

EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

TERSE TICKETS FROM THE WIRES

An Interesting Collection of Items From the Two Hemispheres Presented in a Condensed Form.

Petitions are being sent from all the towns of South Africa to the government of the South African republic in favor of leniency to the reform prisoners.

Mrs. Mark Frost, the wife of a prominent farmer, residing at Cleveland, Mo., drowned her two children and herself last evening. No cause is known.

At Denver, Colo., A. B. Hughes rode a new world's amateur bicycle record, a mile in 2:04 1-5, making a new world's amateur bicycle record. The greatest previous record was 2:05 1-5, by Clark, of Denver.

A storm struck Ohio, Ill. There was terrific wind and rain. The opera house and union depot were unroofed. The ferryboat Katharine capsized in the Ohio river and nearly all on board were drowned.

Owing to the fact that congress has decided to transform the battlefield of Shiloh into a national park, the officers of the Shiloh Battlefield Association have tendered their resignations for the purpose of disorganizing their association.

A dispatch to the London Times from Athens says the Greek cabinet has decided not to send warships to the island of Crete unless it becomes absolutely necessary. It is added that twenty-five Christians have been killed in the massacre in Crete.

A Valparaiso dispatch says: The supervisors of accounts have discovered that the telegraph of the government has been defrauded of more than 100,000 pesos, and it is thought that a closer investigation will bring more rogues to light.

James Ellington was hanged in Boise, Idaho, for the murder of Charles Briggs. December 30, 1894, Ellington shot Charles Briggs in front of the latter's home in Boise. Ellington met his victim, passed and then turned and shot him in the back.

Captain John Wilson, the hero of Lookout mountain, who has been suffering from a cancer on his face, died at his home at Station camp, Kentucky, aged 74. He was the man who first planted the federal flag on the summit of Lookout mountain.

The event of the Queen's birthday celebration at Roseland, B. C., was a minor's drilling contest for a purse of \$100. Five teams were entered. Goggin and Reilly, of the War Eagle, drilled a hole 31 1/2 inches in 15 minutes, winning thereby.

Senator Mitchell, of Oregon, has reported favorably from the committee on postoffice and postroads the bill to increase the pay of letter-carriers throughout the United States. The bill is similar to the one already favorably reported in the house.

A Havana dispatch says: The local guerrilla force of San Antonio de los Baños has killed nine insurgents with side arms, besides the leader Collozo. General Serrano has fought the insurgents near San Cristobal, Pinar del Rio. They had eight killed and carried off many wounded.

G. B. Palmer, a farmer living near Atwater, Cal., walked into his stable and slapped a horse on the back. The horse kicked him, one hoof landing squarely on his chest, the other on his ear. Palmer died, suffering untold agonies for many hours. He was 30 years old, well known and generally respected.

General Wheaton, who has just returned to Denver from Arizona, says that if the arrangement now under consideration by the state department at Washington can be concluded, the depredations of Apaches in Arizona will be quickly stopped. It is proposed to let the federal troops in pursuit of the redskins cross the line into Mexico and give the Mexican troops the right to cross the line into Arizona.

The state department at Washington is officially informed that all contracts for Cuban leaf tobacco entered into before the publication of the order of Captain-General Weyler, prohibiting its exportation, will be respected. Citizens of the United States proving themselves bona fide owners of such tobacco prior to the promulgation of the order, will be permitted to export the same as heretofore.

It is believed in shipping circles in San Francisco that the British bark Cambusdon has been lost at sea. She left Java January 2 for Vancouver, and has neither been sighted nor heard from since. She has been out 145 days. The London underwriters have offered \$5 per cent for reimbursement of the bark and her cargo, which carry about \$900,000 insurance. She was commanded by Captain McDonald, and carried a crew of thirty men.

Two troops of cavalry have been ordered from Fort Crook to round up the Cree Indians so they may be deported to Canada in accordance with recent federal legislation. The Cree say they will not go unless Canada proclaims amnesty for their participation in the Riel rebellion. They fear death sentences if they return to Canada, and prefer the alternative of fleeing to the mountains and becoming "bad" Indians.

Nine four-horse teams, loaded with Yakima wool, sheared within four miles of a Northern Pacific railroad station, passed through Goldendale recently on route to the Dalles to save freight. Prominent sheepraisers say that, unless the Northern Pacific comes to time, there will be 2,000,000

pounds of Yakima wool hauled to the Dalles, as there is a saving to the grower. There are now being sheared 100,000 sheep near Goldendale. The entire clip will be marketed in the Dalles.

Col. R. P. McGlincoy, a prominent politician and agriculturist, of San Jose, has been murdered. McGlincoy's body, with a bullet in the head, was found in an out-house on his ranch, near Campbell's Station, six miles from San Jose, in the township of Los Gatos. A neighbor named Paga found the body, and, upon going into the house, found the body of McGlincoy's son, Mrs. McGlincoy, and her daughter, Minnie Sheeler, a servant, and Robert Brisco, a hired man. The tragedy was enacted by the son-in-law of Mrs. McGlincoy, James Dunham. The only survivor of the family is Dunham's baby, who was found sleeping peacefully by the side of his dead mother. George Schaeble, another hired man, barely escaped the fate of the others.

The Greek government, in a circular note to the powers, repudiates responsibility for the rebellion in Crete unless the porters restore Cretan autonomy.

A Nuremberg dispatch says the first four prizes in the international chess-tournament, to begin July 30, have been increased to \$750, \$500, \$375 and \$250 respectively.

It is reported in Windsor, Ont., that the tug Lorimer, of Detroit, owned by Alexander Buell, has gone down in the middle ground off Pelee island and all hands lost. The report cannot be verified.

John F. Caples and R. A. Booth, of Oregon, were on a visit to Cleveland, O., and presented a gold nugget to Mark Hanna, McKinley's manager. Speeches were made by Mr. Hanna and the Oregonians.

The Diario, published in Buenos Ayres, says that when congress has approved the unification of the Argentine debt, Dr. J. Romero, the minister of finance, will elaborate a scheme for the conversion of the paper money.

In Los Angeles, Cal., an electric car ran over and killed an inmate of the Soldiers' Home, whose identity is unknown. The belief is that the old man was placed on the track by hoodlums, though it was apparently a case of suicide.

The Pittsburg and Indiana manufacturers have closed down all the window-glass factories in the territories controlled by them. This throws 4,000 skilled workmen and about 1,500 laborers out of work a month earlier than usual.

The prohibition national convention held in Pittsburg, nominated the following ticket: President, Joshua H. Levering, of Maryland; vice-president, Hale Johnson, of Illinois. The silver plank was rejected and also the woman suffrage plank.

The Madrid correspondent of the London Standard says it is made a condition of the French and Spanish bankers, who are largely interested in Spanish railways enterprises, to assist the government to obtain loans for the Cuban campaign.

The Bank of New England, of Manchester, N. H., has suspended business for the first time, being a vote of its directors and with the consent of the bank commissioners of the state. Creditors are being paid with an idea of clearing up the deposits. The bank had not recovered from its loss in 1893.

Judge Hanford, of Seattle, has signed a decree foreclosing the mortgage held by the Bay State Trust Company on the Washington and Idaho railroad, and ordering the sale of the entire property of the road. The mortgage was dated September 2, 1889, and the entire amount of indebtedness is now \$5,277,873.

In Berlin, it is said a resolution passed by the socialist evangelical congress, warmly approving the course of Dr. Stoecker, may be regarded as a pronouncement against the emperor's dispatch of troops against the former court chaplain. The passage of the resolution has caused the greatest sensation there.

An Athens dispatch says: The besiegers of Vemos have rejected the terms offered by the foreign consuls, that the arms and supplies be surrendered and that the garrison of troops be removed. A high Turkish official who was an eye witness of the Canea massacre, admits that a Turkish soldier deliberately shot the Greek cavas dead.

A private letter received in Prescott, Ark., from South Africa confirms the telegraphic news of the killing of H. N. Palmer and W. H. Johnson, near Bulawayo. They were in the midst of thirty miles from Bulawayo, when the party was attacked and massacred. Palmer was one of the best known mining and mill men on the coast, and was a warm personal friend of John Hays Hammond.

Upon the arrival of the steamer Signal in Astoria announcement was made of a change in the programme of handling Chinese coming to the Pacific coast by the Canadian Pacific line of steamers. Instead of being landed at the nearest point to their destination, they will be held on the Sound and the identification papers will be forwarded by mail to the customs house officials at the points where the Chinese seek admission.

The body of a woman was found floating in the Columbia river, in from Astoria. The head and neck had been horribly mangled with some sharp instrument, presumably an ax. There was a large gash extending from the top of the forehead to the bridge of the nose, and there were several other wounds on the back of the head, any of them sufficient to cause death. The woman was identified as Esther Gunton, a quarter-breed, who is said to have been living in a sloop near Woodly island with Sam Maylandt, a fisherman. It is thought that the latter murdered her.

The other day a boy with a dog loaded from a boat in Coal Bank along, and after tying the dog to his waist to prevent his running away, the boy threw a stick in the water, says the Coos Bay News. The dog jumped into the water, and the suddenness of the act caused the boy to follow suit. Boy and dog, after securing the stick, returned safely to shore, and again embarked, pulled away.

APPALLING DISASTER

St. Louis Struck by a Cyclone, With Terrible Results.

ONE THOUSAND KILLED AND HURT

Center of the City Wrecked—Hundreds Drowned on the River—A Night of Terror.

St. Louis, May 29.—Death and destruction reigned supreme in St. Louis and vicinity tonight, as a result of the most disastrous storm that ever visited this section of the country. So widespread is the destruction in both St. Louis and East St. Louis that it is impossible even to estimate the damage and loss of life. Buildings of every description are in ruins, and as a result hundreds of people are reported dead and injured.

Reports are in circulation that seven steamers lying at wharves both on this and on the East St. Louis side of the river have been sunk, with all on board. The city is nearly in darkness, as electric lights and trolley wires are down. With one or two exceptions all the street car lines in the city are at a standstill, and thousands of people are compelled to remain down town or walk home.

The storm broke out about 5 o'clock in the afternoon, after a most oppressive hot day, and rain began to fall. It soon developed into a fierce thunder storm, with the wind from the east. A little later the wind gained a velocity of 80 miles an hour, driving the rain before it and tearing loose signs, cornices, chimneys and everything in its way. Many buildings of every description were demolished, and others set on fire by lightning and crossed wires. The fire department responded to fifty-four alarms.

The streets were full of people going home from work, and a panic ensued as soon as the storm broke; men were picked up and hurled against the buildings; horses and carriages were sent flying here and there, and falling wires full of deadly fluid added to the horror of the scene.

Suddenly the wind veered to the west, and completed the destruction. There are few buildings in St. Louis that have not suffered in some way from the storm.

Tonight the streets are in complete darkness and travel in any direction is dangerous by the falling of live wires and debris.

The wagon way of the Eads bridge on the east side, is a crumbling mass of mortar and stone, and parts of the lower pier No. 1 were torn away. Thousands of dollars will not cover the damage.

An outbound accommodation train on the Chicago & Alton was wrecked by a broken rail, but fortunately nobody among the fifty passengers was hurt.

A trolley-car loaded with passengers bound for the southwest side is said to have fallen through to the railroad track below, but with what result is not known.

The roof of the Republican convention hall was blown off.

A twenty-four-foot section of the western wall of the city jail was blown clear down, exposing the interior. It was during the exercising hour, and the prisoners were exercising in the building. They were panic-stricken, and too frightened to escape. Jailor Wagner was on the scene in a moment, and with the aid of a number of detectives and policemen, the prisoners were placed in their cells.

The tanks of the Waters-Pierce Company, on Gratiot street, blew up, spreading destruction on every hand.

Three stories of the Coe-Manufacturing Company's building, at Ninth and Gratiot, and nearly all the Wainwright brewery were blown down.

A. W. Becker, of the big firm of J. P. Becker & Co., of East St. Louis, was among the first persons to cross the Eads bridge after the storm abated. His family was in St. Louis, and in his eagerness to get home he climbed over the debris of the bridge on his hands and knees, over wrecked cars, dead horses and a mass of other debris. He informed a reporter that the condition of East St. Louis is almost beyond description. The town is a wreck of blocks and ruins, and the loss of life in that region alone is estimated from 200 to 350.

The city of Bowling Green, Mo., is reported wrecked.

It is evident the tornado pursued a track many miles in length, as reports from various railroad stations show that nothing has been received from any point west of here as far as Moberly. Scattered bits of information show that between Moberly and the city, various small towns have been wiped out and many persons killed in them.

At the time the storm struck the town and created such havoc, the accompanying noise was terrific. People were picked up in the streets and dashed to the ground or against buildings as though they had been in the merest straw.

Three fire alarms were sent in from the poorhouse, which has 1,200 inmates. The roof of that structure was blown off, and it is feared the number of fatalities there is great in length, as reports from various railroad stations show that nothing has been received from any point west of here as far as Moberly. Scattered bits of information show that between Moberly and the city, various small towns have been wiped out and many persons killed in them.

As to the river, it is reported that the magnificent steamer Grand Republic was sunk with all on board. The steamer D. H. Pike, with thirty passengers on board, bound up the river from Peoria, was blown bottom side up. The steamer Conger was blown nearly across the river, and sank at a point opposite Carondelet, ten miles below.

The steamer Dauphin, a pleasure boat, containing twenty women passengers and a crew of six men on board, was blown against the middle pier of the Eads bridge and broken in two.

In some miraculous manner, the women and two of the crew managed to cling to the stonework of the pier and were afterwards rescued. The steamer Libbie Conger, of the Diamond Jo line, with Captain Sea-

man, his wife and a crew of six men, was sunk in the middle of the river.

Apart from the number of lives lost here and on the east side of the river, the number drowned in the Mississippi will aggregate hundreds. Excursion steamers lying at the levee and those running up and down the river were sunk almost immediately, those on board having absolutely no opportunity to escape.

The city bears the appearance of having been shelled by the enemy. In some places structures have been entirely destroyed, while in others, high jagged walls stand, a constant menace to passers by.

Venice and Natchez, villages just outside of St. Louis, were totally destroyed, and a great loss of life is reported from them.

The river was literally raised from its bed with the hundreds of boats that were plying up or down it, or were moored at the wharves. Where the crossing was made at East St. Louis, the river is almost a mile wide, but the leap was taken with all the fury with which the cyclone struck the city proper. Once over the channel, the destruction of railroad property began.

Cars went rolling one way; depots another, while the valuable cargoes of freight were scattered beyond any possibility of future discovery.

THE BILL WAS VETOED

River and Harbor Bill Returned to the House.

Washington, June 1.—The president has sent to congress the following message:

To the House of Representatives: I return herewith, without my approval, house bill No. 7972, entitled "An act making an appropriation for the construction, repair and preservation of certain public works on rivers and harbors and for other purposes."

There are 417 items of the appropriation contained in this bill, and every part of the country is represented in the distribution of its favors. It directly appropriates or provides for the immediate expenditure of nearly \$14,000,000 for the river and harbor works. This sum is in addition to the appropriations contained in another bill for similar purposes, amounting to a little more than \$3,000,000, which have already been directly appropriated at the present session of congress.

The result is that the contemplated immediate expenditures for the objects mentioned amount to about \$17,000,000.

The most startling feature of this bill is its authorization of contracts for river and harbor work, amounting to more than \$62,000,000. Though the payments of these contracts are in most cases so distributed that they are to be met by future appropriations, more than \$5,000,000 on their account is closed in the direct appropriation above mentioned. Of these, nearly \$20,000,000 will fall due during the fiscal year ending June 30, 1896, and amounts to somewhat less than in the years immediately succeeding.

A few contracts of like character, authorized under previous statutes, are still outstanding, and for the payment of these more than \$4,000,000 must be appropriated immediately in the future. If, therefore, this bill becomes a law, the obligations which will be imposed on the government, together with the appropriations made for immediate expenditure on account of rivers and harbors, will amount to about \$80,000,000.

Nor is this all. The bill directs numerous surveys and examinations, which contemplate new work and further contracts, and which portend largely increased expenditures and obligations. There is no ground to hope that in the face of persistent and growing demands the aggregate of appropriations for smaller schemes not covered by contracts will be reduced or even remain stationary.

For the fiscal year ending June 30, 1898, such appropriations, together with the installments on contracts which will fall due in that year, can hardly be less than \$30,000,000, and it may reasonably be apprehended the prevalent tendency toward increased expenditures of this sort and the concealment which postponed payments afford for extravagance, will increase the burdens chargeable to this account in succeeding years.

In view of the obligation imposed upon the government by the constitution, it seems to me quite clear that I only discharge my duty to our people when I disapprove of the legislation proposed. Many of the objects for which it appropriates public money are not related to public welfare and many of them are palpably for the benefit of limited localities, or in aid of individual interests. On the face of the bill, it appears that not a few of these alleged improvements have been so improvidently planned and prosecuted that after the unwise expenditure of millions of dollars, new experiments for their accomplishment have been entered upon.

LIBERTY OF ACTION.

Weyler Sends a Petition to the Spanish Government.

Madrid, June 1.—General Weyler has asked the Spanish government for the liberty of action in political and military affairs in Cuba which was promised to him when he accepted the command and which was granted to all his predecessors.

He plainly put it that he had been crippled by the repeated interference of the home government, and broadly hinted that he is not disposed to remain in office much longer under such conditions.

Premier Canovas and the ministers of war and of the colonies called to him and also wrote at length, urging the necessity of forbearance and patience, on account of the government's awkward position between the public in Spain and Havana clamoring for a more vigorous war policy in Cuba, with a more resolute attitude toward America and the imperative necessity of avoiding perilous conflicts with the United States.

The government pacified Weyler with a promise that he shall be furnished with all resources he may deem necessary for active operations next autumn after the rains, and full scope to act as he pleases against the rebels, as long as he takes proper steps to furnish no pretext for American demands.

THE STORM'S PATH

Fatalities Will Approximate 400 in the Two Cities.

MILES OF WRECKED BUILDINGS

Searching for the Dead—Hundreds Are Homeless—City in Darkness—The River Disasters.

St. Louis, May 30.—When darkness temporarily interrupted the search for storm victims tonight, 315 people were known to be dead on both sides of the river, and although the complete death list will never be known, it is believed it will approximate 400 in the two cities. The number of injured is large, and many of the maimed cannot survive. The property loss will reach well into the millions, but insurance people, firemen and police alike refuse to hazard a guess at accurate figures.

The uncertainty regarding the loss of life and property is due mainly to the wide extent of the havoc wrought by the storm.

The miles of wrecked buildings as yet unexplored, and the more numerous collapsed factories, toward the investigation of which little progress is made, may hide almost any number of bodies, as the police have been unable to secure anything like an accurate list of the missing. In the factory districts, many of the employees on duty at the time the storm broke were without relatives in the city, and their disappearance would scarcely be noted, even though they be buried in the ruins.

It is believed by the police that, owing to the suddenness with which the crash came, many tramps and homeless ones sought shelter among the buildings which were leveled, and nothing will be known of their death until, perhaps weeks hence, their bodies are found.

The list of known dead in St. Louis is 160, and in East St. Louis 140.

The city is in darkness tonight, the stringing of the electric light wires having scarcely begun, and but few of the trolley lines are running. All over the stricken district the debris-choked streets are crowded with sightseers, and through the dim, gas-lighted aisles of the city morgue, at Twelfth street, a constant stream of people is urged forward by lines of police.

Hundreds of homes are in ruins; dozens of manufacturing plants have been wrecked; many steamboats are gone to the bottom of the river, and others are dismantled; railroads of all kinds have suffered great loss, and wire and pole-using companies have weeks of toil and a large expenditure of money to face before they will be in satisfactory shape again.

The most serious work of the storm was along Rutgers street, Lafayette Park and Chouteau avenue and the contiguous thoroughfares east of Jefferson avenue. The houses are in the streets with their roofs underneath, buried by brick and mortar. Under the brick and mortar are household goods of every description, and on top of all are uprooted trees and tangled masses of wires. There is not a tree standing in Lafayette Park.

The wreck of the city hospital is so surrounded by wreckage that it is barely possible to reach it. By far the most remarkable freak of the storm was at this, many a wretched house.

About 300 patients were scattered through the wards while the tornado struck, but, although the entire upper story was out of clean and one wing raised to the ground, but one inmate was killed. The victim was located in one of the upper stories, and was killed by flying bricks when the walls fell out. The roof came straight down upon the foundations, and, thereafter resting on sound bed-castings, enabled the patients to be rescued without serious injury. The entire building was rendered useless, and the tottering walls will be torn down and a new structure built.

Many of the handsome residences in Fourteenth street and about Lafayette Park are ruined, but the most damage was done on Sixth, Seventh, Eighth and Ninth streets, south along Chouteau avenue and in the tenement-house district. Houses are to be seen in all stages of demolition, from the loss of roof to complete destruction. In some of them, the front walls had fallen out, and the tenants performed their household duties, cared for their injuries or mourned their dead in view of the crowds on the streets. From the doors of many of the partially wrecked houses fluttered black badges of mourning, and there is scarcely a house in all the district that did not have some injured relative, friend or neighbor within its wind-battered walls.

The path of the storm is about half a mile wide and over four miles long, sweeping through the thickly populated southwest portion of Eastward, and across the river into East St. Louis.

Colonel Wetmore, manager of the Liggett & Myers tobacco plant, which was wrecked, estimates the entire property damage at \$25,000,000, which will be, he says, almost a total loss, owing to the lack of cyclone insurance. Other estimates range from \$15,000,000 to \$30,000,000, but the majority of them are close to that made by Colonel Wetmore.

East St. Louis is in ruins. The cyclone which swept down on the city last night obliterated block after block of business houses and dwellings, and left behind it a red trail of death, scores of human beings buried beneath the walls of flattened buildings or crushed to death in the streets by flying debris. The improvised morgues and hospitals are fairly choked with dead, some crushed and battered out of all human shape, and through them flow a steady stream of hysterical women and grim-faced men looking for their missing ones. It is almost impossible to make an accurate estimate of those killed. At the various morgues and at St. Mary's hospital there are 55, six are in the Big Four freight house ruins, but how many more there are scattered about the city in private houses it is impossible to tell. A conservative estimate would place the total at least 150.

The scene is simply appalling. From the river bank to the national stockyards, a distance of over a mile,

scarcely a building is left standing. The greatest slaughter was done on the island so-called. Here was located the Vandalla freight house and general offices, the river boats' warehouses and humble abodes of workmen. Nothing is left standing, the places where formerly houses and freight depots stood being literally swept by the fury of the storm.

In the Vandalla general offices alone there are from twenty to twenty-five killed, the bodies of some of whom are still buried beneath the broken rafters and bricks.

The monetary loss cannot be estimated, but it will run into the millions.

The storm struck at the big elevators, 300 yards below the Eads bridge, followed the river to the Eads bridge, started diagonally toward the relay depot and continued on to Collinsville avenue, then lifted and dropped again at the National stockyards.

In comparison to its size, the fatalities in East St. Louis greatly exceed those on this side of the river. The larger part of the central portion of the city is razed to the ground, while on the flats along the river bank north of the Eads bridge, not a house is left standing. The loss of life is terrible.

Scarcely one family seems to have escaped without some member being killed, while many households were wiped out of existence.

Nothing whatever remains of Broadway from the river to the viaduct, and on the east side, for a width of probably 600 yards, there is absolutely no semblance of a house, freight shed or cars left standing. Cars in the yards were thrown on their sides, ended on top of each other, into the ponds abounding on the island, and completely wrecked.

At the Vandalla yard the loss of life and the number injured is very great. Nothing remains of the relay depot to mark where it stood.

The river front for over 1,000 yards is a great mass of wreckage. Steamboats, ferryboats, transfers and tugs are piled up in an indiscriminate pile, some partly submerged, others high and dry on the shore.

Every undertaking establishment is an improvised morgue, and the hospitals are full of the injured. At St. Mary's there were probably 60 patients, with some so seriously hurt they cannot recover. One little sufferer lay moaning. She was picked up in front of a house without a stitch of clothing on her little body. She is internally injured and will die. The mother lies near, badly hurt. At the police station little could be learned but that could be seen at the hospitals and morgue.

It will be several days before the exact situation is known. The search for the dead is still going on, but it is slow work. There is yet too much confusion to proceed systematically.

The steamers Pittsburg, of the Diamond Jo line, the City of Vicksburg, and City of Providence, of the Columbia Excursion Company, the City of Monroe, of the Anchor line, and all sorts of small craft were pitched and tossed about until a final blast sent them from their moorings. They were swept across the river and struck the Illinois bank a few blocks from each other. The loss of life on these boats is thought to be slight, as everybody would be cautioned not to jump and they would be brought safely to land.

The City of Vicksburg is almost a total wreck. The City of Providence was blown up on the Illinois bank. Her rudder is gone and cabin and smokestacks were blown away before she parted from her wharf.

The Harvester, of the Mississippi Valley Transportation Company, was blown from its dock and carried down the river. A river man said that \$1,500,000 would not repair and replace the boats alone that figured in yesterday's disastrous storm.

As an instance, it may be stated that two large barges belonging to the Mississippi Valley Transportation Company, and holding 104,000 bushels of wheat, the property of the White Commission Company, were blown away.

An appeal issued at midnight by the East St. Louis relief committee plainly shows the situation in their stricken city.

A few minutes after the cyclone passed fire broke out all over the city. Alarms were sounded, but usually in vain, as the fire-engine houses could not be communicated with. The firemen had to pick their way through blinding rain among masses of tangled live wires to the scenes of the fires. Then many water plugs proved useless. Rain helped materially in quenching the fires, and by midnight all fires were reported under control.

CONGRESSIONAL NEWS.

Condensed Record of the Doings of the Nation's Lawmakers—Senate.

Washington, June 1.—The senate today reached an agreement to take a final vote on bill to prohibit the issue of bonds, Hill reserving the right to move to postpone the vote. Two bills, repealing the law relating to rebates on alcohol used in the arts, and amending the law concerning the distilling of brandy from fruits, were passed. The latter authorized the exemption of distillers of brandy made from fruits from the provisions relating to the manufacture of spirits, except as to the tax thereon.

House.

Washington, June 1.—The house spent the entire day debating the Johnson-Stokes contested election case from the second South Carolina district. An effort will be made to reconsider it, and if that fails, to unseat Stokes and declare the seat vacant. The river and harbor bill veto was read and referred without debate to the committee. Hermann stated the action on the motion to pass this bill over the veto would probably be taken at an early date. The naval appropriation bill was again sent to conference, the two houses disagreeing on the number of battleships, and the senate amendment limiting the cost of armor plate to \$550 per ton. Boutelle said it had been ascertained that the average cost of armor plate was \$600. He read a letter from Secretary Herbert, criticizing the language of the amendment by which the secretary might be prevented from making direct contracts with shipbuilders and for ships and armor.

THE MOSCOW HORROR

Fatalities Greater Than at First Supposed.

PEOPLE'S MAD RUSH FOR FOOD

Two Thousand Believed to Have Been Trampled to Death in the Awful Stampede.

Moscow, June 2.—A terrible panic, resulting from the great crush of people at the popular feast here today, in honor of the coronation of the czar, caused the trampling to death of many people, including a woman delivered of a child during the excitement. It is estimated that over 1,100 persons perished.

In anticipation of a grand holiday and a popular banquet on Hodynky plain, tens of thousands of people began trooping toward Petrovsky palace, in front of which the plain is situated, this morning. In fact, thousands reached the grounds last evening and camped there, or in the immediate vicinity, in order to make sure of obtaining good positions today. On the plains long lines of rough tables, flanked by rougher benches, had been erected. It was first arranged to accommodate 400,000 people, but in view of the immense crowds assembled in and about the city at the coronation, extra tables and benches were erected and every effort made to provide meals for 500,000 people. To feed the multitude an army of cooks and waiters was gathered together, the army bakers were taxed to the utmost and 500,000 mugs, each bearing portraits of the czar and czarina, were ordered for presentation to the people taking part in the banquet. Thousands of cattle, trainloads of provisions and shiploads of liquid refreshments were sent to the plain, and this morning all was in readiness for the gigantic event.

In anticipation of the possibility of disorder a strong force of police were detailed for duty on the plain three miles outside the city, on the road to St. Petersburg. Several detachments of infantry and cavalry were stationed in the vicinity to support the police should such a step be necessary.

By dawn today the mass of peasants about the tables was really enormous, and all were desperately hungry, some having fasted for nearly 24 hours. The police did everything possible to keep back the crowd, but suddenly the masses pressed forward and swept everything before them. They overturned benches and tables, trampling hundreds under foot and crushing the life out of a great number.

Among the dead found on the plain were ladies evidently of high rank, dressed in the finest silk and adorned with jewels.

The police barracks to which the bodies of the dead were taken by the authorities are besieged by persons seeking news of friends and relatives. The scene at the barracks is terribly in the extreme. The remains of the dead will be conveyed to the cemetery, where a large morgue is