent Republicans Name Probable Standard-Bearers.

CINCINNATI, Jan. 27.—The Commercial Gazette to-day prints two pages of preferences for the next Republican nomination for President from representative Republicans all over the country and especially from Ohio, Indiana, Kentucky, West Virginia, New York and Washington City.

In its summary it says: "Ohio is for McKinley and Indiana for ex-President Benjamin Harrison. New York hardly knows where she stands. The Republicans of the Empire State are holding off in the end to dictate the nominee, or, failing in that, to drive the best bargain they can with the man that is bound to win. One New Yorker declares himself for ex-Governor Foraker. West Virginia seems to be for the best man, whoever he may be. Governor McKinley seems to be the choice of the Republicans of Kentucky. At the National capitol the preponderance of sentiment appears to be for Tom Reed. Attention is called to the declaration for Reed made by General John Beatty of Columbus.

In the Washington interviews it was sought to obtain expressions from either Senators or representatives from every State in the Union. McKinley seems to be their choice, while Harrison, Allison and others have a respectable following.

Murdered by Robbers.

EVANSTON, Wyo., Jan. 27.—Harvey Booth, one of the wealthiest cattle men in Wyoming, was found last night murdered in his stable. He has been in the stock business in Big Horn and other counties for more than twenty years. The motive was probably robbery. There is no clew.

MANY ARE STARVING.

Brooklyn Strikers in Very Sore Straits.

ARE LOSING THE BIG FIGHT.

Cars Run on All Lines and the Struggle Is About Over.

SOME TROLLEY MEN ARE DESTITUTE.

Leaders of the Employes Who Struck for Better Pay Say the Companies Are Still Badly Crippled.

BROOKLYN, Jan. 27.—Were it not for the scarcity of cars to-day one would not have known that one of the biggest strikes in the history of Brooklyn was in progress. Many instances or take chances on the enormous crowds which took possession of the cars. Otherwise there was perfect calm. Large crowds assembled around the depots, where military guards are stationed, but there was no violence there and the bantering that troops received was of a good-natured kind.

Those in position to draw conclusions from facts and draw them without prejudice say that the strike is about ended. The companies seem to be in a position to run their cars. They are not skillfully operated and throughout the day there were many collisions and much coming together, but no accident of a serious nature.

The number of cars operated to-day was slightly over the number running yesterday. Some were without some of their windows and others running with disfigured looking motor-boxes and badly twisted dashboards, but most of them were carrying passengers without molestation. The companies did not venture to open any new lines, nor did they seek to run their cross-town line of cars through the Erie Basin district to-day. Many of the inhabitants of that locality are of a turbulent character and would, the police say, do mischief, if only for the sake of making trouble. The railroad companies have now become able to operate their lines after dusk and will, if no serious disturbances are made in the future, soon be running them all night, as they did before the strike began.

The quietness of the strike has been brought about by the strike leaders, who have pointed out to the men the folly of a riotous course. They explained that the State could supply two militiamen for each car if they were needed and that mob rule would soon be overthrown by bullets and bayonets. The men heard and understood the requests of the leaders and will carry them out. Starvation already confronts many of the families of strikers.

The men were not well equipped financially when they decided to stop work and the bulk of their funds has been used for the transportation of non-union men to cities from whence they came to replace the strikers. This alone has cost the strikers many thousands of dollars. Storekeepers have been very considerate, but now that they see the strikers are being replaced by men from other cities they are loth to give credit and the wives and children of the men out of work are going hungry. Landlords, too, do not enter into the merits of the situation between the strikers and the companies and promises to pay when the strike is ended do not cut much figure with them. The demand for food and for rent, however, crippled the resources of the strikers and many of them are in sore straits. It was reported that all the Knights of Labor in Brooklyn would go on strike, but no credence can be put in the rumors.

The saloons throughout Brooklyn were kept tightly closed to-day, in obedience to a special order issued by Mayor Schieren and a threat made by Superintendent of Police Campbell that he would vigorously enforce the order.

President Lewis of the Brooklyn Heights Company did not come to his office this morning, nor did any other official of the company. During the day the statement was given out that the company had received more than 300 applications from men claiming to be efficient motormen and conductors for positions. Many of the men now on strike are represented as applying for reinstatement. President Norton of the Atlantic-avenue road directed things by telephone from his home.

"So far as the Atlantic-avenue road is concerned," said Chief Clerk Kennedy, "the strike is over. We have more applicants for work than we have positions. At least 100 cars are out to-day and our Sunday schedule only calls for that number out of 150."

"How about the linemen?" was asked. "We have all we need. The power-houses men are not going out. That I can say positively; and no wires are being cut."

Ex-Committee Giblin and Best went to Philadelphia to-day to confer with Grand Master Workman Sovereign. At the strikers' headquarters it was admitted that these representatives were on an important mission, but the exact nature of it the strike leaders refused to divulge. The report, however, that they had in view the calling out of the entire Knights of Labor in Brooklyn gained considerable credence. Master Workman Connelly said the report that he intended to call off the strike was untrue in every respect.

"The companies," he said, "have not by any means all the men they want or need. They are badly crippled, for all the men now in their employ would not be sufficient to operate the roads in the manner they were operated before the strike."

Mr. Connelly also said that it was not true that the men in the power-houses were to be called out.

Early this morning Company G of the Seventh Regiment was obliged to disperse a crowd of 500 persons. Thomas McCrary, a striking motorman, was discovered placing stones on the track. A crowd gathered and jeered at the officers. McCrary was arrested in spite of their protests.

Moses Brown, a special policeman, was terribly beaten and his shield and club taken away from him by a mob in a saloon which the officers entered this afternoon. Brown had been drinking during the day and was abusive.

The receivers were directed to file within sixty days such an inventory of assets as should be deemed proper by the master in chancery.

King Alexander in Paris.

PARIS, Jan. 28.—King Alexander of Servia arrived here to-day. He was met at the station by his father, ex-King Milan, and by representatives of President Faure and M. Hauteaux, Minister of Foreign Affairs.

through all day, but the best of order was maintained. Master Workman Murphy said that his men believed in keeping the Sabbath.

This morning, for the first time in two weeks, cars were running on the Richmond Hill and Lutheran Cemetery lines of the Brooklyn Heights Railroad Company, and the Cypress Hill Cemetery branch of the Brooklyn, Queens County and suburban railway system. The Hopkins and Lorimer street, Meeker and Metropolitan avenues were all supplied with car service.

COMPANIES CALLED TO TIME.

Proceedings to Make Them Comply With the Charters.

BROOKLYN, Jan. 27.—The Central Labor Union of Brooklyn held a meeting at headquarters this afternoon. Resolutions of sympathy with the strikers were adopted and it was resolved to boycott the lines of the three companies affected by the strike. About \$600 was collected in aid of the strikers.

Thomas J. McGuire and H. B. Martin, of the General Executive Board, were interviewed by a reporter, and said their visit to Brooklyn had nothing to do with the strike.

"Master Workman Connelly will wait on the presidents of the three railroads tomorrow," said McGuire, and inform them that the men who are locked out are ready to go to work immediately.

"This will, of course, be on the condition that the men running trippers are to receive \$150 a day and are to work only ten hours a day out of twelve consecutive hours. The best legal opinion has been obtained and we are advised that the effect of this action will be to make Judge Gaynor's decision mandatory. Presidents Lewis, Norton and Wycker can no longer give any excuse for not running their cars on schedule time.

"Proceedings will also be instituted tomorrow against the officers of the companies for working the men more than ten hours a day. They are liable to a fine of \$500 and a term of imprisonment for every such offense. Prosecutions are also pending by citizens against the companies for not fulfilling the promise of their charters. Some prominent citizens left this evening for Albany and will put this matter in the hands of the Attorney-General."

TALKS TO THE STRIKERS.

Henry George and Others Advocate Government Ownership of Railroads.

BROOKLYN, Jan. 27.—A mass-meeting of the strikers, friends and sympathizers was held this afternoon at the Athenaeum. Clarence S. Roberts, president of the Stereotypers' Union No. 16, presided. Henry George was the chief speaker. He said if the municipality owned the roads and taxed land values the railroads would be free to the people.

Congressman Jerry Simpson, who also spoke, urged the audience in the future to vote the Populist ticket. One of the principal planks in the Populist platform was the ownership of the railroads, telegraph and telephone lines by the Government.

Charles H. Matchett, the socialist candidate for Governor of New York at the last election, expressed his sympathy and that of the Socialist party with the strikers and said the Socialist party went further than any other political party as it not only advocated Government ownership of railroads, telegraph and telephone lines, but all other industries having a public character.

Resolutions were adopted denouncing the heartless and avaricious corporations for having thrown the entire community into confusion, involving immense pecuniary loss and paralyzing a vast number of people sympathizing with the men in their efforts to secure a living wage and reasonable hours of labor; demanding that the Attorney-General of the State begin proceedings to annul the charters of the railway corporations, and that upon the forfeiture of said charters all city railroads should be operated by the city of Brooklyn or by responsible lessees, under stringent regulations for the benefit of the people of Brooklyn.

TO CALL OUT THE KNIGHTS.

Secretary Hayes Knows Nothing About the Committeemen.

PHILADELPHIA, Jan. 27.—Secretary Hayes of the Knights of Labor said to-night that he had no knowledge of the arrival here of the committeemen, Best and Giblin of the strikers' executive committee, who were said to have come to meet Master Workman Sovereign to induce him to call out all the Knights of Labor in Brooklyn. He said that Mr. Sovereign is in Des Moines, Ia., and he does not know when he will return East.

WEAVERS READY TO GO OUT.

At Kensington They All Demand Better Wages.

PHILADELPHIA, Jan. 27.—The ingrained selfishness which operate power looms in sixty-five mills in Kensington have decided to strike to-morrow unless their employers agree to pay higher wages. It is said that no less than 18,000 operatives will be affected. The executive committee of the Power-loom Protective Association met to-day and heard reports from the various mill committees, all of which stated that none of the manufacturers would accede to the demand, which is for an advance of a quarter per yard on all grades of carding.

While only 1000 power-loom weavers make the demand, about 13,000 or 14,000 other workmen are directly affected and 4000 indirectly.

ONE STRIKE TERMINATED.

Employes Consent to a Cut to Secure Steady Work.

PROVIDENCE, R. I., Jan. 27.—At a meeting of the striking employes of the British Hosiery Company at Thornton yesterday, the proposition of the manager that as a compromise they accept a 10 per cent cut with a guarantee of steady employment until July was accepted and the eight weeks' strike is ended.

Haverhill, Mass., Jan. 27.—Several smaller firms were added to the list of manufacturers who have signed the agreement with the operators and the strikers are feeling most confident that they will win the fight.

RECEIVERS RESTRAINED.

Affairs of an Investment Company Being Wound Up.

ST. LOUIS, Jan. 27.—Judge Caldwell in the United States Circuit Court has ordered the receivers of the Liberty Investment Company of Kansas City, who yesterday filed their first accounting, not to receive or disburse any more money from or to mortgage after the next thirty days, and are instructed to notify mortgagees to pay money directly to owners or agents. A decree was made for the sale of all the assets of the company.

The receivers were directed to file within sixty days such an inventory of assets as should be deemed proper by the master in chancery.

GOING AFTER GROVER.

Opposition to the President Increased.

BY THE VEST AMENDMENT.

Some Senators Hope to Reverse the Verdict of Saturday.

HAWAIIAN CONTROVERSY NOT CLOSED.

In the House a Message Is Expected in Reference to Protecting the Gold Reserve.

WASHINGTON, Jan. 27.—The week in the Senate will open with the renewal of the discussion of the Hawaiian question, which promises to become the subject of several very animated speeches before it shall be definitely disposed of. The adoption of the Vest amendment to the Allen resolution, instead of discouraging the antagonists of the administration, had apparently the effect of spurring them to even more strenuous and pronounced opposition. They express themselves as hopeful of reversing the verdict of Saturday, when the next vote shall be reached, which shall be on the final adoption of the substitute.

Senator Teller will inaugurate the discussion for the work with a continuance of his speech begun yesterday. The Hawaiian question will be confined to the first hours of the daily sessions and will, at the expiration of its time, give way to other subjects.

The bankruptcy bill has been given the position of unfinished business, and will occupy attention for the greater part of the week. Senator George will inaugurate the debate with a speech on Monday. He expects the measure to encounter very pronounced opposition, and in this will not be disappointed, as a majority of the Eastern and Northern Senators will be found to be against the bill. When the bill is disposed of in whatever way the Senate will probably proceed to consider the pooling bill. If the threatened conflict between this and the territorial admission bills should occur a majority of the Republican Senators would support a motion favorable to taking up the pooling bill, and would probably turn the tables in its favor.

There are no appropriation bills now before the Senate, but three of those remaining unacted on, viz: the District of Columbia, the diplomatic and the postoffice bills, will be reported during the week, and it is Senator Calkins' purpose to call them up immediately with the view of getting them out of the way as soon as possible. This he will do to the displacement of either the Hawaiian resolution or the bankruptcy bill.

The programme in the House for the coming week will be subject to revision in case President Cleveland sends a special message to Congress calling for legislation to protect the gold reserve. Speaker Crisp, who has been at Asheville, N. C., for the benefit of his health, is expected to-morrow or Tuesday, and if special legislation is demanded by Mr. Cleveland to meet the crisis, an effort undoubtedly will be made to comply with his wishes. To-morrow, under the rule, is District of Columbia day, but a vote will probably be taken on the bill to repeal the differential imposed on the sugar by bounty-paying countries before District matters get the right of way.

It is the present intention to give Tuesday and Wednesday to the report from the Pacific Railroad Commission to fund the debt of the Union Pacific, but, as previously stated, this bill depends on the President's wishes. The remainder of the week will be devoted to the consideration of the naval and agricultural appropriation bills. Eight appropriation bills have already been disposed of, and besides the two mentioned there are yet not acted on only the legislation and general deficiency bills.

OVER FIFTY MILLIONS.

Statesmen Figuring on the Revenue From the Income Tax.

WASHINGTON, Jan. 27.—Members of Congress who believe that the income tax is an equitable method of raising revenues, are gratified at the unexpectedly good showing of the preliminary canvass made by the Collectors of the Internal Revenue at the direction of Secretary Carlisle. They believe that the greater the amount realized from this tax, the more popular it will become, and the more firmly rooted as a part of the policy of the Government. Representative McMillan of Tennessee says that if a large percentage of the revenue of the Government is derived from this plan, any attempts to repeal it before the expiration of the five-year limit fixed in the Wilson bill will be exceedingly unpopular; that the greater the revenue derived from it the greater will be the probability of its re-enactment at the end of its term. Before the proposition to tax incomes was before Congress, the profit to be derived from it was estimated at first at from \$15,000,000 to \$18,000,000. Later the estimates of the committee were raised to \$30,000,000. Later, Mr. Hall of Missouri, who has given more study to the theory and history of the income tax than any other man in the House, did not place the total below \$50,000,000. From the results of the canvass of the Internal Revenue Bureau, it appears that Hall was more nearly correct than the other forecasters. He now says that the income tax may yield more than \$50,000,000, and it is known that the Treasury Department officials do not place its results below that mark. The showing made by thirty-six of the sixty-three districts gives ground for the estimate that about 30,000 persons and corporations will contribute to the treasury by this plan.

O'ROURKE'S SUCCESSOR.

Secretary Carlisle Selects John Carrere of New York.

WASHINGTON, Jan. 27.—Secretary Carlisle has about completed the reorganization of the office of the supervising architect of the treasury, and it is understood will soon select a successor to Mr. O'Rourke. The indications are now that none of the applicants for the place will receive the appointment and that Mr. Carlisle will probably tender the position to John Carrere of the firm of Carrere & Hastings, 44 Broadway, New York. It is not known whether Mr. Carrere would accept the appointment, but it is thought he can have it if he so desires.

STARVATION IN WISCONSIN.

Famine Follows the Ruin Wrought by Forest Fires.

GRANTSBURG, Wis., Jan. 27.—Reports from the town of Eusk to-day confirm the

news of terrible sufferings and starvation in that town. One-fifth of the people are without proper food, and a large number of them have not a pound of flour. All local aid is exhausted, as well as the town funds. Governor Upham has been appealed to.

Most of these people are new settlers with large families. Fires destroyed the crops and drought destroyed vegetables and grain.

HEMMED IN BY FLAMES.

Two People Perish in a Big Fire at Elmore, Ohio.

ELMORE, Ohio, Jan. 27.—A fire, which was started by a gasoline explosion in the kitchen of the American Hotel at 7:30 o'clock this evening, destroyed the principal part of the business portion of the town and caused the death of two people. A strong wind was blowing at the time the fire started and the hotel was soon a mass of flames. Two girls employed in the hotel, Maggie Flynn and Mary O'Malley, were hemmed in by the flames and were forced to jump from a second-story window. Miss O'Malley was fatally burned and cannot live until morning. Miss Flynn is seriously hurt, and it is believed she will die.

Besides the American Hotel the following other structures were destroyed: The Elmore House, Johnston & Co.'s hardware store, Frank Smith's clothing store, William P. Van Dorn's grocery store, Isaac Mandelbaum's dry-goods store, Jacob Kaiser's meat market, the postoffice, five dwellings and a barber shop. Most of the mail in the postoffice was saved and the merchants succeeded in rescuing a part of their goods. It is impossible to-night to learn the loss and insurance.

WILD WAVES OF WATER.

Damage Caused by Them Along the Sacramento.

Swept by the Furious Wind They Wash Railroad Tracks Away and Weaken the Levees.

SACRAMENTO, Jan. 27.—Old Boreas was on the rampage to-day, and all traffic between this city and San Francisco, by way of Davisville, was suspended in the afternoon, owing to the immense quantity of tule and other debris that, driven by the high wind from the great basin, covered the track for miles to a depth of four feet.

In the vicinity of the "Sheep Camp," some four miles west of Washington, the water was dashing in sheets of spray over the roadbed, often being thrown to a height of twelve feet in the air. Until the track can be cleared of the tules passenger trains will be moved by way of Stockton.

The railroad company sent out a force of workmen to-day to try and clear the track, but owing to the sheets of water that were driven across the railroad grade by the gale they could do nothing.

There is a perfect ocean of water north and south of the grade, and it was covered with whitecaps and big waves that dashed with great violence against the narrow strip of roadway running through it. The roadbed is very solid, or it could not have withstood the terrific onslaught of the waves.

Workers who were out there say the sight was a grand one. Driven by the gale from the north, the great waves would dash against the rock-ribbed railroad grade, sending blinding sheets of water high into the air and over the track.

The men were drenched to the skin, and being unable to accomplish anything, were called back to the city. When the wind subsided the tules and other debris will be removed and traffic by that route resumed.

The river rose to-day to 26 feet 3 inches. The rise was due to the driving of the water out of the overflow by the heavy north wind.

The levees have been somewhat weakened in the vicinity of what is known as the Chickory ranch, on the Yolo side of the river, a few miles below Washington, and men are at work in that vicinity strengthening the embankment.

TRACKS WASHED AWAY.

Superintendent Fillmore Receives Reports of Damage.

General Superintendent Fillmore was seen at the Occidental Hotel at a late hour last night. In reply to questions concerning the overflow of the railroad tracks he said:

"I have received telegrams informing me that the Central Pacific track is overflowed and impassable between Sacramento and Davisville owing to high water and high wind. The deepest water is east of Webster. The rise occurred about 2 p. m. to such an extent that the trains could not go ahead. Number 14, which is the local train to San Francisco, was held until 6 p. m. when it started out via Lathrop. The track will not be clear to-night."

"The track for a distance of 200 feet has been entirely washed away one mile north of Knights Landing. Train 18 is snowed in half a mile east of No. 27 woodshed. The rotary snowplow left Blue Canyon ten minutes ahead of the train, but there were slides and the train got stuck. Relief trains are waiting on both sides of it."

SNOWSTORMS RAGING.

There Is an Unusually Heavy Fall in Texas.

DALLAS, Tex., Jan. 27.—Specials to the News from all parts of Texas report a general snowstorm all day. The fall is from three to five inches. In Central Texas it is snowing to-night. The weather is not cold and the result of the storm has been to break the long winter drought.