to that date and has sent the government's representative to St. Paul for that purpose. Some of the officials this morning denounced the administration for what they termed "going back on its agreement." They argued that after the reorganization committee had raised the bid $5,000,000 in compliance with the request of the administration that a definite agreement to allow the sale to proceed on November 1 had been reached and should not have been broken.

Another meeting of congress and the opposition of Senators Harris of Kansas and Morgan of Alabama are especially feared. An attache of the Union Pacific said yesterday: "If the sale is postponed till after congress meets the road is again in the hands of the politicians, and then God help us!" Some fear was also expressed yesterday that if the sale were indefinitely adjourned the reorganization committee might weaken or possibly collapse. It has been a monumental work to bring all the holders of 98.5 per cent of the first mortgage bonds together in the plans of the reorganization committee, and it is feared that an adjournment of the sale may cause some of these interests to pull apart. If that should happen, it is said that a long time will elapse before another plan of reorganization is ever effected.

LONDON SYNDICATE ORGANIZING.

English Capital Wants to Get Hold of the Road.

LONDON, Oct. 26.—The first attempt to organize a syndicate in London for the purchase of the Union Pacific railway having the appearance of substantiality is being made by Coats Son & Co., stock and share brokers. A swarm of cheap American and European promoters has infested the city since it became known that the property would be put up at auction; but their efforts could not be considered seriously. Coats Son & Co., is a financial house of the highest standing, which has had railroad interests in Canada and has sold Canadian bond issues in Europe. The concern became interested in the Union Pacific sale, and is said to be organizing an opposition syndicate. The chief obstacle to be overcome was the short notice given by the court—notice much too short to allow the maturity of plans for securing the necessary capital.

The plans of Coats Son & Co. were communicated to United States Consul General Osborn, who, thinking that a better price would result from fostering the competition, cabled to Attorney General McKenna yesterday that another reliable bid might be made if the sale were postponed, adding: "This effort to secure the property, looking to the reputation of the parties concerned, is undoubtedly an honest one."

The only member of the Coats firm who was not inaccessable this afternoon declined to discuss the project. Joseph Price, secretary of the English Shareholders' association, said to a correspondent of the Associated press this afternoon: "It is obviously impossible for any interest but the reorganization committee to secure the road. Their syndicate is prepared to pay the entire indebtedness if necessary to secure it. Moreover, the reorganization committee controls practically all the first mortgage bonds and these could be transferred under the terms of sale in part payment of the bid. The reorganization committee represents practically all the shareholders, as $15,000,000 worth of stock has been already deposited with the bank of Montreal under the commission control."

J. Pierpont Morgan refused this evening to discuss the matter in any aspect. He said, however, that he did not intend to sail for New York tomorrow, although booked by the Teutonic. He intimated that he did not know when he would return.

Truth says: "A deal of hard lying is evidently going on concerning the Union Pacific railway. Possibly some efforts are being made to promote a new syndicate if only for blackmailing purposes. But the original syndicate is very powerful, apparently undisturbed and confident that it will be the only bidder at the foreclosure sale. Its successful competition will mean a very considerable recovery in Union Pacific shares. Large option deals have occurred lately with that in view."

The Times in its financial article will say tomorrow: "The considerable sales of Union Pacific railway shares yesterday (Tuesday) was caused by what is called a distinct breach of faith by Attorney General McKenna's conduct of foreclosure proceedings. The reorganization committee having deposited 10 per cent of their bid it is contended that the attorney general's threatened action is a departure from the spirit of the engagement, whatever legal technicalities may be advanced in support of it. It is probable, however, that the committee will defeat the attorney general by buying in the main line, pay the full amount and abandon the Kansas Pacific division."

FIGURES CONCERNING RAILROADS.

Abstract of Report of Interstate Commerce Commission.

The ninth statistical report of the Interstate Commerce commission, being the completa report, for which a preliminary income account was issued in December, 1896, has just been submitted, of which the following is an abstract.

In the beginning of the report it is stated that on June 30, 1896, there were 151 roads in the hands of receivers, a net decrease of 18 being shown in the number of receiverships as compared with the previous year. The length of operated mileage represented by these 151 roads was 30,475.39 miles, the corresponding mileage on June 30, 1895, being 37,855.80 miles. Of the roads in the hands of receivers on June 30, twenty-eight operated a mileage greater than 300 miles, and twenty-six operated a mileage between 100 and 300 miles. The capital stock represented by the railways controlled by receivers on June 30, 1896, was $742,597,698, and the funded debt was $999,733,766. As compared with the corresponding figures for 1895, the figures given show a decrease of over $183,000,000 in capital stock and $319,000,000 in funded debt.

The total railway mileage in the United States on June 30, 1896, was 182,776.63 miles, there being an increase of 2,119.16 miles, or 1.17 per cent during the year. California shows an increase of 202.05 miles; Florida, 125.84 miles; Georgia, 233.77 miles; Louisiana, 130.17 miles; Michigan, 140.53 miles; Minnesota, 110.43 miles; Ohio, 111.06 miles; Pennsylvania, 168.18 miles; Texas, 144.79 miles; Wisconsin, 115.25 miles, and Indian Territory, 181.66 miles. The increase in mileage in the other states and territories in which an increase has occurred is less than 100 miles. The aggregate length of railway mileage, including all tracks, on June 30, 1896, was 240,129.12 miles, the increase being 3,234.86 miles. The length of second track was 10,685.16 miles; of third track, 990.45 miles; of fourth track, 764.15 miles. The mileage of yard track and sidings was 44,912.73 miles.

The number of railway corporations on June 30, 1896, embraced in the "Statistics of Railways in the United States," was 1,985. Of this number, 1,008 maintained operating accounts, 782 being classed as independent operating roads, and 226 as subsidiary operating roads. Of the roads operated under lease or other agreement, 324 received a fixed money rental, and 192 a contingent money rental; 62 roads were assigned for operation under forms of agreement not easily classifiable.

The operated mileage affected by reorganization and other corporate changes during the year ending June 30, 1896, was 13,271.31 miles, of which 11,734.85 miles pertained to reorganized roads.

Colorado Midland Reorganization.

NEW YORK, Oct. 26.—The reorganization of the Colorado Midland Railway company was formally completed this afternoon. George W. Ristine, formerly receiver of the road, was elected president and a full board of directors was elected. The meeting of the bondholders then adjourned to Thursday, when it is believed some of the members of the board of directors will be replaced by representatives of the German interests in the road.

The directors elected today are as follows: F. P. Olcott, B. Aymar Sands, J. N. Jarvie, C. F. Ayer, G. Sterman, E. F. Hyde, J. N. Wallace, G. Bortine, G. W. Ristine, H. T. Rogers and L. B. Johnston.

More Homeseekers' Excursions.

Western railroads have announced four additional homeseekers' excursions: November 2 and 16 and December 7 and 21. The travel on the homeseekers' excursions during the month of October has been exceptionally heavy. On each of these occasions the trains from the east into Omaha have come in crowded, frequently running in two sections. Most of the homeseekers have been bound for points in Nebraska and Kansas, though not a little volume of the traffic has been destined for southern points. Passenger men are greatly encouraged over the success of the excursions this month, and anticipate as great a movement in the next two months.

Come Together in a Snow Storm.

As a result of the blinding snow storm that was raging yesterday morning in the western part of the state two Union Pacific locomotives ran into each other at Julesburg. There was a blinding snow at the time and the engineers could not see 100 feet ahead of them. The locomotives were not badly damaged, but William Goodwin, fireman on one of the colliding locomotives, had one of his legs broken. The accident happened in the yard at Julesburg and that the damage was not greater is due to the fact that both engines were running slowly.

Sues Receivers for Salary.

INDIANAPOLIS, Ind., Oct. 26.—Robert M. Campbell, the ex-general manager of the Baltimore & Ohio, has brought suit in the United States court against Oscar G. Murray and J. K. Cowan, receivers for the Baltimore & Ohio, for $10,000. Campbell asserts that he was to act as general manager for a specified time and that he was removed before the expiration of the agreement.

Atchison Earnings.

CHICAGO, Oct. 26.—The net earnings of the Atchison system for the month of September were $1,065,179, an increase of $182,301 over the same month of last year. For the three months of the fiscal year to September 30 the net earnings of the system have been $2,451,217, an increase of $262,488 over the corresponding period of the preceding fiscal year.

Permit Reconsignment of Fruit.

NEW YORK, Oct. 26.—In accordance with the provisions of a resolution adopted by the managers of the Joint Traffic association the reconsignment of eastbound shipments of California fruit shall be permissible under such terms and conditions as the individual railway companies parties to the Joint Traffic association may establish.

Interchangeable Mileage Ticket.

CHICAGO, Oct. 26.—The interchangeable mileage ticket bureau of the Western Passenger association held a short meeting today for the purpose of settling some routine matters prior to putting their tickets on the market. It has been settled that the tickets will be placed on sale by the middle of next month.

Will Submit to Arbitration.

CHICAGO, Oct. 26.—The western roads and the Southern Pacific have finally decided to submit their differences regarding immigrant business to arbitration. This matter has been hanging fire for three years and has been the source of nearly all of the demoralization that has existed in immigrant rates.

Fight Two-Cent Mileage Bill.

CLEVELAND, Oct. 26.—President Calloway of the Lake Shore railway said today that his company would fight to the end the 2-cent mileage bill enacted by the Michigan legislature. He declares that it is unconstitutional and that the legislature has transcended its powers.

Liable for Excess Baggage.

COLUMBUS, O., Oct. 26.—The supreme court today decided that railroads in Ohio are responsible for excess baggage if destroyed in any way. A commercial traveler lost the baggage.

Railway Notes and Personals.

City Passenger Agent Evans of the Rio Grande Western is in the city from Salt Lake City.

H. B. Kooser, commercial freight and passenger agent of the Missouri Pacific, is in the city from Salt Lake.

Superintendent Gibson of the Milwaukee is in the city and gives a glowing report of the great volume of business handled along the main line of the Milwaukee between Council Bluffs and Chicago.

General Passenger and Ticket Agent Lomax of the Union Pacific went to Chicago last night to consult with the general passenger agents of other lines relative to the western situation. Whether the Union Pacific will enter the Western Passenger association, or will continue to remain without the fold, is said to be an undecided question.

All records were broken when the Pennsylvania company moved one bridge from its piers and placed another one in its place in exactly two minutes and thirty seconds, at Philadelphia last week. The old span was 236 feet three inches long. The new one is 235 feet seven inches in length, and weighs 570 tons. The aggregate weight moved was 1,400 tons.

President Thomas of the Erie wanted to keep an appointment in Chicago last Friday afternoon. In order to do so he had to make a quick run from the east, and he did it. From Huntington, Ind., to Hammond the special train, which consisted of two private cars, ran the distance of 122 miles in 117 minutes, which time includes one dead stop and a slow down for a caution position of a semaphore blade.

Three Killed by a Drunken Man.

GORHAM, N. B., Oct. 26.—Thomas Monahan, while crazed with drink, today, shot Joseph Gauthieir, an employe of the Grand Trunk railroad, killing him instantly. Monahan also shot Selectman Gates of Gorham, probably fatally injuring him. Later another body was found, which, it is believed, is that of the third victim of Monahan's fury. The murderer was arrested.

General Fitzgerald Much Better.

TOPEKA, Oct. 26.—General Lewis Fitzgerald of New York, member of the Union Pacific reorganization committee, who was taken suddenly ill here yesterday, is much better at noon today. He still has a slight fever, but physicians say he will be all right in a day or two. He is at the Santa Fe hospital in this city.

...THE BEE Voting Contest

FOR...

Queen of the Ice Carnival

MY CHOICE FOR QUEEN POLARIS

IS _____

Ballot Boxes located at Millard Hotel and Bee Office.

NORRIS & LOVE, Carnival Managers.

OCT. 27. This ballot must be deposited within 3 days from date. Coupons may be mailed within two days to Carnival Dep't., Bee Office, Omaha.

TWENTY LOSE THEIR LIVES

Extent of the Recent Disaster on the New York Central.

FIREMAN TOMKINS' BODY IS RECOVERED

It is Found Wedged in Between Two Huge Masses of Iron in the Wreck of the Engine.

GARRISONS, N. Y., Oct. 26.—Twenty lives are now known to have been lost in Sunday's accident on the New York Central railroad and eighteen bodies have been found. The body of an unknown man was recovered today, as well as that of the fireman. The day coach of the ill-fated train was raised today and in it was found a victim not hitherto included in the list of dead. The engine was also brought to the surface and with it the body of Fireman John Q. Tomkins, tightly wedged between two masses of iron.

For some hours this afternoon prior to the raising of the day coach, it was believed that several more bodies would be found. Shortly after 3 o'clock the large derrick brought up the day coach from the bottom of the river. When the water had drained out of the car, those watching the operation saw at one of the windows a human hand and just beyond the feet sticking out from under one of the seat tops. The wreckers tore aside the debris and soon had the body out. No more bodies were found. The body removed, the seventeenth since the wreck and the twentieth known victim, was that of a man 35 years of age, a dark, short mcustache. He was dressed in a gray woolen shirt, dark blue vest and trousers, a black necktie and yellow socks. The shoes had been removed and so had the coat, and it was evident that the man had been sleeping when death came. In one of the pockets of the vest was a wallet containing six $10 bills, a $2 bill and a Casualty Insurance company ticket, such as is sold at railroad stations. It was made out for the usual sum of $2,500 in case of death, but very curiously the name, or rather the last names of both payer and beneficiary were missing. The card read, so far as could be deciphered, "Ike R" as the purchaser and Mrs. "E." as the person to whom it was to be paid. The railroad officials are of the opinion that the man boarded the train at Rochester.

RUSH FOR LIFE.

The contents of the car, other than the body, showed that the people had made a rush for their lives. There were women's shoes and hats, six men's hats, a woman's coat, eight gripsacks of various kinds, two men's coats and many small garments.

Another interesting event of the day was the raising of the express car, from which is was alleged that a large sum of money had been lost by the dropping to the river-bottom of a small safe. General Superintendent Van Valkenburg of the American Express company was present. When the car came to the surface it was seen it was the most badly damaged of any taken out. As soon as possible the car was searched by inventory and then Mr. Van Valkenburg gave out this statement:

"None of the valuables in the car were lost. The big dynamite-proof safe was intact and fastened to the sill in its proper place. The small safe, which it was thought might have dropped out of the broken car, was found in a corner and the only thing of value known to be missing is a small package of jewelry."

The engine was dragged out of the river tonight just before dark and President Chauncey M. Depew and the three railroad commissioners, with Assistant Secretary Edward McE'tree, saw the operations. The divers had located the tender early in the afternoon and brought it up without its trucks. When, shortly after 5 o'clock, the engine came to the surface of the river, it was seen that the trucks were missing and that the front of the boiler and the guards were smashed into an unrecognizable mass.

FIREMAN'S FATE.

The men on the lighter saw clothes dangling from the front and when the lanterns could be brought to bear it was found that the rags covered a human body. The body was wedged in front of the boiler where the engine number plate is and had to be dragged out. There is much speculation as to how Tomkins came to be in front of the machine. The fact of the finding of the fireman's body tonight in the position in which it lay has led to the belief that the engineer's body is somewhere in the locality. The fact that the front trucks of the engine are yet in the river precludes any possibility until tomorrow of determining whether a broken truck caused the accident.

Superintendent McCoy of the New York Central said tonight that the story told by a section boss to the effect that he had left the road because of its unsafe condition was a falsehood and that the man who told it had been discharged for drunkenness. Mr. McCoy also denied the statement that the roadbed at the scene of the accident was known to be in bad shape.

BODY IDENTIFIED.

POUGHKEEPSIE, N. Y., Oct. 26.—Body No. 17, which was found in the day coach this afternoon, was identified tonight as Isaac Rettenberg of New York, 32 years of age, a dealer in eyeglasses. His father lives at 37½ Webster street, Cleveland. His insurance policy was payable to his mother in Cleveland. Rettenberg was on his way to New York to attend his brother's wedding. The unknown woman is still unidentified, but a telegram of inquiry about her description was received from Cleveland. The bodies of the eight Chinamen were sent to New York, where they will be buried by the Chinese society, the president of which claimed them today.

CLEVELAND, Oct. 26.—The name of the man whose body was taken from the New York Central wreck today was Isaac Rattenberg. He lived at 98 Webster street, this city.

Wreck in West Virginia.

BLUEFIELDS, W. Va., Oct. 26.—Norfolk & Western passenger train No. 12, from Columbus, O., to Norfolk, Va., was wrecked near Welch this afternoon. The engine, mail car and baggage car went down an embankment about twelve feet, turning over on their sides. Engineer A. J. Mays was killed and Fireman Frank Biggs had his right hand cut off. Clerk Bowles was slightly injured. No passengers were hurt. The accident was caused by a breaking rail.

Swimming Race.

LONDON, Oct. 26.—At the Westminster swimming baths today, Cavill, the Australian champion, beat McCusker the first of three races arranged for distances of a quarter mile, one-half mile and 300 yards for a purse of £200 to the winner of two. Cavill covered the quarter mile in 6:29⅘, beating McCusker by two yards at the finish. The second race will come off next Saturday at Leicester, and the third, if necessary, November 1, at Manchester.

McCoy Will Box Smith.

CHICAGO, Oct. 26.—"Kid" McCoy and Australian Billy Smith have been matched to box six rounds in this city November 13, for a purse of $3,000. They will meet at 165 pounds, with a forfeit of $100 for overweight. The purse will be divided into 75 per cent for the winner and 25 for the loser. On account of the jeers for his performance at Tattersall's on Saturday night McCoy is anxious to redeem himself, and the bout will not be a tame one.

Noted Stallion Dies.

NASHVILLE, Tenn., Oct. 26.—The noted stallion Glen Elg, sire of Firenzi, Louisette, Gleaner, Little Minch, Preciosa, Osborne and other good ones died at Glen Elg stud, property of Tyree Bate, at Castalian Springs, Tenn., Saturday. He was 31 years old and vigorous up to within a few days of his death, which was caused by colic.

English Buying Daly's Horses.

ANACONDA, Mont., Oct. 26.—William Broderick Cloete of London, Eng., has purchased at Marcus Daly's Bitter Root stock farm imported Matt Byrnes, by Hampton, dam Cherry, paying $5,000 for the horse. He also purchased six mares. The lot will be shipped to England.

Neck Broken in a Foot Ball Game.

NEW YORK, Oct. 26.—Andrew Hasske, 19 years old, of this city, died at the hospital at Astoria, L. I., from injuries received in a game of foot ball played at Casino beach Sunday. His neck was broken.

RECORD OF THE YELLOW FEVER.

Scourge Continues to Claim Victims in the South.

NEW ORLEANS, Oct. 26.—Past the half century mark the number of cases had gone today by nightfall. The deaths at that time had reached five. The new cases were developed from various sections of the city. There is no longer any attempt to establish foci. Cases appear where there has never been fever before, and the doctors say simply that the germs are flying around and that cases are not to be restricted by municipal or geographic boundaries. Today's deaths—John Lough, James Bolger, Rosa Roth, John Ritter, Joseph Gravet.

Official report of the board of health: Cases of fever today, 59; deaths today, 7; total cases of yellow fever to date, 1,269; total deaths from yellow fever to date, 145; total cases absolutely recovered, 637; total cases under treatment, 487.

MOBILE, Ala., Oct. 26.—Three new cases of yellow fever were announced today, the smallest number since the first week of the appearance of the fever. No deaths have occurred in Mobile proper in the past ninety-six hours. Total cases to date, 219; deaths, 28; recoveries, 127; under treatment, 34.

MERIDIAN, Miss., Oct. 26.—Dr. H. S. Gulley, state health officer, is in receipt of a telegram officially announcing yellow fever at New Albany, Miss. The dispatch adds that the town has been almost depopulated.

MONTGOMERY, Ala., Oct. 26.—An official report on yellow fever from Selma today says there are no new cases and there has been but one death. There was a light frost this morning.

The official report of the board of health today gives ten new cases and one death, Mrs. J. F. Suggs.

MEMPHIS, Tenn., Oct. 26.—The National bicycle circuit was forced to cancel its dates in this city on account of the yellow fever. The two Memphis dates were October 25 and 26. The concluding performances were to have been given tonight, but, as stated, the races were abandoned.

Today's yellow fever record in this city is seven new cases and no deaths. All of the new cases with a single exception are in the southern part of the city where the original case was discovered.

SCRANTON, Miss., Oct. 26.—New cases, 12; deaths, 3; as follows: Charles Geboe, formerly of Charlevoix, Mich.; William Bartholomew, William Kay.

BATON ROUGE, La.—One case and one suspicious case.

BAY ST. LOUIS, Miss.—Ten new cases. One death—Edmund H. Vance.

BILOXI, Miss., Oct. 26.—The board of health reports: Yellow fever cases under treatment, 87; new cases, 11; total yellow fever cases to date, 541; total deaths to date, 21.

M'HENRY, Miss.—One new case, Wesley Ossman. One death—Mr. Hardee.

OPELOUSAS, La.—There is considerable fever in Opelousas but a difference of opinion exists among the physicians as to the nature of it.

Causes No Alarm at Cincinnati.

CINCINNATI, Oct. 26.—The case of yellow fever which has developed in this city is August Wilkie, a horse trader of Montgomery, Ala., whose wife has been here about a month. Mr. Wilkie arrived yesterday and when his condition became known, was removed to the branch hospital, where he is reported today in a very favorable condition. The case causes no apprehension, as conditions for the spread of yellow fever do not exist here.

BOREAL BLAST IS BLOWING

(Continued from First Page.)

The schooner H. W. Laws, coal laden, ashore at Lewes, is in bad shape.

A number of schooners and small craft are riding the sea and will probably weather the storm. No lives have thus far been lost. The two life-saving crews have done noble work, dozens of sailors having been rescued from stranded vessels by means of the breeches buoys.

REEDY ISLAND, Del., Oct. 26.—The pilot of the British steamer Etheired, Port Antonio for Philadelphia, reports he saw an Italian bark go down west of fourteen-foot bank in the Delaware bay early this morning. He states that he could not see the name of the bark.

CAPE MAY, N. J., Oct. 26.—The northeast storm continues here and the tide this morning was within three inches of being as high as that of yesterday. The wind continued to blow all through the night at the rate of thirty-six miles an hour and shows no sign of abatement.

The tide at 9 o'clock, high water, covered as much territory as yesterday excepting that it did not reach the front of the Stockton hotel, while covering the land on the other three sides of the structure. The tide about 8:30 o'clock broke over Madison avenue in three places, and a half hour later covered that thoroughfare at every point. The tide has eaten away a portion of the drive in front of the Pennsylvania railroad excursion house and washes over Poverty beach, north of Madison avenue, for a stretch of three-quarters of a mile. The waves are washing across the meadow for a mile and breaking within 200 yards of Washington street on the north part of the town.

At Cape May point the waves are still eating away the bluff and at South Cape May the only places left are the main parts of the houses themselves. The amount of damage done cannot be told until the tide lowers. No word has been heard as to the damage at Holly Beach or Anglesea, but the tide can be seen through strong glasses washing across that beach.

PHILADELPHIA, Oct. 26.—While the northeast hurricane on the middle Atlantic coast has abated in fury tonight sharp squalls are still blowing around the Delaware capes and enormous tides are reported all along the bay and river. The list of maritime casualties grows. Further details have been received of the Italian bark Francesco R, which sailed from this port October 18 for Oporto, and went to pieces at Fourteen Foot bank, eight miles below this city. The vessel's master, Captain Calliano, and eleven of the crew of twelve men, reached this city tonight after a day and night of thrilling escapes from death. The twelfth man, Marian Castellano, refused to leave the ship and in all probability is lost.

Steamer Ashore.

CAPE HENRY, Va., Oct. 26.—At 10:20 this evening a large steamer stranded at Cape Henry immediately in front of the weather bureau office. The vessel is well in shore and resting easily. There is a very heavy sea running which, prevents the life saving crew from launching its boat. It is thought to be a passenger steamer. The weather is very heavy with a light rain and wind northeast thirty-six miles. No particulars can be obtained till daylight.

Rain Turns to Snow.

MINNEAPOLIS, Oct. 26.—Specials from many points in central and eastern South Dakota are to the effect that a heavy rain has changed to snow and sleet and the temperature is rapidly falling under the influence of a cold north wind.

Fires of a Day.

MOWEAQUA, Ill., Oct. 26.—The large grain elevator of Yost Brothers at Macon, Ill., was totally destroyed by fire this morning. Loss heavy, partially insured.

CORRY, Pa., Oct. 26.—The immense pine tracts in the vicinity of Blue Eye, Warren county, six miles from here, are in flames tonight. Two hundred men are fighting the fire, assisted by women and children. The fire threatens the villages of Lyle and Garland. The loss is now placed at $25,000 and is growing heavier every hour.

Senator Morgan Has La Grippe.

SAN DIEGO, Cal., Oct. 26.—Senator John T. Morgan, who arrived here last night, is suffering from a severe attack of la grippe. Dr. Parker, his attending physician, says it will be several days before it will be absolutely safe for the senator to leave his rooms. The doctor says he found the senator suffering from a high fever when he first visited him and at times delirious. In addition he is troubled with erysipelas, though in a modified form, in his left knee, caused by an abrasion suffered while stepping into a carriage at Honolulu. His condition is improving, however, and with good care he will be well in a few days.

Anti-Gambling Statute Invalid.

DENVER, Oct. 26.—The statute under which for several years the police department of this city has at will seized, confiscated and destroyed gambling implements has been declared by Judge Allen in the district court to be unconstitutional and in conflict with federal statutes.

WOMEN'S TEMPERANCE WORK

Proceedings of the Convention in Session at Toronto.

OFFICERS CHOSEN FOR ENSUING YEAR

Adoption of Resolutions Presented by the Committee—Emphasis Placed on Importance of Social Purity Movement.

TORONTO, Oct. 25.—This was the last day of the World's Woman's Christian Temperance union convention. In Miss Willard's temporary absence, Miss Agnes E. Slack presided at the morning session. After the reading of the report of Mrs. J. K. Barney, on "Penal, Charitable and Reformatory Work," an hour of devotional work was conducted by Miss Greenwood of Brooklyn. Miss Mary E. Green of Honolulu related her experiences among the Hawaiians. She was followed by Commander Evangeline Booth of the Salvation army, who brought the devotional hour to a close. The executive committee then reported the following newly elected officers.

Honorary president, Mrs. M. C. Leavitt, Boston; vice president, Mrs. Frances E. Willard; president at large, Lady Somerset, England; secretary, Miss Agnes E. Slack, England; assistant secretary, Miss Anna Gordon Evanston, Ill.; treasurer, Miss Mary Sanderson, Danville, Quebec.

The executive committee has revived the position of honorary president, which was dropped at the convention in London, in 1895, and Mrs. Mary Clement Leavitt of Boston was re-elected to the position.

At the afternoon session the minutes of the whole session were read. Miss Matilda Carse read a report of the department of world's archives and a paper in the press by Miss C. E. Reed was read, showing that about one-third of the newspapers published Woman's Christian Temperance union matter, 300 giving space for a Woman's Christian Temperance union column.

Miss Kirk, secretary of the Australia Woman's Christian Temperance union, read the report of the committee on resolutions.

RESOLUTIONS.

Whereas, The regulation of vice has become an aggressive question in the Woman's Christian Temperance union, and the discussion of it as represented in the contagious diseases act has assumed a character which we cannot ignore,

Resolved, That while we do not forget that even the most consecrated and true may honestly differ in relation to vital matters, and while we would abstain from anything which would savor of criticism or judgment of motives, yet we, the World's Woman's Christian Temperance union, must earnestly protest against anything that would even seem to commit our great organization to any effort at regulation or license as applied to any and all forms of sin and we most unequivocally declare our abhorrence of any compromise whatever with anything which is wrong in principle. We utter this, our conviction, and protest again our determination never to surrender the principles for which we have always stood as a body, and this we do in the name of God, and home, and every land.

In reference to the labor questions the committee favored the eight hour day law for wage workers and opposition was expressed to strikes and movements of like nature. Evangelistic training schools were commended and recognition and help requested and confidence was expressed in the official organ of the union. Armenia was referred to and the massacres were deeply deplored. Lynching, drinking on ships and railways, and gambling were the topics of other resolutions.

Dr. Mary Wood Allen, superintendent of the Social Purity department, offered a resolution regretting the absence of Mrs. Josephine E. Butler, expressed appreciation and sympathy in her unrelenting crusade against social vice and requested that she continue to be the association's leader in purity work. With this addition the resolutions were submitted to the meeting and unanimously adopted.

The credentials of the Icelandic delegate, Miss Johansdottir, were presented to Mrs. Carse, as keeper of the archives in Chicago. Miss Johansdottir is president of the Woman's Christian Temperance Union of Iceland, and came forward and made a pleasant speech.

A discussion of the subject of "How We May Advance the White Ribbon" in all countries followed by Miss Rounds, president of the Illinois Woman's Christian Temperance Union, Mrs. Todd, ex-president of the Dominion Woman's Christian Temperance Union, proposed a plan of sending Miss Frances E. Willard with her right-hand worker, Miss Gordon, around the world to propagate and strengthen the work in other countries.

The great auditorium and galleries of Massey hall were crowded tonight at the closing session of the convention. Miss Frances E. Willard presided and 100 one-minute addresses were delivered by as many delegates. The meeting was named "White Ribbon Love Feast."

NATIONAL COUNCIL OF WOMEN.

Dress Reform and Social and Religious Subjects Discussed.

NASHVILLE, Tenn., Oct. 26.—The National Council of Women discussed national patriotism, improved dress and promotion of religious unity this afternoon. Addresses were made by Miss Susan B. Anthony on suffrage and Mrs. Kate Brownlee Sherwood on "Citizenship."

The flag salute was given by children of the exposition kindergarten.

Mrs. Oscar Denton of Mississippi illustrated Mrs. Annie Whit Johnson's dress report by Delsarte poses and Mme. Manvell of Chicago appeared in a variety of costumes to show the beauty of discarding corsets, tight sleeves and chokers.

Mrs. Sarah J. Martin, Brookfield, Mo., and Mrs. Emma R. Wallace of Chicago spoke for the relief corps; Mrs. I. C. Manchester, Providence, R. I., for Loyal Women of American Liberty; Miss Mollie Liam, Nashville, for women stenographers; Mrs. Elizabeth Grannis, New York, for social purity; Mrs. Kate Waller Barrett, Washington, D. C., for Florence Crittenden missions; Mrs. J. E. Allen, Nashville, for the national Woman's Christian Temperance union.

A reception was tendered the council by President and Mrs. Thomas of the Tennessee Centennial exposition tonight. The meeting closed tonight with a discussion on "Growth of Religious Unity" by Elizabeth Boynton Herbert of Illinois, Rev. Anna Garlin Spencer of Rhode Island and Miss Sarah Warner of Greenacre, Me.

WIRE MANUFACTURERS COMBINE.

Big Corporation Forming to Buy Up All the Large Plants.

NEW YORK, Oct. 25.—There is a movement on foot to consolidate all the wire manufactories of the United States in a single corporation with a capital of $100,000,000. To evade the anti-trust laws all or nearly all the wire industries will surrender their independence and sell their plants to a new organization for cash at an appraised value, the money to be furnished by a syndicate of bankers in this city. Pierpont Morgan is said to be at the head of the scheme. It is understood all the wire mills in Chicago and vicinity, those in Pittsburg and Cleveland, the Washburn-Moen properties in Massachusetts, and all the other large companies, are in the deal, and that experts are now visiting the several works to make appraisements.

Deaths of a Day.

CHICAGO, Oct. 26.—Michael Brand, ex-member of the Illinois state legislature and the Chicago city council and prominently connected with the brewery interests of the west, died today after a long illness, aged 49 years.

ASHLAND, Neb., Oct. 26.—(Special.)—David Baker, proprietor of the Commercial house and one of the most prominent citizens of Ashland, died this morning of cancer of the stomach. He had only been sick about one week. Mr. Baker came to this city from Wisconsin and during his three years' residence has been one of its most public spirited citizens. He leaves a wife and one daughter. The funeral will be held at the Methodist Episcopal church at 2 p. m. tomorrow.

FRAUD UNEARTHED IN CHICAGO.

Great Loss of Money to City in the Water Department.

CHICAGO, Oct. 26.—Years of fraud, abuse of power and loss of money to the city in its water department have finally been recognized by the mayor and aldermen and a water commission is to be appointed by Mayor Harrison, composed of Commissioner McGann, Superintendent of the Water Office Lang, three aldermen and two real estate men. A thorough revision of the present water rates is contemplated.

Expert Harper, who has been engaged on the water office books for three months, has informed the mayor that his report, which will be ready in a few days, will show that fraud aggregating thousands of dollars, has been perpetrated by former officials in this department. The report will show that during the last two years rebates to the amount of $100,000 have been granted without authority. Rebates of $200,000 more, granted on authority of past water office officials, are criticised sharply.

SPAIN'S LONG REPLY

(Continued from First Page.)

The British officers say the tribesmen excel in guerilla warfare and are wonderful skirmishers. The enemy is supplied with ammunition and large reinforcements are joining the insurgent camps. A despatch from Semphaga gives the official list of the killed and wounded at the storming of Dargai ridge as being 195, of which number thirty-seven were killed.

FEAR AN OUTBREAK AT HAVANA.

Volunteers Determined to Make a Demonstration.

HAVANA, Oct. 26.—Considerable anxiety is expressed among the American residents of this city as to the outcome of the demonstration which the volunteers are expected to make on Friday or Saturday next, upon the departure of General Weyler for Spain. In spite of the orders from Madrid, and the steps taken by the Spanish officials here there is still apparently a determination upon the part of the volunteers who, in this matter, seem unwilling to be controlled by their officers, to make the general's departure from Havana the occasion of an anti-American demonstration. Should this be the case, it is feared that serious trouble may ensue, and many of the Americans of this city have been heard to express more strongly than ever the wish that a United States war ship will be present in this harbor to protect American life and property if necessary.

Calamity in the Crimea.

ST. PETERSBURG, Oct. 26.—A terrible casualty has taken place at the village of Khaleff in the Kosloff district, on the western coast of the Crimea. While service was in progress in the village church an alarm of fire was raised. A panic ensued in the congregation and the efforts of the officiating priests to calm the tumult were absolutely unavailing. In the stampede for the exits fifty-four persons were killed by suffocation or being trampled and eighty others were seriously injured.

Sultan Conciliates Bulgaria.

CONSTANTINOPLE, Oct. 26.—The sultan, as a further step in his policy of conciliating Bulgaria, is issuing trades permitting the joining of the Bulgarian Kustendjel railroad with the Turkish Salonica-Uksub railroad, counseling the appointment of eight Bulgarian commercial agents in Macedonia and granting amnesty to Bulgarian political prisoners. The issuing of berats to the Bulgarian bishops in Macedonia, long and earnestly desired by Bulgaria, is still withheld by the sultan.

Turkish Government Protests.

CONSTANTINOPLE, Oct. 26.—The Turkish government has sent a circular to its representatives abroad protesting against the trial tomorrow of a number of Mussulmans by the judicial commission of the Island of Crete, and demanding that the accused be sent to Rhodes for trial. The porte also demands that 10,000 rifles which were seized on a vessel from the Piraeus by the international authorities of Crete shall be handed over to the Ottoman government.

Needs a Fresh, Large Loan.

BERLIN, Oct. 26.—The Frankfort Zeitung today publishes a dispatch from Madrid which quotes the Spanish minister of finance, Senor Pulgcerver, as saying that a fresh, large loan is necessary, as the funds of Spain will be exhausted in June, 1898. The Cuban war, the finance minister is said to have added, puts his country to a monthly expense of 45,000,000 pesetas and the civil and military departments of Spain are behind in their payments.

Soldiers Object to Cuban Service.

SANTANDER, Spain, Oct. 26.—An incipient mutiny was aroused here yesterday by some soldiers who had been ordered to embark for the island of Cuba refusing to go on board the transports. Although the men were eventually compelled to obey orders the occurrence has aroused considerable misgiving as to the possible behavior of future detachments of Spanish troops ordered to the war.

Floods in Italy.

ROME, Oct. 27.—The entire plain around Ascoli, capital of the province of Ascoto-Pineno in the marshes, is flooded. Great damage has been done by the waters. Eight persons have been drowned and there has been considerable loss of cattle. Many of the peasants have taken refuge in the tree tops, from which the carbineers are now engaged in rescuing them.

Consent to Meet Engineers.

LONDON, Oct. 26.—The federated employers, at a meeting held at Manchester, are understood to have agreed to the conference with the representatives of the striking engineers on the lines suggested by Mr. Ritchie, president of the Board of Trade, provided the eight-hour demand is withdrawn and the question not raised at the conference.

Annoys Bicycle Manufacturers.

LONDON, Oct. 26.—The British bicycle manufacturers are annoyed by the report that no American bicycles will be admitted at the national bicycle show at the Crystal palace in December. They say no more effective methods could have been adopted to bring American machines into prominence.

President of Interhaus Resigns.

VIENNA, Oct. 26.—In the lower house of the Reichsrath today Vice President Abrahamovics read a letter from Dr. Kathrein, president of the House, notifying the Interhaus of his resignation of its presidency. The resignation was undoubtedly due to the recent disorderly scenes in the Reichsrath.

Cyclone in India.

SIMLA, Oct. 26.—A cyclone struck the town of Chittagong, in the Bengal presidency, on Sunday. Half the houses of that place were demolished, all the roads in its vicinity were blocked by trees and several vessels sunk. There were only three persons killed ashore, so far as known.

Notables Sail for America.

LIVERPOOL, Oct. 26.—The steamer Teutonic, due to sail from this port for New York tomorrow, has on its passenger list the names of Wilson Barrett, Marshall Field of Chicago and J. Pierpont Morgan of New York.

Opposes a Silver Reserve.

LONDON, Oct. 26.—The council of the Associated Stock exchanges yesterday adopted a resolution against the Bank of England holding silver in its reserve.

Bad Manners Costs a Head.

PARIS, Oct. 26.—The newspapers of this city publish a telegram from Saragossa, Spain, declaring the king of Siam, who has been visiting Spain and Portugal, has condemned a member of his suite to be executed for a breach of etiquette committ