CHUR CHOVE - RECTHORS

Items of General Interest Told in Paragraphs.

COMPLETE NEWS SUMMARY.

Impertance from All Parts of the Oly Warld-Incidents. Materprises Acetdonts, Verdiste, Crimes and Warn

Micholas Nielson, a farmer, was killed and his son George, aged 10 years, and his wife were badly hurt in a runaway four miles west of Omaha, Neb.

Philip Zimmer, an engineer who lived in Milwaukee for forty-six years and built many notable buildings, was killed by gas. He was 70 years old.

Ben McKnight, convicted at Sloux City of murdering his wife by heating her to death, has been denied a new trial and sentenced to twenty-five years in prison,

By the caving in of slate in Brazil block coal mine No. 11, near Brazil, ind., Frank Kolontsky was instantly killed and Antonio Cubuschwak fatally injured.

Lew Hartsaugh shot and instantly killed G. F. McLaughlin at Sheridan, Wyo. They were ploneer business men of Sheridan and partners. They had quarreled. Hartsaugh was arrested.

Cuban delegates, received by Presitent and Secretaries of War and Agriwiture, make appeal for tariff reduc-

Ruin marks the path of the storm which ravaged portions of the Atlantic cast. Nearly every building in Long will exceed \$1,000,000. Five men were drowned from a barge.

Annual report of Secretary Wilson of the Department of Agriculture shows a vast amount of work in the effort to prevent disease among farm animals and insure pure food products.

Elibert Dale, whose name has figured with that of Mrs. Elisabeth H. Dale, released by New York recorder. Probability that state will be unable to held Mrs. Dale on charge of potsoning her child.

Miss Minas, who was in adjoining room at time Ayres was killed in a Washington hotel, proves interesting witness in trial of Mrs. Bonine.

Former President Cleveland rapidly improving and physician expects he will be out in a few days.

Colombian gunboat Pinson heeds warning from the United States and not hombard Colon. Insurgents dicated in a fierce battle at Empire Station, between Colon and Panama. Marines landed from the battle ship lows and transit across the isthmus is re-established.

Col. A. D. Anderson, who originated he idea which culminated in the Chicago World's Fair, committed suiide at Mount Vernon.

Richmond, Ind., man reported to have discovered method of storing the heat rays of sun.

including some discharged American soldiers from Olongapo, is believed to have been lost on its way from Subig Bay to Manila.

General Wood bought the San Juan mittlefield for \$15,000, which the United States government will transform into a park.

Boars attacked British convoy and early captured 100 prisoners. Greek ministry resigned as a result of the recent riots at Athens.

Long Island and New Jersey shores visited by severe gale which did thousands of dollars damage to docks and shore property. Summer homes on Long Island badly damaged. Many retnels missing. Four lives lost.

Two companies of state troops capbared camp of striking miners at Noronville, Ky., and arrested twentyhree men belonging to the UnitedMine Workers. Tents and camp equipage

Granddaughter of Horatio Seymour ped with man 65 years old and one marter Indian, employed by her par ents at Marquetta, Mich.

Holland submarine boat remained fifteen hours under water at Greenport, N. Y. Officers and crew suffered

Expert diver located the wreck of he Pacific mail steamer Rio de Janeiro, which foundered off the California

ethorities of Riverside Hospital ew York, sent the wrong body to Kerr as that of his child who d died inere. He finally located his lid's body with the help of District

ding trades at New York to

dvators Armes, 9 years old, arrestfor throwing a 3-year-old child into re at New York. Its injuries will

ion of the lungs

Miceragua Route is the Best and Cheapest

By the Panson Route the Cest in Ratimated at \$355,574,555, and in Addition the Canal Concession Would Cost the United States \$109,141,000.

The Interoceanic Canal Commission's report is in favor of the Nicaragua route and it will be submitted to Congress before the holiddays. Here is the report in full:

The investigations of this commission have shown that the selection of "the most feasible and practicable route" for an isthmian canal must be made between the Nicaragua and Panama locations. Furthermore, the complete problem involves both the sea level plan of canal and that with locks. The Panama route alone is feasible for a sea level canal, although both are entirely practicable and feasible for a canal with locks. The time required to complete a sea level canal on the Panama route, probably more than twice that needed to build a canal with locks, excludes it from favorable consideration, aside from other serious features of its construction. It is the conclusion of this commission, therefore, that a plan of canal with looks should be adopted. A comparison of the principal physical features, both natural and artificial, of the two routes, reveals some points of similarity. Both routes cross the continental divide less than ten miles from the Pacific Ocean, the Pana-ma summit being about double the height of that in Nicaragua.

Both Routes Require Costly Dams. For more than half its length the location of each route on the Atlantic side is governed by the course of a river, the only source of water supply for the proposed canal; and the summit levels, differing about twenty feet in elevation-Panama being the lower—are formed by lakes, natural in the one case and artificial in the other, requiring costly dams and water ways for their regulation and for the impounding of surplus waters to reduce the effect of floods and meet operating demands during low water seasons. The investigations made in conpection with the regulations of Lake Nicaragua have demonstrated that the iake affords an inexhaustible water supply for the canal by that route. The inthe Panama route, is to form Lake Bohio Branch suffered, and the total damage | so as to yield a water supply for a traffic of 10,000,000 tons, which can be supplemented when needed by an amount sufficlent for more than four times that traffic by means of the Alhajuela reservoir. For all practical purposes this may be considered an unifmited supply for the Panama route. So far as the practical operation of a ship canal is concerned, therefore, the water supply features on both lines are satisfactory. The difficulties disclosed and likely to be encountered in the construction of the dams are less at Conchuda, on the Nicaragua line, than at Bohio, on the Panama route. Both dams, however, are practicable, but the cost of that at Bohlo is one-half more than that at Con-Commission Desires a Perfect Structure

A less expensive dam at Bohio has been proposed, but through a portion of its length it would be underlaid by a deposit of sand and gravel, pervious to water. The seepage might not prove dangerous, but the security of the canal is directly dependent upon this dam, and the policy of the commission has been to select the more perfect structure, even at s somewhat greater cost. The waterways at both locations present no serious difficulties. The advantages in the design and construction of the dams are in favor of the Nicaragua route. The system of regulation at Lake Bobio consists of the discharge of water over the crest of a weir, as the lake level rises under the influence of floods in the Chargres River. The plan of regulating the level of Lake Nicaragua is less simple, though perfectly practicable. It involves the operation of movable gates at such times and to such extent as the rainfall on the lake basin may require. The experience and judgment of the op-erator are essential elements to effective regulation of this lake. The regulation of Lake Bohlo is automatic. The only means of transportation now found on the Nicaragua route are the narrow gauge Silico Lake Ralfrond, about six miles in length, and the limited navigation of San Juan River and lake; but the Steamer Alerta, with 200 passengers. Nicaraguan Government is now building town to Monkey Point, about forty-five miles to the northward, where it poses to establish a commercial port. By means of a pier in the area protectby the point goods and material for canal purposes can readily be landed and transported by rail to Greytown Such piers are in constant use on our Pacific coast. This railroad and port would be of great value during the period of preparation and harbor construction, and should materially shorten that

Fanama Has Railroad in Operation. A well equipped railroad is in operation along the entire length of the Panama route, and existing conditions there afford immediate accommodation for a large force of laborers. The Nicaragua route has no natural harbor at either end. At both the Atlantic and Pacific terminal, however, satisfactory harbors may be created by the removal of materfal at low prices and by the construction of protective works of well established design. An excellent roadstead protected by falands, already exists at Panama, and no work need be done there for either harbor construction or maintenance. At Colog, the Atlantic terminus of the Panama route, a serviceable harbor already exists. It has afforded harbor accommodations for many years, but is open to northers, which a few times in each year are liable to damage ships or force them to put to sea. Considerable work must be done there to create a suitable barbor at the entrance of the canal, which can be easily entered

ping lying within. Excavation Work Compared. The completion of the harbors, danned for both routes, would yield bu little advantage to either, but the bal ance of advantages, including those maintenance and operation, is probabl in favor of the Panama route. The ex stence of a harbor at each terminus of the Panama route and a line of rallroad across the isthmus will make it practicable to commence work there, after the concessions are acquired, as soon as the necessary plant can be collected and put face and the working force organized This period of preparation is estimated at one year. In Nicaragua this period is estimated at two years, so as to include also the construction of working harbors and terminal and railroad facilities. The work of excavation on the Nica-ragus route is distributed; it is heaviest near Conchuda, at Tamberoite and in the tivide west of the lake. On the Paname

and will give complete protection to ship-

Method for Concentrating Blood. A cheap and rapid method for conntrating the enormous quantities of blood collecting in abattoirs has been invented recently. The blood is injec. ed into an oven shaped chamber, oper at the top, and brought into contact with a current of hot air asc

culebra and Emperador cuts, which are

brackboolly con. At a rate distributed work afforce a greater sumber of available points of attack, contributing a quicker completion, but is either of these cases such difficulties as may exist can be successfully met with suitable organisation and efficient applications.

Labor Source Thore.

The time required for constructing the Nicaragua Canal will depend largely on the promptness with which the requisite force of laborers can be brought to Nicaragua, housed and organized with the locations of hoaviest work along the route. The out through the divide west of the lake probably will require the longest time of any single feature of constructions. time of any single feature of construc-tion. It contains 18,000,000 cubic yards of earth and rock execration, or a little less than 10 per cent of the total work of all classes included. With adequate force and plant this commission estimates that it can be completed in four years. This indicates, under reasonable allowance for ordinary delays, if force and plant enough were obtainable, to secure a practically concurrent execution of all portions of work on the route the completion of the entire work might be executed within six years after its being started, exclusive of the two years esti-mated for the period of preparation. The securing and organizing of the great force of laborers needed, largely foreigners, so as to adjust the execution of the various portions of the work to such a definite program of close fitting parts in a practically unpopulated tropical country involves unusual difficulties and would prolong the time required for completion. The greatest single feature of work on the Panama route is the excavation in the Culebra section, amounting to about 43,000,000 cubic yards of hard clay, much of which is classed as soft rock, nearly 45 per cent of all classes of

material to be removed.

Eight Years Required. It is estimated that this cut can be completed in eight years, with allowance for ordinary delays, but exclusive of a two-year period for preparation and for unforeseen delays, and that the remainder of the work can be finished within the same period. The great concentration of work on this route and its less amount will require a smaller force of laborers than on the Nicaragua route, Hence the difficulties and delays involved in securing them will be correspondingly diminished. The total length of the Nicaragua route, from sea to sea, is 183.06 Panama route is 49.09 miles. The length in standard cans' section, and on the harbors and entrances, is 73.78 miles for the Nicaragua route and 26.41 miles for the Panama route. The length of salling tine in Lake Nicaragua is 70.51 miles, while that in Lake Bohio is 12.68 miles. That portion of the Nicaragua route in the canalized San Juan is 39.37 miles. The preceding physical features of the two lines measure the magnitude of the work to be done in the construction of waterways along the two routes. 'The estimated cost of constructing the canal on the Nicaragua route is \$45,630,704 more than that of completing the Panama offers to sell and transfer its canal proplatter property. This sum measures the difference in the magnitude of the obstacles to be overcome in the actual construction of the two canals and covers all physical considerations, such as the greater or less height of dams, the great- of the Nicarugua route. er or less depth of cuts, the presence or absence of natural harbors, the presence or absence of a ratiroad, and the amount of work remaining to be done. The estimated annual cost of maintaining and operating the Nicaragua Canal is \$1,250,-000 greater than the corresponding charges for the Panama Canal,

Panama Route Shorter.

The Panama route would be 134.57 miles shorter, from sea to sea, than the Nicaragua route. It would have less summit elevation, fewer locks, and 66.44 miles less curvature. The cutimated time for a deep draft vessel to pass through is about twelve hours for Panama and thirty-three bours for Nicaragua. These periods are practically the measure of the relative advantages of the two canals as water ways connecting the two oceans, but not entirely, because the risks to greater in a canal than in the open sea. Except for the items of risk and delays the time required to pass through the canals need be taken into account only as an element in the time required by vessels to make their voyage between terminal ports. Compared on this basis, the Nicaragua route is the more advantageous for all transisthmian commerce except that originating or ending on the west count of Bouth America. For the commerce in which the United States is most interested, that between our Pacific | George Morrison of the Canal Commisports and Atlantic ports, European and American, the Nicaraguan route is shorter by one day. The same advantage exlets between our Atlantic ports and the Orient. For our gulf ports the advantage of the Nicaragua route is nearly two days. For commerce between North Atlantic ports and the west coast of South America the Panama route is shorter by about two days. Hetween gulf ports and the west coast of South America the saving is about one day. The Nicaraguan route would be the more of the uncertain winds in the Bay of Panama. This is not, however, a material matter, as sailing ships are rapidly being displaced by steamships. A canal by the Panama route will be simply a means of communication between the two oceans. The route has been a highway of commerce for more than 309 rears, and a railroad has been in operation there for nearly fifty years; but this has affected industrial changes but little, and the natural features of the country through which the route passes are such that no considerable development is likely to occur as a result of the construction and operation of a canal. In addition to its use as a means of communication between the two oceans, a canal by the Nicaragua route would bring Nicaragua and a large portion of Costa Rica and other Central American states into close and easy communication with the United States and with Europe. The intimate business relations that would be established with the people of the United States during the period of construction by the expenditure of vast sums of money in these states, and the use of American products and manufactures would be likely to continue after the completion of the work, to the benefit of our manufacturing, agricultural and other interests.

Nicaragua the Healthier. The Nicaragua route lies in a region of sparse population and not in a pathway of much trade or movement of peo-Conditions productive of much sickness do not exist. On the other hand, a considerable population has long existed on the Panama route and it lies on a pathway of comparatively large trade. along which currents of moving people from infected places sometimes converge. thus creating conditions favorable to pidemics. Existing conditions indicate hygienic advantages for the Nicaragua route, although it is probable that no less effective sanitary measures must be taken during construction in the one case than in the other. The cost of construct-ing a canal by the Nicaragua route and of completing the Panama Canal, without including the cost of sequiring the concessions from the different governments, is estimated as follows:

Panama..... 144,933,888 For a proper comparison there must be added to the latter the cost of acquir-

ing the rights and property of the New

Panama Canal Company. This commis-

To be vain of one's rank or place,

is to show that one is below it. Stan-

in the morning is the coldest hour of

We are made ridiculous less by our

infects than by the affectation of qual-

or a quarter of a century,

the twenty-four.

A new patent steel roofing will shortly be placed on the market, and it is asserted that this product will completely displace galvanized iron for At all seasons of the year 5 o'clock roofing purposes. The system of manafacture consists of steel strips bent cold in the press, the covering being formed of plain galvanised sheets bent back on the edges and locked into tubular rafters. Works for the manu-This year's harvest in the south of facture of this product on a large is stated to be the sest experi- scale are being constructed at Dar-

county for the construction of the count and for its management after completion the United States should acquire control of a strip of territory from six to see sufficient in area for the convenient and efficient accomplishment of these purposes. Measures must also be taken to protect the line from unlawful acts of all kinds to insure sanitary control and to render police—jurisdiction—effective. The strip should be not less than five miles wide on each side of the center miles wide on each side of the center fine of the canal, or ten miles in total width. No treaties now exist with any of the states within whose territory the two routes lie authorizing the United States to occupy its territory for the construction and operation of a canal. When it has been determined to undertake the work and the route has been selected. the consent of Colombia, or of Nicaragua and Costa Rica, for such occupation must be obtained before the inauguration of the enterprise, and one or more con-tentions must be entered into by the United States to secure the necessary privileges and authority. The republica of Nicaragua and Costa Rica are un-trammeted by any existing concessions or treaty obligations, and are free to grant to the United States the rights necessary for the attainment of these ends, and in December, 1900, demonstrated their willingness to have their terri tory so occupied by the United States by executing protocols by which it was agreed that they would enter into negotiations to settle in detail the plan and agreements necessary to accomplish the construction and provide for the ownership of the proposed canal when-ever the President of the United States

is authorized by law to acquire the nec-

essary control and authority.

Colombia Not Free. The government of Colombia, on the contrary, in whose territory the Panama route lies, has granted concessions which belong to, or are controlled by the New Panama Canal Company, and have many years to run. These concessions, limited in time and defective in other ways, would not be adequate authority for the purposes of the United States, but while they exist Colombia is not free to treat with this government. If the Panama route is selected these concessions must be removed in order that the republics may enter into a treaty to enable the United States to acquire the control upon the isthmus that will be necessary and to fix the consideration. An agreement with the New Panama Canal Company to surrender or transfer its concessions must include a sale of its canal property and unfinished work, and the commission undertook, soon after its organization, to ascertain upon what terms this could be accomplished. Much correspondence and many conferences followed, but no proposition naming a price was presented until the middle of Octo-ber, 1901, and after prolonged discussion it was submitted to the commission in a modified form on the 4th of November, to be included in its report to the President. The itemized statements appear in an earlier chapter of the report. The total amount for which the company This, added to the cost of completing the work, makes the whole cost of a canal by the Panama route \$253,374.858, while the cost by the Nicaragua route is \$159,-

884,062, a difference of \$63,510,796 in favor States Most Be Compressed. In each case there must be added the cost of obtaining the use of the territory to be occupied and such other privileges as may be necessary for the construction and operation of the canal in perpetuity. The compensation that the different states will ask for granting these privileges is now unknown. There are certain physical advantages such as a shorter canal line, a more complete knowledge of the country through which it passes and lower cost of maintenance and operation, in favor of the Panama route, but the price fixed by the Panama Canal Company for a sale of its property and franchises is so unreasonable that its acceptance cannot be recommended by this commission. After considering all the facts developed by the investigations made by the commission vessels and the dangers of delay are the actual situation as it now stands, and having in view the terms offered by the New Panama Canal Company, thi commission is of the opinion that "the most practicable and feasible route" for an isthmian canal to be "under the control, management and ownership of the

THE MINORITY REPORT.

United States" is that known as the

Nicaragua route.

sion Favors Panama Route. Following is a summary of the minority report of George S. Morrison of the Nic-

aragua Canal Commission: While concurring in the excellence of the greater part of the majority report. was unable to accept the conclusions at which my colleagues have arrived. I accept the location for the Nicaraguan Canal as one to which I can suggest no improvements. I consider that the estimate does not make enough provision for unknown conditions and contingencies

The cost of the work on both the Nicaragua and the Panama routes has been estimated at the same unit prices and with the addition of the same percentage to cover "Engineering, Police, Sanitation and General Contingencies.' The excavation of the Panama Canal

has been opened for nearly its entire length, and the character of the material to be removed can be examined in post

On the Nicaragua route the character of material has been determined by borings which, though unusually complete do not give the definite information that is visible at Panama.

At Panama there are fair harbors as both ends of the canal that are fully adequate for all demands during construction and connected by a railroad in high condition, the country is settled and many of the necessary accommodations for a large working force are there. Before the eastern section of the Nicaragua Canal can be begun a harbor must be created at Greytown, convenient lines of transportation which do not now exist must be provided, as must also the means of housing and caring for a large laboring population, nearly all of which must

The preliminary engineering has been done at Panama and the general contingencies have been reduced to a minimum. Comparing modified estimates, the cost of completing the Panama Canal would be \$67,000,000 less than the cost of building the Nicaragua Canal.

On the Panama route two concessions must be extinguished before such rights can be acquired. They are the contract of 1867, by which the Panama railroad holds its present rights, and the Wyse concessions, under which the French canal companies have been operating. The settlement with the French must

be simply an extinguishment of rights; the authority to build the canal must be derived from a new treaty with the republic of Colombia. The Panama route has advantages over the Nicaragua route in cost of construction, in cost of operation and in convenience when done, while its use is less likely to lead to local international com-

ment is to build an isthmian canal the Panama route is the best. The French rights must first be extin-guished, and whatever this government may pay for such extinguishment will be salvage to the French. If these rights sion has estimated the value of these cannot be extinguished the Nicaragua in the project recommended by it at route is available.

Seconds: GEORGE S. MORRISON.

plications. If the United States govern-

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Vessels Wrecked, Hotels Unroofed, Piers Washed Away.

FOUR GIVE UP THEIR LIVES.

Massa at the Bate of sixty Miles Mour, Bringing Death and Destruction of Property.

New York, dispatch: The first storm

of the winter broke over New York

Saturday night, and before the wind

went down Sunday and left the rain to soak the wrecks along the path it had caused over \$750,000 loss in this vicinity. Four lives were lost. A man, unidentified, perished in the wreck of pier and ships at Long Branch, another was drowned in New York Bay. He was James Feehan, a watchman, who is supposed to have fallen from the schooner James May during the gale, and two others were drowned in Jamaica Bay trying to save a boathouse. Following are the principal losses and the curious incidents of the sudden tempest, which banked up the waters of the bay and rivers so that the waves did as much toward the burt of property as the wind: At Long Branch one man lost his life. The iron pier at Long Branch is a twisted ruin. The tug Robert Haddon was pounded to pieces against the iron pier the bodies. and the shore. The ship Plootbek lies on the sands at Monmouth Beach. The LATEST MARKET QUOTATIONS. crew was saved by the breeches buoy. The United States Hotel at Long Branch is entirely unroofed, and the Winter wheat—No. 2 red, 71%c; No. 3, 726 walls are damaged and the interior 71%c; No. 2 hard, 71%672c; No. 3, 70%6 walls are damaged and the interior 71%c; Corn—No. 2 and No. 3, 60%c; No. 3 of the building is soaked. It will cost \$10,000 to fit it up. At City Island yachts | no grade, 41c; No. 4, 40c; No. 3, 40% 041%c were wrecked and hotels damaged to the amount of \$100,000. The cup winner, Columbia, was blown from her ways in Hawkins' yard and had a hole stove in her. A steamboat owned by Thomas Burns of the department of highways was dashed on the beach and wrecked. At Hart's Island a bark was blown ashore. Communication with the island is still cut off, so it is not known if the crew escaped. On Echo Island the estate of C. Oliver Iselin was seriously damaged. At Coney Island piers were smashed, bathhouses washed away, board walks torn up and roadways destroyed, involving an aggregate loss of \$30,000. At Asbury 1.85. Butter-Creamery, extra choice, Dark the pavillon is smashed and the 24%c; seconds, 140,15c; dairies, choice, 190 board walk torn up and the fishing daistes, choice, 1061846; Young Americas, pler is destroyed. The storm hit the plate-glass window of Howard & Co., 5; northern spies, \$363.50; Hen Davis, \$2.50 jewelers and silversmiths, at 264 Fifth

and water colors were destroyed. A score of pleasure craft were driven Arbuckle's floating hotel, the bark, J. Rapid Transit Rallroad trestle stranded on a rocky ledge. The coast The hurricane centered on New York. Racing at sixty miles an hour, the wind from the eastward sent the incoming tide through the Narrows, wit the speed of a milirace. A fleet of ocean liners were kept out by the storms. The Cunarder Campania was swept by the tempest for more than fiffteen hours, off the Sandy Hook

Rough Rider for Governor.

Washington, D. C., dispatch: A. O. Brodie, one of the men who served with the Roosevelt rough riders in Cuba and one of the leading officers of that famous regiment, is to be appointed governor of Arizona if President Roosevelt carries out his present intention. He will succeed Nathan O. Murphy, the present governor, who, it is said, the President believes has lost caste with the Republicans of the territory.

Train Robber Pleads Guilty.

Washington dispatch: Postoffice Inspector Houk has telegraphed that Walter Strattan, alias Ben Starne, one of the highwaymen who held up an M. K. & T. train and robbed the United States mail at Caney, I. T., has entered a plea of guilty to the charge at Antler, I. T. "He was leader of the gang," wires the inspector, "and h an escaped convict from the penitentlary in Tennessee."

Passenger Agents in Wreck. Truckee, Cal., dispatch: The passenger agents' special had a head-end collision with a freight train at Boca. Mr. and Mrs. C. A. Parker of Chicago were slightly bruised; Mrs. H. N. Butterfield of Milwaukee received b-nises on the neck and back, and Mrs. W. L. Price of Kansas City had a rih harten. Many other passengers sustained slight injuries, but refused to give names.

Indicts Seventeen for Lynching. The grand jury of Lincoln county. Nebraska, which convened at Pioche last Thursday, has returned indictments against seventeen citizens of Fay, Nev., who, it is alleged, participated in the stringing up of George Ellis, colored, in order to make him confess to numerous thefts. All the men indicted are now in fall with the exception of Superintendent Gayford of the Horse Sine Mining company. Postmaster De Frieze and I

FATAL FIGHT OVER A GIRL

Pana, Ill., dispatch: John Himes invited Elmer Dannenbarger to accom pany him on a huggy vide, and when they were alone shot his guest in the head, producing a fatal wound. The young men were rivals for the affections of the same girl, and Dannenbarger seemed to be gaining a lead in the race. Revival services had been in progress at Pleasant Valley church. near this city, and Dannenburger and the girl have been attending. Highes drove up to the church, sent in a metsage to Dannenbarger to come out and then invited him to get in the buggy and talk it over. After proceeding a quarter of a mile the shot was fired. Dannenbarger is dying and Hines is under arrest.

TWENTY-NINE KNOWN DEAD.

At Least That Number Perished in

Smuggier-Union Disector. Telluride, Colo., dispatch: The number of victims of the disaster in the Smuggler-Union mine is now known to be at least twenty-nine, with a considerable portion of the mine yet unexplored. Besides the twenty-two bodles taken out and identified at night. seven were located in the afternoon in the north end of the ninth level, but the gas is still too strong to permit the rescuers to reach them, and their identity is as yet unknown. Several members of the searching parties were overcome in their efforts to bring out

Spring wheat-No. 1 northern, 71%c; No. 70%@72c; No. 3, 61@71c; No. 4, 62@66c. and No. 3 yellow, 60%c; No. 3 white, 60%c. Oats-No. 4 white, 42c; No. 2, 381463394c; No. 3 white, 420mi/c; No. 2 white, 42%0

Cattle-Choice export and dressed beef steers, \$5.6666.20; fair to good, \$4.5065.50; stockers and feeders, \$2.6664.25; western fed steers, \$4.5065.40; western range steers, \$3.2564.40; Texas and Indian steers, \$2.7564.25; heifers, \$366.25; canners, \$1.506/2.40; bulls, \$26/3.75; calves, \$36/6.25. Hogs-Heavy, \$5.8545.95; mixed packers, \$5.6565.90; tight, \$565.75; pigs, \$466.10. Sheep-Native lambs, \$4.2564.65; western lambs, \$3,75414.50; native wethers, \$3,250 3.60; western wethers, \$38(3.50; western yearlings, \$3.5004; owes, \$2.7503.25; culls,

Pouttry-Turkey gobblers, 6c; chickens. and hens, scalded, 65c; chickens, hens ? and springs, dry picked, &c; roosters, &c; ducks, session: geese, sesse; spring chickens. ic. Pointoes-White stock rurals, 10 tinze; common, 74677c; sweet potatoes. Illinois, \$2.5003; Virginia, \$2.50 per bri Jersey \$1,6063.65, Beans, Pea beans, hand picked, \$1.88; medium, hand picked, \$1.830 me, Cheese-New goods: Full cream 62.75; Haldwins, \$163.50.

Killed in Row Over Poker.

avenue. This went in with a crash. M. Knoedler & Co., Fifth avenue, were Harry McGee, son of an oil operator unfortunate. One of their large plate of Pittsburg, Pa., is dead as a result glass show windows was blown in. of a shooting affray during a poker and nearly \$9,000 worth of paintings game at his home in North Bridgewater. At 3 o'clock Sunday morning McGee and several companions, among ashore on Staten Island and wrecked. whom was Leroy Evans, a young colored man, were engaged in a game of A. Etamler and the Arbuckle schooner poker, and McGee is said to have yacht Gitania damaged. Staten Island struck Evans, who left the house. He came back and challenged McGee to wrecked. Coal-laden plers undermined a duel. This proposition was refused and hundreds of tons of coal lost. The Evans drew his revolver and fired. ferry boat Ripple is swamped and While McGee was falling he pulled his revolver and fired at Evans, but survey vessel Manisses driven ashore, missed. Evans fired two more shots, McGee died, and Evans is under arrest,

Smallpox in Philippines. Reports from the Island of Leyte are to the effect that an epidemic of smallpox is temporarily overwhelming the health department. The Philippine commission has decided to enforce compulsory vaccination. General Hughes is to return to Iloilo after seven months' hard campaigning. He is in poor health and will probably return to America. General Smith will

Grover Cleveland Is Slok.

take command in Samar.

Trenton, N. J., dispatch: Reports come from Princeton to the effect that former President Grover Cleveland is ill at his home at that place. Mr. Cleveland recently returned from a gunning trip, was taken fill with a chill and was threatened with pneumonia. Inquiry at his home elicited the information that he is very much improved. His condition is not understood to be dangerous.

Alderman Wounds Assailant.

J. F. Ward, a member of the Highland (Kan.), city council, crushed I E. Springer's skull with a club, fatally wounding him, after Springer had twice shot Ward as a result of an oldtime family fend. Ward is seriously but not mortally wounded. Springer went to Ward's house with the avowed intention of shooting his enemy.

Thiores Losso Their Victim. The lariat has taken its place with the mask, the sandbag and the pistol in the equipment of enterprising Cleveland robbers. Gustav Heinrich, a wealthy furrier of New York, was robbed on the streets of the Ohio metropolis by highwaymen, who threw a rope about his head, choked him into insensibility and relieved him of diamonds worth \$350.

Big Rolly for Colored Youthe. Preparations on a large scale for a

rally of the young people of the colored race at Atlants. Ga., next August are on foot. It is t e plan to make the movement wor'd-wide, and representatives will be present from every country on the globe. The convention is to open Aug. 6. Borker T. Washing ton will be one of the leading spirts in the affair, and a visit to his fruit tution and an inspection of the methods employed and the results as olished will be one of the features of

the convention