

A BOLD BURGLAR.

He Robs a Missouri Pacific Express Car of Fifty Thousand Dollars.

It Is Darkly Hinted He Is Jim Cummings of the Jesse James Gang.

But as Frankly Admitted That He Is But Twenty-Five Years of Age.

St. Louis, Oct. 26.—Adams Express car attached to passenger train No. 3, on the St. Louis and San Francisco railroad which left this city at 8:25 o'clock last night was robbed of over \$50,000 in cash between here and Pacific, Missouri. It seems that as the train left this city a man giving his name as Cummings, presented letters to the express messenger, Mr. Frothingham, purporting to be signed by the officers of the company, stating that Cummings was about to take a run on the line and asking Frothingham to

GIVE HIM POINTS. When near Merimac the stranger overpowered the messenger, gagged him and bound him to the safe, after which he coolly rifled the car, took none of the contents, but took none of it. At Merimac the robber left. The robbery was not discovered until the train reached Pacific, when the express car was opened and Messenger Frothingham found tied to the safe. The express officials are reticent, but admitted that over \$50,000 was taken. A singular coincidence is that the thief gave the name of

JIM CUMMINGS, the only member of the once celebrated James gang who has never been accounted for. Frothingham says the robber is about twenty-five years old, six feet tall, weight about 200 pounds, dressed in dark clothes with dark overcoat. He thinks the robber had accomplices as he seemed to be talking with some one on the front platform of the car. Frothingham is about twenty-four, lives in Ste. Genevieve, Mo., and has been in the employ of the Adams Express company for about four years. Superintendent Damsel says Frothingham's record has been of the best. He had only been on the Frisco run since June. He worked for the company prior to that time in Kansas City. He had run on the Southern Kansas, the Fort Scott and Gulf and the Missouri Kansas and Texas roads. He had been working for the company in all about four years. Superintendent Damsel and private detective Newcomb had

with the police authorities this afternoon but at the present writing no formal demand for aid has been made upon the express company. Mr. Damsel stated that every effort is being made to obtain a clew to the robber and to procure his arrest. It seems that so far Mr. Damsel and his advisers accept Frothingham's statement as true and that they are working on that theory but they will not commit themselves fully on this point. Superintendent Damsel, of the express company gives the following as the result of the long

EXAMINATION OF THE MESSENGER made at the office of the company this morning.

"Mr. Frothingham says that as he was about to go out on his run last night, a man came to him with a letter purporting to be signed by myself and Mr. Barrett instructing him to take the bearer, Jim Cummings on his run as far as Pierce City for instruction. In accordance with these supposed instructions Frothingham took the stranger and set him to work checking up. Then he began his own work. Frothingham was standing with his back to the stranger, his coat off and the handle of his revolver sticking out of his pistol pocket. About fifteen miles out from the union depot

HE WAS ATTACKED FROM THE REAR. The stranger gripped his neck with one hand and grasped his revolver with the other. Before Frothingham realized what was being done he was thrown to the floor. He struggled and fought but the stranger overcame him and bound him hand and foot. Then he put a gag in his mouth and tied him to the safe. Having secured the messenger he proceeded to go through the safe and take all there was in it. Several pouches of silver he cut open but left them when he found what the contents were. At Merimac some men working in a line killed

FLAGGED THE TRAIN on account of an obstruction on the track. While it was standing still some one tried to get into the express car, but the robber stood over Frothingham with a revolver and prevented his making any effort to cry out. At or about Pacific station the robber took his plunder and opening the front door of the car went out on to the platform and closed the door after him. What he did after that Frothingham does not know. He lay on the floor of the car until the train reached St. Clair, when he was able to get

THE THE GAG OUT OF HIS MOUTH. cry out for assistance. The train men hearing him endeavored to get in the back door and finding it locked went around to the front door which the robber had left open. They released him. Frothingham says the robber was about six feet high, 24 years of age, weighed about two hundred pounds, he had dark straight hair cut close, a thin dark mustache a low forehead, wore dark clothes and a dark gray over coat, he was

GAGGED WITH A HANDKERCHIEF. tied into knots, forced into his mouth and tied around his head. His hands were tied together behind his back with a silk handkerchief. His legs were fastened together with straps taken from valises in the car and with cords and with the heavy strap which was around the safe. He was tied to the handle of the safe. Mr. Damsel added in reply to questions that it was the custom to send new men out on the road, and that such orders as Frothingham says were presented to him by the robber would be issued either by Route Agent Barrett or himself. He stated that Frothingham telegraphed to the company's department manager that

HE HAD BEEN ROBBED, and that Mr. Damsel was notified of the fact about half past one o'clock this morning. Mr. Damsel says he cannot yet name the amount stolen, but as the run was unusually heavy he thinks it will exceed \$40,000. Not much is known here of Frothingham. It has been impossible to obtain anything further of a definite character about the robbery to-night. Superintendent Damsel and the private detectives who are patiently working up the case have studiously

KEPT OUT OF SIGHT. to-night and seemed to have taken special pains to keep out of the way of reporters, nor is it known where Frothingham is. It is safe to say, however, that he is constantly under the eye of an officer, and that the express company officials here are doing all in their power to get at the facts in the case, and to secure the robber.

VARIOUS THEORIES are current, but the prevailing outside opinion is that the messenger knows more about the matter than anybody else, though nobody seems disposed to charge him with being directly concerned in the robbery. The local police, as far as can be ascertained, are doing nothing in the case.

A BIT OF HISTORY. Jim Cummings, once a very active member of the James and Younger bands, who terrorized Missouri, is possibly the last who could answer to his name were roll called of the members of that once famous band of bandits, with the exception of Frank James, who is living the life of a quiet shoe merchant in the little town of Nevada, this state. Cummings was

A MAN OF POWERFUL PHYSIQUE, and in that respect answers this description of the bold and successful express robber of last night. He was, however, never guilty of dressing well, which was probably ascribable to the fact of his precarious existence and the dangers in which he constantly found himself. He was identified in many if not all of the daring robberies perpetrated during the successful reign of

MISSOURI BANDITS and was known as a fearless and desperate member of that gang. As the bandits began to find themselves in closer quarters and after the cruel murder of Conductor Westfall, of the Rock Island road at Winston, of the Jesse James, they began to dwindle in numbers and it was about that time that Cummings became "less numerous" in transactions of a similar character.

AFTER THE MURDER OF JESSE JAMES by Bob Ford, the suicide of his brother Charlie in Ray county, the disappearance of Bob out West and the subsequent surrender of Frank James, the remaining member to be accounted for was Cummings. He has not been seen or heard from in years, and the sudden appearance of a man answering in a measure his description, bearing the same name and engaged in the same enlivening occupation has created some excitement.

The Express Robbery.

St. Louis, Oct. 27.—There are no new developments in the Adams express robbery. Mr. Damsel was seen at his office this morning but said that he gave the associated press all of the facts in the case, so far as they had come to his knowledge yesterday, and absolutely nothing new had turned up since. In regard to the report that Messenger Frothingham had made a confession, he stated that there was

NO TRUTH IN IT, that they were working on the theory that the messenger's story was true; that the latter had not been arrested nor placed under surveillance, but of his own accord was in constant communication with the officers of the company and detectives.

The despatches from Springfield printed here this morning giving the story of a man who traveled from St. Louis with an individual who answered the robber's description, whose satchel contained a large number of bank notes tied up in packages, was shown Mr. Damsel, who said that if the story was true, it was

A VERY IMPORTANT DISCOVERY. But there were so many stories afloat of a like nature, that it was difficult to select the probable from the improbable ones. They would investigate the occurrence but doubted if it would lead to the discovery of the robber. The detectives have several other clews.

Frothingham in relating in detail his experience with the robber, to-day said: AFTER BINDING ME, Cummings, as he called himself, took the key to the safe from my pocket, unlocked the safe and took the pouches out. He then took his grip sack and opening it tried to force the pouches in without opening them but could not do so. He then took his knife from his pocket, cut the pouches open and removed their contents. He then removed some articles of clothing from his bag and threw them out of the window of the north side of the car. We were then somewhere

NEAR MERIMAC I should judge, for we had just passed through a tunnel. He transferred the money to his bag and was then ready to make his escape. Before he left he said to me:

"You would be surprised if I told you who I am."

I said: "I don't know as I would."

"Well," he continued

"I AM JIM CUMMINGS, the last of the Jesse James gang. I was in the Blue Cut job and only got \$1,500 out of it. Since then I have passed considerable time in Australia and San Francisco."

He seemed familiar with the names and doings of the various members of the James gang. When we began talking he removed the gag from my mouth but when the train reached a point near Pacific he replaced it so that I could make no outcry, in the mean time threatening to blow my brains out if I attempted to attract any one's attention."

TO TEST THE MESSENGER'S STATEMENT a search was made for the clothes which he said the robber had thrown from the car and on the north side of the track near Merimac several articles of clothing and some old paper and printed songs were found and have been brought to this city. One of the garments measured about thirty-eight inches around the waist, bear-

ing out Frothingham's statement as to the size of the wearer, who is supposed, of course, to be the robber. A number sixteen collar was also found. Frothingham's statements have thus far been remarkably clear, straightforward and free from contradictions. The opinion is gaining strength that the robbery was a bona fide affair and that the messenger was in no way accessory to it.

There are really no more developments in the case to-night. Mr. L. C. Weir the western manager of the company said: Our first purpose and our object is to catch the robber and all the resources of the company will be used in that direction. The recovery of the stolen money is a secondary consideration with us.

WE HAVE REIMBURSED THE BANKS to-day to the amount of over \$40,000 and shall finish paying the last money to-morrow. Mr. Frothingham has not been arrested yet and we have made no accusations against him nor will this be done until we are well assured that he shall be justified in doing so, the messenger, however, is within ready call and has voluntarily offered to be of any possible assistance in pointing out the guilty party.

Is it Cummings?

Springfield, Ill., Oct. 27.—A gentleman who arrived in this city yesterday stated to a reporter last night that as he was boarding a Chicago & Alton train at St. Louis yesterday morning, and just as the train was starting out a stranger hastily entered the smoking car, carrying on his arm a heavy overcoat and in one hand a satchel. He walked through the car looking for a vacant seat, and finding none he seated himself in the unoccupied half of one of the other half of which was occupied by the gentleman who gave the reporter these facts.

The man seemed to be very nervous and excited and looked restlessly about. He was unable to remain quietly in his seat, and finally drew a St. Louis morning paper from his pocket and

SEARCHED HASTILY FOR AN ITEM which he evidently expected to find. He suddenly stopped at the account of the Adams Express robbery and read it intently. He read no further and put up the paper and opened his satchel to get a cigar. As he did so, the gentleman plainly saw a tangled bunch of bank notes stuffed in one corner of the bag and several neatly tied packages of the same, carefully stowed away under a lot of clothing. The man then drew a traveling guide from his pocket and turned to a map of upper Canada which he studied intently.

THE SUSPICIONS OF HIS COMPANION were not aroused until he took a more careful survey of the man's features, when he noticed that the eyebrows, eyelashes and complexion were very dark while his hair was very light, excepting one lock on the right side of his head, which was black. Closer scrutiny convinced him that the man was wearing a wig and it then occurred to him that he might possibly be the express robber himself. At every station he went to the toilet room with his satchel until the train resumed its journey. Frequently he remarked that the train was making very slow time and displayed great impatience to reach his destination. The gentleman who related these facts is confident that on his trip to Springfield he occupied a seat with "Jim Cummings," the Adams express robber.

VERSAILLES' VISITATION.

One-Fourth of the Business Houses of the City Consumed.

Fifteen Head of Horses Perish in the Cruel Flames.

Versaille, Mo., Oct. 25.—(Special.)—A terrible conflagration originated here Sunday night about midnight. The fire began in Vaughn & Clark's livery stable about one block west of the court house. How it was ignited no one seems to know, as there was no one at the stable at the time. Before the fire was discovered it had gained such a headway as to prevent the possibility of controlling it or even of removing any of the animals, fifteen of which, with nearly the entire stock of vehicles, harness, saddles and feed were consumed. There being no fire department in the city a bucket brigade was organized as quickly as possible after the alarm was given, but the strong southwest gale, which was blowing at the time, rendered their efforts almost futile and the flames spread rapidly east taking in their course Hardy's agricultural implement establishment with most of its contents.

The post office came next from which a portion of the contents was saved, then Heiman & Dells butchershop, a one story building.

The next building was a two story building occupied on the lower floor by Spurlock Bros. general merchandise store and above by the Oddfellows hall, all of which with most of its contents was consumed.

Adjoining this on the south was the city hotel, a two story frame, which was also consumed. Passing rapidly south the flames swept away Banks Bros. grocery store, the Masonic hall, Wassungs saddlery and harness shop and several additional buildings on the same block.

At the same time the flames driven by the fierce wind had made their way to the north side of the street and in rapid succession devoured Martin Spels grocery store, the barber shop, Washburns drug store, Martins drug store and news stand and a large two story brick building belonging to Daniel Lutman, and occupied by the Messenger office, Anthony and Eohling's law offices, and the city council rooms. In the meantime the citizens finding their efforts to subdue the flames futile, had turned their efforts to preventing a further spread east, and by herculean and daring efforts succeeded in preventing their crossing to the east side of the street among the handsome large bricks and the court house.

The result of the conflagration is a loss of about \$50,000, with not more than half that amount of insurance, and the destruction of nearly one-fourth of the business portion of the city.

A HORRIBLE WRECK.

A Limited Express Train Runs Off an Open Switch Into a Bank.

The Cars Take Fire and the Passengers are Roasted Alive.

A Terrible Disaster for Which Some One is Certainly to Blame.

Milwaukee, Oct. 28.—A special to the Evening Wisconsin from Portage, says: Last night soon after midnight the west bound limited train was derailed at East Rio siding, a small station about thirteen miles east of this city on the main line of the Chicago, Milwaukee & St. Paul railway. There are two sidetracks at the place and at the time the train was due last night both were occupied by freights one by a wild train the other by train No. 14, Conductor H. P. Hankey, of this city, which had just pulled in from the west to allow the limited express to pass. No. 14 was very long and the conductor was at the head of the train

RELIVING UPON A BRAKEMAN to attend to the switch. One report says the rear brakeman, whose business it was to close the switch after the train, for some reason neglected to do so. Another and more probable story is that he started back to close the switch but before he could reach it the limited express which does not stop at any, except large places, came tearing down the grade at fifty miles an hour and left the rails at the open switch.

THE SIDINGS ARE IN A CUT where the road curves, so that the switch light cannot be seen from the east until the train is within a few rods, so that the engineer of the limited express could not see the switch light was turned wrong until too late to stop. The engine left the track and ran a short distance and brought up against the side of the cut toppling over the baggage car. Two regular coaches followed while four sleepers kept the rails. The engine and soon took fire from the stoves. Engineer Little and Fireman Eagan soon crawled out from under the locomotive badly burned and scalded. The baggage man had a leg broken. All the passengers in the sleepers got out uninjured, except slight bruises, but in one of the day coaches thirteen were penned in and

BURNED TO DEATH. Many others were injured by the severe shaking up. The names of the victims have not yet been made known here. The whole train, except one sleeper which they were able to uncouple and draw away was burned up. A wrecking train with surgeons went from this city. It was a most horrible and sickening spectacle, the roaring people making the night hideous with their yells, while the bystanders were unable to render any assistance. It was the worst wreck ever known in the northwest.

BISHOP WHIFFLE THERE.

The Inter-Ocean's Milwaukee special says that the report that Bishop Whipple, of Minnesota, was on the train that was wrecked near Portage last night, caused considerable of a stir among that gentleman's friends in this city. It was on the train, however, he was undoubtedly on one of the sleepers and escaped. The train was composed of one baggage car, one mail car, one passenger coach and three sleepers. The mail car was in charge of John Besch, of Plainfield, who with his five men escaped, though badly bruised. They got all the valuable mail out before the car burned, sixty bags of papers were destroyed. Of the passengers in the day coach

ALL PERISHED EXCEPT TWO

small children of C. R. Scherer, of Winona, Minnesota. Mrs. Scherer and her mother-in-law, Mrs. Rosina Johns, were in the car and perished but were able to push the children out through a window to the outside. The children were sent home. The coach contained about twenty people, and the momentum of the sleepers behind it raised the center of it up like a letter "A," when the bottoms came together smashing everything to pieces and pinning the people down with the seats. General Manager Mills, who went out to the scene of the accident at four o'clock this morning, returned at four o'clock this afternoon. The correspondent saw him when he reached his office. He said, in response to a question, that he had but little information to give beyond what had already been given. He believed that twelve persons lost their lives in the wreck. Of these he had been able to get but

A FEW NAMES. There was Mrs. Scherer and her mother-in-law, Mrs. Rosina Johns.

Their two children were saved. The poor mother, almost enveloped, thought of her children first and succeeded in pushing them out of the window. There were two women wearing the garb of nuns, both of whom perished. One was a Mother Superior of some convent. Information received here leads to the belief that she was a Mother Superior of a convent at New Castle in Fon Du Lac county. The order is known as the third of Franciscan Sisters. A merchant at whose store the sister bought goods says

THERE WERE THREE OF THEM and that they had their packages taken to the depot to go upon the night train to DuPont.

THE OTHER VICTIMS

whose names Major Miller had, were: Louis Brinker, of Ashland, and Emil Waldersdorf, a merchant of Columbus, Wisconsin. The only man who escaped from the burning car was Dr. Smith, of Chicago. If the merchant is correct about there being three instead of two sisters, who were going on the train. There should be added one to Mr. Miller's of the victims, making in all thirteen. This is probably the full number. It may be several days before the names of the others are secured.

The Latest Reports.

Milwaukee, Oct. 28.—From the most reliable accounts obtainable to-night, the number who perished does not exceed ten, and these were all in the passenger coach next to the baggage car. The only occupants who escaped were two children, whose mother, Mrs. C. R. Scherer, of Winona, handed them out to a brakeman. Mrs. Scherer was pinned down by a seat and already enveloped in flames. The rescuer's hands were burned to a crisp. None of the charred remains can be identified. As far as can be learned to-night

THOSE WHO PERISHED ARE:

Mrs. Scherer.
Mrs. Rosina Johns.
Louis Brinker, residence unknown.
A young woman believed to be Mrs. Geo. A. Marr, of Chicago.
Emil Waldersdorf, residence unknown.
Five or more unknown persons.
Two Sisters of Charity, one believed to be Mother Alexa, Superior of a convent at Winona.

THE INJURED

include Conductor Lucius Searle, of Milwaukee, badly hurt about the chest but probably not fatally.

Wade Clark, of Oconomowoc, baggage-man, leg broken.
Charles F. Smith, Fifty-six Wabash avenue, Chicago, broken arm and wrist and face cut badly by broken spectacles.
James Phillips, brakeman, cut about the head.

No passengers in any of the sleepers were killed.
Conductor Searle was in the baggage car when the shock occurred with the baggage-man Clark and Phillips, a brakeman. He was pinned under several heavy trunks. Unable to extricate themselves, to their horror, they saw flames burst in from one end of the car. They redoubled their efforts and

PHILLIPS MANAGED TO CRAWL OUT. Conductor Searle thus released followed him. Clark with a broken leg was gotten out and the three crowded through a window as the flames had crept up to within a few feet of them. Conductor Searle is now lying prostrated at his home at Milwaukee and tells this story.

He says as nearly as he can recollect the occupants of the car where the frightful incineration occurred included a woman with a little girl of about six years, another dark haired woman with a babe less than a year old, a blonde woman of thirty, who seemed to be a companion of the former, both bound for St. Paul; two Sisters of Charity traveling on a pass. He can recall no description of any others, but says there were not to exceed fifteen altogether.

Twenty-Six Dead.

Milwaukee, Oct. 28.—A later dispatch to the Sentinel estimates the number of people killed at twenty-six. A force of men have been engaged to-night in raking over the ruins of the coaches. At 11 o'clock the charred remains of eleven victims had been taken out.

The Milwaukee train bringing those saved from the Rio wreck reached here to-night. Among the passengers were Bishop Whipple and wife, of Faribault.

A BASE BETRAYER.

A Young Fiend Entrusted With a Lady Basely Attempts Her ruin.

Clinton, Mo., Oct. 26.—[Special.]—This city was thrown into a state of intense excitement this morning over one of the most atrocious attempts to commit a nameless crime that has ever been recorded. Both the victim and the base betrayer of a sacred trust are well known and have always stood high in the community, neither of them are residents of this city but come from the neighborhood of Humansville. The particulars are about as follows:

HENDERSON WHEELER, a young man residing near Humansville, desiring to visit relatives in Kentucky started on his journey this morning. In company with him was Miss Birdie Hull, a handsome young lady and a daughter of a well-to-do farmer and neighbor of Wheeler. Miss Birdie was on her way to Clinton, Illinois, to visit relatives and had been entrusted to the care of Wheeler by her father as he was well known and a friend. When the two arrived at the depot in this city this morning and while awaiting the arrival of the north bound train to Sedalia young Wheeler induced Miss Hull to

WALK DOWN THE TRACK with him. Arriving at a secluded place he seized her and attempted to throw her down with intentions. Her struggles and screams, however, brought assistance and Wheeler fled. He was pursued and captured and brought to jail. When brought up for a hearing he demanded and was given a continuance until to-morrow and recommitted to jail. There is great excitement and indignation here over the affair. Both Miss Hull's and Wheeler's relatives have been notified and will be present at the trial to-morrow.

Young Wheeler is a son of James Wheeler and had been living with his father about five miles east of Humansville on a farm owned by Hull, the father of his companion, who, he acknowledged, was placed in his charge. When questioned, he protested his innocence and said there was no truth in it.

HE ADMITTED BEING DRUNK, and said he did not know exactly what took place further than that he was leaving the waiting room when she followed him and catching his coat sleeve asked him if he had checked her trunk. Together they walked down the platform and when they reached the end they sat down. This is all he knew about it and could not remember being placed in the cooler. He said he was 23 years old, and anxiously inquired if he could be sent to the pen "without it would be proved on him."

Miss Hull is a decided brunette, of medium height, round face and says she was twenty years old this morning. Mrs. Hull, mother of the girl, arrived on the noon train from Humansville, and joined her daughter at Gerhardt's restaurant, where the young woman remained to-night and to-day.

A NEW TREATY.

Spain and the United States Settle Their Tariff Differences Amicably.

The Discriminating Duties to be Removed From Spanish Vessels.

A Presidential Proclamation.

Washington, D. C., Oct. 27.—The President issued the following proclamation this afternoon.

By the President of the United States of America: A proclamation: WHEREAS, Satisfactory proof has been given to me by the government of Spain that no discriminating duties of tonnage on imports are imposed or levied in the islands of Cuba and Porto Rico upon vessels wholly belonging to citizens of the United States, or upon the manufactures produce or merchandise imported in the same from the United States or from any foreign country; and

WHEREAS, Notification of such abolition of discriminating duties of tonnage and imports as aforesaid has been given to me by a memorandum of an agreement signed this day in the city of Washington, between the secretary of state of the United States and the envoy extraordinary and minister plenipotentiary of Her Majesty the Queen Regent of Spain, accredited to the government of the United States of America.

Now, therefore, I, Grover Cleveland, President of the United States of America, by virtue of the authority vested in me by section 4228 of the revised statutes of the United States, do hereby declare and proclaim that from and after the date of this, my proclamation, being also the date of the notification received as aforesaid, the foreign discriminating duties and imports within the United States are suspended and discontinued so far as respects the vessels of Spain and the produce, manufacture or merchandise imported in said vessels into the United States from the Islands of Cuba and Porto Rico or from any other foreign country. Such suspension to continue so long as the reciprocal exemption of vessels belonging to citizens of the United States and their cargoes, shall be continued in the Island of said Cuba and Porto Rico and no longer.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the city of Washington, this 27th day of October, in the year of our Lord, one thousand eight hundred and eighty-six, and of the independence of the United States, the one hundred and eleventh.

GROVER CLEVELAND, [L. S.]
By the President.
(Signed) T. F. BAYARD,
Secretary of state.

THE AGREEMENT.

The following is the agreement referred to in the President's proclamation: Memorandum of agreement between the government of the United States of America and the government of Spain for the reciprocal and equal suspension of a discriminating duties of tonnage on imports in the United States and in the islands of Cuba and Porto Rico upon vessels of the respective countries and their cargoes.

First—It is positively understood that from this date an absolute equalization of tonnage and import duties will at once be applied to the products of and articles proceeding from the United States or from any foreign country in vessels owned by citizens of the United States to the Islands of Cuba and Porto Rico and that no higher or other import or tonnage duties will be levied upon such vessels and the merchandise carried in them as aforesaid, than as imposed upon Spanish vessels and the cargoes under the same circumstances. Under the above conditions the president of the United States will at once issue a proclamation declaring that the foreign discriminating duties of tonnage and imports within the United States are suspended and discontinued so far as respect Spanish vessels and the produce, manufacture or merchandise imported in them from the United States from Spain or her possessions aforesaid or from any foreign country.

This memorandum of agreement offered by the government of the United States as a full and satisfactory notification of the facts above recited.

Second—The United States minister Madrid will be authorized to negotiate with the minister of foreign affairs, either by an agreement or a treaty, so as to place the commercial relations between the United States and Spain on a permanent footing, advantageous to both countries. In witness whereof, the undersigned, behalf of the government of the United States and of Spain respectively, has hereunto set their hands and seals.

Done at Washington this 27th day of October, A. D., 1886.

(Signed) T. F. BAYARD, [L. S.]
K. DE MERNUAL, [L. S.]

ORDERS ISSUED.

The treasury department this afternoon issued the following circular to collect of customs and others in regard to the suspension of differential duties on cargo in Spanish vessels:

"Officers of the customs will observe instructions contained in the proclamation of the president, dated to-day, suspending the collection of foreign discriminating duties of tonnage and imports within the United States, so far as respects the vessels of Spain and the produce and manufactures or merchandise imported in vessels into the United States from Islands of Cuba and Porto Rico, or from any other foreign country.

The instructions contained in the order of Oct. 15, 1886, (No. 143) current series directing that discriminating duties should be imposed under 2501 of the revised statutes on merchandise imported from island mentioned under the Spanish flag are hereby rescinded and the collection such discriminating duties will be discontinued from and after this date.

(Signed) C. S. FANCHILL

Lytton Ambassador.

London, Oct. 28.—Lord Lytton will proceed Lord Lyons as British ambassador Paris.