GALE ON THE LAKES

Worst Hurricane That Has Visited the Section in Years.

MANY VESSELS WERE IN DISTRESS

Steamer John B. Lyon Foundered Off Conneaut, Carrying Down Fourteen of Her Crew.

CLEVELAND, Sept. 12.—Last night's hurricane was the most destructive that has visited this section in several years. The wind at one time attained a velocity of 60 miles an hour, and it was then blowing directly from the west, having practically a clear sweep of the whole of Lake Erie.

The John B. Lyon, a 255-foot steamer owned by J. C. Gilchrist, of this city, foundered above five miles off Conneaut, and 14 of her crew of 16 were lost. The Lyon was valued at $60,000. The names of the crew, only two of whom escaped, are:

Captain A. H. Fenghas, master.
L. Carlson, first mate.
G. Tyler, second mate.
Charles A. Willows, chief engineer.
B. Brown, second engineer.
G. Laskiel, cook.
Mrs. Laskiel, second cook.
J. Spencer and W. Smith, firemen.
M. Nestcer and M. King, watchmen.
Al Brand and P. Bishop, wheelmen.
M. Robinson, C. Glover and C. J. Stanesky, deckhands.

The schooner Dundee sank about 15 miles off this port, and the cook, a woman, was drowned, the master and crew escaping on a raft.

THE STORM AT BUFFALO.

Wind Attained a Velocity of Seventy-Eight Miles an Hour.

BUFFALO, N. Y., Sept. 12.—Reports from Crystal Beach, a Summer resort on the Canadian side of Lake Erie, say that every dock has been destroyed by the terrific wind storm of last night, and all the boats of the Buffalo Canoe Club and many sea yachts anchored there were completely wrecked. The damage there has been very heavy.

The wind here attained a velocity of 78 miles an hour.

A woman, while picking up debris in her yard, took hold of an electric light wire and was killed. Her husband was badly injured.

At Bay Beach, the headquarters of the Buffalo Yacht Club, much damage was done.

In this city a number of small craft, several scows and a dock were driven ashore.

At the Pan-American grounds several buildings, including the United States building, were damaged. The officials say the damage will soon be repaired and the building finished according to contract.

The damage to fruit in this section of the state is estimated at over $500,000.

In the Lake Michigan Gale.

MILWAUKEE, Wis., Sept. 12.—Battered and damaged by the terrible gale that swept over Lake Michigan last night, the steamer Pere Marquette No. 2, of the Pere Marquette line, arrived in port this morning, after the narrowest escapes from disaster ever experienced by a passenger steamer on the Lake. Thirty passengers were more or less injured by the trip, while the following were seriously injured: A. Harker, Detroit; Mrs. W. Harker; Maggie Eglenton, Detroit; Mrs. Martha Derham, North Lansing; Conrad Hibbard, Monroe, Mich.; Willie Gustie, Detroit; J. H. Feaber, Toledo.

The deck was one mass of broken timbers, chairs and general debris. The liferafts were blown to pieces and hurled through the cabin, where were congregated all the passengers. Scarcely one escaped injury. The weather was moderate until 8 o'clock, when the wind changed from southwest to northwest, putting the steamer right in the teeth of the gale.

Ashore at Oswego.

OSWEGO, N. Y., Sept. 12.—The storm here was severe. The wind reached a velocity of 42 miles an hour. The schooner Albercorn was driven ashore east of the harbor. The crew was rescued by the lifesavers.

The T. P. Kerritt, of Hamilton, Ont., is ashore on Nine-Mile Point. The crew escaped to the shore.

Ten handsome yachts were dashed on the beach here.

BURYING THE DEAD.

(Continued from First Page.)

the letter, to clear the city of all the outside sporting element. No gambling is permitted.

During the storm Saturday night the young men of the Boddiker family, with the aid of a skiff, rescued over 40 people and took them to the University Building, where they were sheltered from the wind and waves.

People tell of getting out of their houses just in the nick of time. They tell of seeing people struck by flying timbers and crushed to death before their eyes. One man was cut off from his family just as he thought he had them rescued, and saw them sink beneath the water on the other side of a barrier. He turned in and helped to rescue others who were in peril. One woman carried her five-months-old babe in her arms from her house, only to see a beam strike the child on the head, killing it instantly. She herself suffered a broken leg and bruised body. Eighteen people were caught in the Grothger grocery store, and it is presumed that all were lost, as many have been reported dead who are known to have been in the building, which was swept away entirely.

The firemen buried eight people south of Avenue O today. The graves were marked with pieces of garments worn by the persons.

Will Love, a printer on the Houston Post, who formerly lived in Houston, swam the bay Monday to reach his family, whom he found to be alive in Galveston. He swam from pier to pier on the railroad bridge, and at each rested.

In the Bolivar lighthouse, which stands 130 feet high on Bolivar Point, across the bay from Galveston, about 150 people sought refuge from the storm Saturday evening. Many were unfortunates whose homes had been swept by the hurricanes and others residents of Galveston who had come to the bay shore in frantic efforts to reach Galveston and their families. The refugees spent an awful night in the lighthouse Saturday night. The supply of fresh water was soon exhausted, and an effort was made to get water by catching rain water in buckets, suspended at the top of the lighthouse. The experiment was a success in a way, but it demonstrated a remarkable incident of the force of the wind. The buckets were soon filled with water, but it was salty, and could not be used. The salt spray was carried into the air over 130 feet, and was mingled with the rain water that fell in the buckets. From the top of the light tower several venturesome storm sufferers viewed the destructive work of the wind on Galveston Island. Twelve dead bodies were recovered near the lighthouse.

Mr. Mutt, a storekeeper, lost his life after a display of uncommon heroism. When the storm struck the city he hitched up a one-horse cart and started out to rescue his neighbors. Cartload after cartload he carried in safety to a fire company house. On three occasions the cartload of human beings, some half dead, others crazed with fright, was carried for blocks by the raging current, but he landed all of them safely, even to his last load, when he met his fate. As he attempted to pass into the building on his last trip the firehouse succumbed to the wind and collapsed. Some of the wreckage struck Mutt and he was mortally wounded.

The official records of the United States Weather Bureau give some valuable additional information about the storm. Unfortunately, the recording instruments were destroyed or crippled beyond operation about 5:10 o'clock Saturday evening. The wind gauge recorded a two-minute blow at the rate of 100 miles an hour, and was then demolished by the hurricane, which continued to increase in violence. While the exact velocity of the wind was not recorded after the destruction of the instruments, the Weather Bureau representatives estimate the maximum velocity at beween 110 and 120 miles an hour. It did not maintain this terrific rate for any length of time, perhaps for half a minute, but it was sufficient to wreck anything that met the full force of the storm.

A journal of the local office of the Weather Bureau contains a report of an apparent tidal wave of four feet which swept in from the Gulf between the hours of 7 and 8 P. M. At that time the wind veered to the southeast. At that time there was a tide of five feet and a terrible swell in the Gulf during the storm, and before the tidal wave of four feet arose this wall of water and increased the force and speed of the sea that washed over the city.

Mayor Jones said this afternoon that he estimated the loss of life in and around Galveston at 5000.

FIGURES NOT EXAGGERATED.

Number of Fatalities Probably Underestimated.

HOUSTON, Tex., Sept. 12.—As indicated in dispatches from here, the magnitude of the calamity grows. In their effort to guard against extravagance or exaggeration, the newspaper men have fallen below the facts in placing the death lists at about 1000. A boatowner of Galveston has been quoted by a reliable man as saying that 10,000 would be reached before the mortuary list of Galveston and vicinity would be closed. He has been about on boats in the waters around Galveston day and night since the storm, and bases his statement on what he thus has seen.

Barges are now passing between Texas City and Galveston, a distance of six miles. They connect with trains that pass over the Galveston, Houston & Henderson and Texas City tracks. The break in the railroad has been repaired as far as Texas City Junction. The telegraph wires are yet broken, but are being rapidly repaired.

The telegraph offices here are crowded night and day, and the operators are literally buried with work. Their meals are sent to them, and they do not leave their keys. Yesterday 4000 messages were at the Western Union office to be forwarded.

J. D. Dillon, commercial agent of the Santa Fe, has returned from a trip over the line of his road from Hitchcock to Virginia Point on foot.

"Twelve miles of track and bridges are gone south of Hitchcock," said he. "I walked, waded and swam from Hitchcock to Virginia Point, and nothing could be seen in all of that country but death and desolation. The prairies are covered with water, and I do not exaggerate when I say that not less than 5000 horses and cattle are to be seen along the line of the tracks south of Hitchcock. The little towns along the railway are all swept away, and the sight is the most terrible that I have ever witnessed. Near Virginia Point dead bodies could be seen from the track floating about the prairie. At Virginia Point nothing is left. About 100 cars of loaded merchandise that reached Virginia Point on the International & Great Northern and the M., K. & T. the night of the storm are scattered over the prairie."

J. W. B. Smith, who went to Galveston from Denver a month ago and who was in Saturday night's storm, reached the city yesterday. He started from the city Monday afternoon, and in walking from the foot of Broadway to the Santa Fe bridge counted 200 dead bodies hanging on wire fences, to say nothing of those floating in the water. He constructed a raft out of planks, and, in company with Clegg Stewart, made for the mainland, which they reached after hours of exposure. In every direction after crossing the bay they saw the feet of corpses sticking out of the water. Upon reaching land they walked to Hitchcock, Mr. Stewart's home, and found that 25 persons had lost their lives there, and that in addition, 50 bodies that had floated ashore had been buried near there. Mr. Smith is satisfied that over 3000 persons lost their lives. Before leaving Galveston he learned that the steamer Pensacola, which was driven out to sea 190 miles by the storm and which was reported lost, had returned, and that its captain reported having seen bodies floating in the water 10 miles out.

IN ROUGH RIDER LAND.

A Hard Day's Campaigning for Roosevelt.

BROOKINGS, S. D., Sept. 12.—This was a hard day of campaigning for Governor Roosevelt, and tonight he was pretty well exhausted, but his special train will set out at daylight tomorrow upon a day's work as arduous as that just completed. During the day many receptions took place and numerous speeches were made from the rear platform of the car and from specially arranged street stands.

The feature of the day was a meeting held near the Courthouse grounds in a tent at this place. A torchlight procession escorted the Governor's carriage through the streets, which were lined by crowds of men, women and children. The tent was filled. A special excursion train brought people from a point as far distant as Flandreau, and picked up parties at all intermediate points. The speech of Governor Roosevelt was short, and mainly devoted to topics already presented by him. At a late hour Governor Roosevelt retired to his private car.

A notable feature of the parade at Huron, S. D., was 250 rough riders in uniform, who made a fine appearance. Leading them were 20 young women, mounted upon horses and wearing the Roosevelt hat. The train remained at Huron an hour or more. Governor Roosevelt spoke on expansion, calling attention to the fact that South Dakota was part of the Louisiana Purchase, acquired in 1803 from Napoleon, to whom it had been ceded by Spain.

SONS OF VETERANS.

National Encampment Elected Officers—Ladies' Aid Society.

SYRACUSE, N. Y., Sept. 12.—The second day's session of the Sons of Veterans' nineteenth annual national encampment opened here today with about 250 delegates in attendance. The university location matter was taken up. The committee in charge reported in favor of Mason City, and this report was adopted by a vote of 142 to 10.

These officers were elected: Commander-in-Chief, E. Alexander, of Reading, Pa.; Senior Vice-Commander, A. H. Rawitzer, of Omaha; Junior Vice-Commander, Charles S. Davis, of Washington, D. C. The next encampment will be held at Providence, R. I.

The Ladies' Aid Society elected these officers: President, Miss Blanche Taylor Hemstreet, Minneapolis; Council, Mrs. Mary L. Warren, Wakefield, Mass.; Mrs. Luna B. McDonald, Racine, Wis.; Maggie Annie Belle Ross, Congdon, Ia.

Stops the Cough and Works Off the Cold.

Laxative Bromo-Quinine Tablets cure a cold in one day. No cure, no pay. Price, 25 cents.

RELIEF IS SYSTEMATIC

CONTRIBUTIONS POURING IN FOR THE TEXAS STORM SUFFERERS.

Governor Sayers, Who Is Directing Work, Reports Death List of 2000 and Loss $10,000,000.

AUSTIN, Tex., Sept. 12.—Governor Sayers today made the following statement to the Associated Press correspondent on the Galveston situation:

"Conditions at Galveston are fully as bad as reported. Communication has been established between the island and the mainland, however, and hereafter transportation of supplies will be less difficult. The work of clearing the city is progressing fairly well, and Adjutant-General Scurry, under direction of the Mayor, is patrolling the city for the purpose of preventing depredations. The most conservative estimate as to the number of deaths is 2000. Contributions from citizens from this state and also from other states are coming rapidly and liberally, and it is confidently expected that within the next 10 days the work of restoration by the people of Galveston will have begun in good earnest, and with energy and success. Of course, the destruction of property has been very great, not less than $10,000,000, but it is hoped and believed that even this great loss will be overcome through the energy and self-reliance of the people."

During the day the contributions have fairly deluged the Governor, more than $100,000 having been received. Among the large contributors are to be noted the Standard Oil Company, with $10,000; the St. Louis Commercial Club for a like amount, and the Huntington interests for $5000.

This afternoon Governor Sayers received the following report from General Manager Trice, of the International & Great Northern Railway, who is conducting the operations of the relief corps at Galveston:

"Houston, Tex., Sept. 12.—The cars containing the tents and rations were turned over to the barge line this morning and forwarded to Galveston, arrangements here having been made for all freight to be handled by barges hauled by tugs from Clinton to Galveston, and passengers by our line to Texas City, and by boat from Texas City to Galveston. This is the best arrangement that can be made, and it prevents delay to either the freight or the passenger service, for if we hauled the freight with the passengers to Texas City, to transfer from the cars to the boats would cause too much delay to the passenger service. We brought in one train, consisting of about 300 Galveston people, to Houston today, and will get another train load in by tonight, mostly women and children, which will make about 600 that we will get out of Galveston today. The passenger and freight service between Houston and Galveston is all free for sufferers, and we are issuing transportation to all points north of Houston to all sufferers not able to pay their way."

The following report was also received from Adjutant-General Scurry:

"Galveston, Sept. 12.—Mayor of Houston ordered Houston military companies here; 65 men and officers came; 30 more come tomorrow. Mayor of Galveston directs me to take command. Streets patrolled for the purpose of preventing thieving. Work of clearing the city progressing fairly well. Most conservative estimate made of deaths, 2000."

Governor Sayers today began receiving reports from various points along the Gulf coast, which would indicate that there has been great property damage done for several hundred miles and that the list of Galveston fatalities and suffering will be largely augmented. Down the coast from Galveston the town of Dickinson was laid waste and five people killed. The towns of Alvin, Alta Loma, Texas City and Brookshire are wrecked and hundreds are destitute. Richmond is so badly demolished that it will require weeks to clear the town. Missouri City and Stafford, just opposite, were entirely demolished, and the few people remaining at these places have no homes to cover their heads. Bay City is reported wrecked, with much loss of life, though no official report has been made to that effect. Patton, Rollover, Bolivar Point, Quintana, Sugar Land, Belleville, Wharton, Fairview, Missouri City, Sartartia, Arcola and El Campo are also reported heavy sufferers, both in point of property destroyed and lives lost.

Owing to the fact that telegraph service is still badly crippled, Governor Sayers cannot ascertain the exact number of dead at the points named, but it is approximated at 500.

Reports reaching the Governor show that the railroads, telegraph and telephone companies have suffered an immense loss by the storm. The Governor was informed today that quite a number of tugs from New Orleans and other available points had either arrived or were en route to Galveston, and by Saturday the transportation problem would be solved, so far as getting people from the island to the mainland was concerned.

Hundreds applied again today to Governor Sayers for permits to go to Galveston, but he refused all, saying that there were already too many people there, and in case of emergency the local managers of the relief corps were better able to act on their discretion than if dictated to by him.

WHAT GALVESTON NEEDS.

Cities Not Near By Are Requested to Send Money.

GALVESTON, Tex., Sept. 12.—"To the Associated Press: We are receiving numerous telegrams of condolence and offers of assistance. As the telegraph wires are burdened, we beg the Associated Press to communicate this response to all. Nearby cities are supplying and will supply sufficient food, clothing, etc., for immediate needs. Cities further away can serve us best by sending money. Checks should be made payable to John Sealey, chairman of the finance committee.

"All supplies should come to W. A. McVittie, chairman of the relief committee. We have 25,000 people to clothe and feed for many weeks and to furnish with household goods. Most of these are homeless, and the others will require money to make their wrecked residences habitable. From this the world may understand how much money we will need. This committee will from time to time report our needs with more particularity. We refer to dispatches of this date of R. G. Lowe, which the committee fully indorses. All communicants will please accept this in lieu of direct response, and be assured of the heartfelt gratitude of the entire population.

W. C. JONES, Mayor;
"M. LASKER,
"J. D. SKINNER,
"C. H. M'MASTER,
"R. G. LOWE,
"CLARENCE OWSLEY,
Committee."

RELIEF WORK AT HOUSTON.

City Filling With People Anxious to Get to Galveston.

HOUSTON, Tex., Sept. 12.—When the relief committee footed up its work last night, it was made public that the subscriptions in cash were in excess of $15,000, and that, in addition to the provisions which have been forwarded from here, the Federal Government has ordered 50,000 rations, which are now on their way from San Antonio. Lieutenant Ferguson, of General McKibben's staff, said that he had received intelligence that 30,0000 additional rations would be immediately sent. A telegram from New Orleans says that the exchanges there have raised $6000 for the sufferers.

Houston has steadily been filling up with people from all parts of the country, deeply concerned about the fate of relatives. Many of these have been eager to go to the distressed city, but the local authorities have issued permits to proceed only in cases where good cause is shown.

Dr. W. C. Wertenbacker, in charge of the Marine Hospital Service in New Orleans, has arrived to look after those in distress in Galveston, and then to report generally to Surgeon-General Wyman the conditions existing, with recommendations as how best to meet them.

ST. LOUIS' CONTRIBUTIONS.

Money and Supplies Sent to the Stricken City.

ST. LOUIS, Sept. 12.—In response to the following telegram received today from Galveston, the Merchants' Exchange has appointed a committee to purchase supplies for the sufferers there, and a carload of meal, another of flour, one of potatoes and another of miscellaneous goods will be sent immediately:

"President Chamber of Commerce, St. Louis: Thousands dead; entire city destitute. Fever threatens to wipe out all living. Send us by speical train disinfectants, prepared for order; hay, grain, everything that can be used immediately for man and beast. Call on railroads for special service, and wire us credit for all money possible. Our needs are worse than St. Louis' during cyclone.

"J. H. W. STEELE, Chairman."

Liberal contributions are being made by the banks in addition to the $10,000 secured by the Interstate Merchants' Association. Commission merchants acting independently will send five carloads of vegetables to Galveston, and the Post-Dispatch will ship one of supplies and medicines today.

Cars From New York Papers.

NEW YORK, Sept. 12.—A carload of provisions and clothing for the storm-stricken people of Galveston left over the New York Central last night. It was a refrigerator car attached to the fast freight which left here shortly after 8 o'clock. The car goes via Buffalo and East St. Louis to Galveston, which point it is thought will be reached in five days. The car was sent by the New York World, and this paper will send three more cars and a special express train on Saturday.

The special train sent by the New York Journal and Advertiser left by the Delaware, Lackawanna & Western Railroad last night. It was made up of two Pullman sleepers and an express car. In the sleepers were 28 doctors and nurses fully equipped. In the express car were barrels and boxes of medicines and luxuries that invalids need.

Orders to Revenue Cutters.

WASHINGTON, Sept. 12.—The President has received a telegram from Governor Sayers, of Texas, asking that a light-draft vessel be sent to Galveston to assist in communication between the island and the mainland. The message was referred to the Treasury Department, and an order was issued to the revenue cutter Winona, at Mobile, to proceed to Galveston at once. The Lighthouse Board ordered the lighthouse tender Arbutus, now at New Orleans, to clear immediately for Galveston.

The cutter Galveston, which was anchored in Galveston harbor at the beginning of the storm, is presumed to have put to sea. Three days have elapsed since she was heard from, and there are fears for her safety.

Rollover People Call for Relief.

BEAUMONT, Tex., Sept. 12.—A message has been received from Rollover asking for a boat from Houston. The message was from T. J. Ray, of the Gulf & Ship Island Road, who said that his Summer home was gone, but that he and the Beaumont contingent were safe. He said, however, that there had been considerable loss of life among residents between Rollover and Bolivar Point. It is almost incredible that the natives could have all escaped.

California's Response.

SAN FRANCISCO, Sept. 12.—California is responding quickly and generously to Galveston's cry for aid. Already $3268 has been contributed, including a check for $1000 sent by the San Francisco Theatrical Managers' Association in advance of a combined benefit to be given in a few days, the receipts of which are expected to run high in the thousands. The Board of Trade will immediately forward a draft.

Asks for Special Session.

GALVESTON, Tex., Sept. 12.—District Judge William H. Stewart has telegraphed Governor Sayers, asking him to convene the Legislature in special session to make a large appropriation for the relief of Galveston.

Dallas Subscribes Freely.

DALLAS, Tex., Sept. 12.—This city has subscribed nearly $15,000 in cash and six carloads of clothing for the South Texas flood sufferers.

AUTHOR OF "OLD BLACK JOE."

Pittsburg Unveiled a Monument to His Memory.

PITTSBURG, Sept. 12.—A monument to Stephen C. Foster, the composer, was unveiled in Highland Park, this city, today. Three years ago the Pittsburg Press called attention to the fact that the composer of "The Old Folks at Home," "My Old Kentucky Home," "Massa's in the Cold, Cold Ground," "Old Black Joe," and a score or more of melodies that have been familiar to English-speaking people the world over for more than half a century, was a native of Pennsylvania, having been born in Lawrenceville in 1826. Foster spent most of his life in Pittsburg and Allegheny, and upon his death in 1864 his body was brought to his home and laid to rest in Allegheny cemetery. The Press suggested that a public memorial be erected to his memory and opened a fund for the raising of money to secure it. The response was most gratifying and the statue, in bronze and granite, executed by Mr. Guiseppe Moretti, the celebrated New York sculptor, was the result.

The dedicatory exercises were unique. The bands of Allegheny County consolidated for the occasion and the programme was confined to the singing of Foster's most famous songs by a chorus of 5000 school children from the public schools of Pittsburg, Allegheny and McKeesport, the three cities of the county. The design of the memorial was suggested by Colonel T. J. Keenan, editor of the Press, and represents the poet seated, note book and pencil in hand, catching the inspiration for his melodies from the fingers of an aged darkey. The memorial itself is said to be one of the finest specimens of Moretti's work, and is the first to be placed in Highland Park, Pittsburg's beautiful pleasure ground.

It is estimated that fully 100,000 people attended the unveiling. Andrew Carnegie was one of the heaviest contributors to the fund.

Battle of Brandywine Anniversary.

WESTCHESTER, Pa., Sept. 12.—The one hundred and twenty-third anniversary of the Battle of Brandywine was celebrated yesterday on the battlefield where, on September 11, 1777, for the first time, the Continental Army carried the Stars and Stripes into battle, it having been adopted as the National flag by Congress a few months before. The ceremonies incident to the celebration began at noon, when a salute of 13 guns were fired. This was followed by a flag-raising, during which thousands of persons joined in singing the "Star-Spangled Banner." Two cannons presented by the Government were placed in positions, marking the patriots' line of battle. The orator of the day was Judge Johnson, of Media.

The celebration was under the auspices of General George McCall Post, No. 31, Grand Army of the Republic. The visitors included prominent G. A. R. men and persons from the surrounding counties.

Double Tragedy Near Redding.

REDDING, Cal., Sept. 12.—J. S. Pelty, a tool sharpener, shot and killed his wife and then killed himself at Harrison Gulch tonight. Jealousy was the cause.

ORDER BEING RESTORED

BURYING THE DEAD AND CLEARING AWAY GALVESTON WRECKAGE.

Provisions Slowly Arriving in the Striken City—Negro Vandals Executed.

HOUSTON, Tex., Sept. 12.—Order has begun to take the place of chaos which has reigned in Galveston since Saturday's terrible storm, and citizens are recovering from the stupefaction of the sudden disaster. All conservative estimates have been shattered by the estimates of Mayor Jones, of Galveston, and other prominent and conservative men, who in a statement to the Associated Press declare that 3000 deaths will result from the storm. Over 100 lives were lost at other points in Texas.

Ten million dollars, it is said, will cover Galveston's property loss, while half as much more is an estimate of that of the remainder of the state.

Late advices say 700 human bodies have been weighted and sunk at sea, some identified, but more going to their graves unknown.

The water supply is now reported as adequate, and thereby one of the worst features of the situation is eliminated, for provisions are being poured into the stricken city by carloads.

Many deaths are resulting from unavoidable neglect and the sanitary condition, and superhuman efforts are being made to clear up the mass of debris, which bids fair to breed pestilence.

The ghouls have been holding an orgie over the dead at Galveston. The majority of these men were negroes, but whites took part in the desecration of the dead. Some of them were natives, and some had been allowed to go over from the mainland under the guise of relief workers. Not only did they rob the dead, but they mutilated the bodies in order to secure their ghoulish booty.

During the robbing of the dead, not only were fingers cut off, but ears were stripped from the head in order to secure jewels of value. A few Government troops who survived and private citizens here have been patrolling the city, and have endeavored to prevent the robbing of the dead, and on several occasions have killed offenders. It is said that at one time eight were killed, and at another time four. Altogether, the total of those executed exceeds 50.

Refugees continue to reach Texas City Junction from Virginia Point, all telling harrowing stories which vary only in detail. The situation appears worse as time progresses. What is most needed is means of transportation across the bay to bring over the homeless and destitute.

With regard to resumption of direct rail communication with the island no one can tell when it will take place. The Santa Fe, the Missouri, Kansas & Texas, the International & Great Northern, and the Galveston, Houston & Henderson have decided to construct a temporary bridge for joint use, and the Southern Pacific may eventually join in the enterprise.

Militia detachments have been stationed at Texas City and Virginia Point to prevent the passage of persons who have no business in Galveston. Eighty-three bodies had been burned at Texas City up to last night. All of those floated in from the island. Probably 200 bodies have been recovered and buried at Virginia Point.

ARRIVAL OF SUPPLIES.

No Further Danger of Famine at Galveston.

GALVESTON, Tex. Sept. 12.—Today supplies began to arrive, but so meager are the facilities that the amounts could not be handled. There are thousands hungry here, and though they have something to eat, the food gives no nourishment. It is soaked with water, and provisions which have been treated to a bath are not very palatable.

The provisions that reached here today came from Houston by steamer, but there are so many to feed that they did not go far. A crowd quickly gathered and they were distributed in a short time. Many hurried away with what they got to their families; others got cooked food and ate it where they were. The situation does not look so bad, now that the relief has actually come, and more is on the way, but it is not meant to be said that further relief is not needed. This is not a question of a day, but of many days. It may be two weeks before a train gets in here.

There is much to be done, the first thing being the establishment of a rigid system of issuing supplies. The nucleus has already been formed and the regular soldiers who are still alive and a number of citizens, have been sworn in as policemen, and are attending to the issuing of rations and directing the efforts of the searchers for the dead and injured. As for clothing, many have the money to buy, and those who have not are being given their necessaries by the Relief Committee, but more clothing is necessary and especially for women and children, who are the principal sufferers.

Along the bay shore the devastation is complete, and the full force of the wind is better appreciated when the great timbers and piling are seen twisted and broken in two. Many of the residences that were blown inside out have a look of frailness about them, but there is a solidity about this wreckage that shows the terrible force which must have been exerted to have caused the damage.

A great steamer, the Alamo, is jammed hard and fast into the remains of the piling of the wharf, where she was tied up. Out in the stream a sister ship, the Concho, lies after her voyage from New York. The passengers she has on board have not been allowed to land.

Over on Bolivar another big ship lies, and out towards the jetty there is another. Toward the mainland in the mud are a couple more. Tugs will be here in a very short time from New Orleans and Mobile to pull them off, but they will have to go out of port light, for there is little left here to send out on them. There is no dock here that can accommodate these big ocean-going steamships. One or two of them are riding at anchor, apparently unharmed. Of the smaller craft there is little left. A couple of steamers and two tugs are all that can be seen from the wharf, though there may be others which are away at the mainland. Most of the mosquito fleet was smashed into kindling wood.

There are several small boats thrown high and dry on the wreckage of the wharves, and one is far out in the railroad yards. How it got there is a mystery, for even the wind that prevailed could not have carried it there unless it got up above the wharves first. Out in the water there are a number of wrecks of vessels. Most of the crews have escaped.

The city and island is covered with carcasses of horses, mules, cows, dogs, rats and cats. The odor from these and from the human bodies is poisoning the air, and it is a matter of impossibility to dispose of even one-tenth of the putrefying carcasses this week. The number of people trying to leave is great; not all of them want to stay away permanently, but they desire to get to relatives and friends elsewhere to recover from the shock. They want to get where there is plenty of food and drinking water and medicine and not so much sickness that may prove as fatal as wind and water.

DAMAGED BEYOND RECOVERY.

Army Quartermaster at Galveston Wants to Move.

WASHINGTON, Sept. 12.—The Quartermaster's Department has received the following from Galveston:

"Quartermaster-General, Washington—Referring to my telegrams of the 9th and 10th, I have, subject to approval, suspended Fort Crockett construction contracts, and again urgently recommend that contractors be paid for labor and material in place and on ground, all swept away and lost beyond recovery. Fortifications at Crockett, Jacinto and Travis all destroyed, and cannot be rebuilt on present sites. Recommend continuance of my office here only long enough to recover Crockett office safes and morning gun when located; also to close accounts and ship my office and property where directed. I fear Galveston is destroyed beyond its ability to recover. Loss of life and property appalling. BAXTER,
"Quartermaster."

NO IDLERS THERE.

All Able-Bodied Men Required to Bury the Dead.

GALVESTON, Sept. 11 (via Yacht Stella to Houston, Sept. 12).—The good people of Galveston are straining every nerve to clear the ground and secure from beneath the debris the bodies of human beings and animals, and to get rid of them. It is a task of great magnitude, and is attended with untold difficulties. There is a shortage of horses to haul the dead, and there is a shortage of willing hands to perform the gruesome work.

Yesterday morning it became apparent that it would be impossible to bury the dead in long trenches, and arrangements were made to take them to sea. Barges and tugs were quickly made ready for the purposes, but it was difficult to get men to work. The city's firemen worked hard in bringing bodies to the wharf, but outside of them were few who helped. The work was in the hands of Alderman C. M. McMaster, Captain Charles Clark, James B. Hughes and others. These men pitched in, handling the bodies themselves and urging the few men they could pick up to work.

Rev. Father Kirwin, who went out to summon men for the work, reported that it was impossible to get any considerable number, and he urged that able-bodied men be impressed. Soldiers and policemen were sent out, and every able-bodied man they found was marched to the wharf front. The men were worked in relays, and were liberally, but not too plentifully, supplied with stimulants to nerve them for their task. At nightfall three barge loads, containing about 700 human bodies, had been sent to sea, where they were sunk with weights. Darkness compelled suspension of work until morning. Toward night great difficulty was experienced in handling bodies of negroes, which are badly decomposed.

No effort was made, after 9 o'clock yesterday morning, to place the bodies in morgues for identification, for it was imperative that the dead should be gotten to sea as soon as possible. Many of the bodies taken out are unidentified. They are placed on the barges as quickly as possible and lists are made while the barges are being towed to sea.

A large number of dead animals were hauled to the bay and dumped in, to be carried to sea by the tides.

One hundred and twenty-five men worked all day yesterday and last night in uncovering the machinery of the waterworks from the debris.

Mayor Jones has given very full scope to Chief of Police Ketchum, and J. H. Hawley, chairman of the committee on public safety, to swear in citizens of good character as officers, and has told them that able-bodied men must be made to work or get off the island. The city, he said, was under martial law. Picket lines have been established around the large stores, and guards placed on duty. The soldiers and police are instructed to shoot any one caught looting or attempting to loot. The jails are full, and summary measures are necessary.

Other points of the coast also suffered and reports are that the mainland, Galveston Island and Bolivar Peninsula are strewn with dead.

A relief train from Houston with 250 men on board and two carloads of provisions came down over the Galveston, Houston & Northern Railroad yesterday to within five miles of Virginia Point. It was impossible to get the provisions or any considerable number of the men to Galveston, so attention was turned to burying the dead lying around the mainland country.

It was reported that the steamer Lawrence had left Houston with provisions and 100,000 gallons of fresh water. There is no fresh-water famine here, as the pipes from the supply wells are running at the receiving tanks. It is difficult, however, to get it to parts of the city, where it is needed.

Bridge Foreman Patterson, of the Gulf & Interstate Railroad, reached Galveston last evening from Beaumont, having walked about half the distance. He reports that Beaumont did not suffer much from the storm; two lives were lost from live wires.

Colonel L. J. Polk, general manager of the Gulf, Colorado & Santa Fe Railroad, stated that all of the bridges across Galveston Bay are gone, nothing remaining but the piles. He said it would take 10 days or two weeks to restore rail communication to Galveston, provided work can be instituted at once from the mainland.

VANDALISM AT GALVESTON.

Negro Ghouls Tried by Court-Martial and Shot.

DALLAS, Tex., Sept. 12.—W. H. McGrath, manager of the Dallas Electric Company, reached Dallas today direct from Galveston last night. He says:

"Vandalism at Galveston has been horrible. The most rigid enforcement of martial law has not been able to suppress it entirely. Adjutant-General Scurry's men have arrested a hundred or more negroes. Forty-three of these found with effects taken from the dead bodies were ordered tried by a court-martial. They were convicted and ordered shot. One negro had 23 fingers with rings on them in his pocket."

No competent authority in Texas today estimates the dead at Galveston under 5000. Fears are entertained that the number may be double those figures within a week from the finding of bodies in other localities. Sickness and unavoidable neglect are also occurring and liable to multiply. An epidemic is almost sure to start from the filth and animal matter that is beginning to decay. Disinfectants by the carload are being shipped from the larger towns to Galveston. The big ice companies of Dallas are today loading trains with ice destined to Galveston which canont reach their destination earlier than tomorrow.

A bulletin from Galveston, via Virginia Point and Houston, received here, says: "The situation grows worse every minute. Water and ice are needed. People in frenzy from suffering from these causes. Scores have died since last night, and a number of sufferers have gone insane."

Rivera Cannot Serve.

HAVANA, Sept. 12.—Louis Rivera, ex-Cuban Secretary of Agriculture, now in Honduras, who was nominated to represent Pinar del Rio at the coming constitutional congress, has wired that he will be unable to serve in that capacity, as he intends to remain in Honduras.

General satisfaction is expressed at the announcement that Porrero Echavarria has been appointed Commissioner of Public Schools. This is the chief administrative position, that of Mr. Alexis E. Frye, Superintendent of Schools, being secondary.

Governor-General Wood has issued an order directing that interpreters for judicial bodies shall be paid by the state, and not be litigants, for the translation into English in civil suits of documents which are to be transmitted into the English language to foreign countries through the United States Government.

Medal of Honor Legion.

NEW YORK, Sept. 12.—A reception was given last night, at the Brooklyn Academy of Music, to the visiting delegations of the Congressional Medal of Honor Legion, who are in Brooklyn to participate in the 10th annual reunion of that body. Among the more distinguished people on the stage were General Nelson A. Miles, Major-General D. E. Sickles, Justice W. D. Dickie; General Isaac S. Catlin and General T. Peck, Commander of the Medal of Honor Legion.

Lieutenant-Governor Timothy Woodruff was the first speaker, and was followed by St. Clair McKelway, of the Brooklyn Eagle. General Stuart Woodruff made the principal oration of the evening.

PRESIDENT AT A WEDDING.

Marriage of Miss Mabel McKinley and Dr. Baer.

SOMERSET, Pa., Sept. 12.—The wedding of Miss Mabel McKinley, only child of Mr. and Mrs. Abner McKinley, and Dr. Herminus Baer, took place tonight, and was made notable by the presence of President McKinley, uncle of the bride. The ceremony began at 8 o'clock in the drawing-room of the McKinley residence.

At that hour the little ribbon girls, in advance of the wedding procession, indicated the approach to the drawing-room by unfolding the wide white ribbons attached to the pillars of the hall at the foot of the stairs. Following the ribbon girls was Miss Katherine Endley, a niece of the bride, who carried the bridal bouquet. Then came Master Wilbur Schell, a nephew of the bride, carrying the wedding ring on a silver tray. Then followed the groom and the best man, Lewis H. Baer. Miss Nora Jarvis, the maid of honor, came after, and behind her was the bride, leaning on the arm of her father. The bride was met by the groom between the drawing-room door and the marriage bell, in the bay window, under which Dr. D. Parker Morgan was waiting them. Dr. Morgan at once began the reading of the Episcopal marriage service.

At the conclusion of the ceremony the groom kissed the bride, and the first to extend their congratulations were President and Mrs. McKinley. They were followed by Mr. and Mrs. Abner McKinley, parents of the bride. The congratulations of the guests were followed by the wedding dinner, which was served in a tent on the lawn, save to those who sat down at the bride's table, which was in the dining-room.

The gown of the bride was simple in design, but exquisitely fitted. Mrs. William McKinley wore a magnificent high-neck gown of white lace over pink satin, with diamond ornaments. Mrs. Abner McKinley's gown was a beautiful creation of silver gray satin, faced with crepe de chene.

The private car "Falmouth," of President Duval, of the Florida Central Railroad, will be used by the bride and groom on their wedding trip. A porter and chef will accompany the car on the bridal trip, which will extend to the Pacific Coast, where visits will be made to the two brothers of the groom, who reside in California, and a cousin of the bride, in San Francisco.

Major Taylor Won Two Races.

INDIANAPOLIS, Sept. 12.—"Major" Taylor, the colored rider, tonight won the one-third mile national championship paced race by half a wheel from Kimble, and the two-mile national championship paced race, sitting up from the other cracks. Summaries:

One-third mile, national championship, paced—Major Taylor won; Owen Kimble, second. Time, 0:35 1-5.

Two-mile national championship paced—Major Taylor won; Frank Kramer second; Owen Kimble third. Time, 4:43.

Daily Treasury Statement.

WASHINGTON, Sept. 12.—Today's statement of the Treasury balances in the general fund, exclusive of the $150,000,000 gold reserve in the division of redemptions, shows:

Available cash balance	$135,005,303
Gold	75,454,447

Eruptions

Dry, moist, scaly tetter, all forms of eczema or salt rheum, pimples and other cutaneous eruptions proceed from humors, either inherited, or acquired through defective digestion and assimilation.

To treat these eruptions with drying medicines is dangerous.

The thing to do is to help the system to discharge the humors, and to strengthen the digestive and assimilative functions against their return.

Hood's Sarsaparilla can be confidently relied upon to do that, according to thousands of voluntary testimonials.

It effects radical and permanent cures.

"I was troubled with eczema for some time, but have had no return of the disease since taking Hood's Sarsaparilla." J. G. HINES, Franks, Ills.

"I was troubled with pimples on my face and back and chafed skin on my body. Hood's Sarsaparilla cured me of both troubles." MISS ALVINA WOLTER, Box 212, Algona, Wis.

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is positively unequaled—the medicine for all humors.

HOOD'S PILLS are the best cathartic.

"Ko-Nut"

A pure vegetable fat from the cocoanut. Not a substitute for lard, but a complete victor over the animal product. Fresh Mush fried in

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is a revelation.

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SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

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