

MANY STEAMSHIPS COMING

SIX MAMMOTH FREIGHTERS DUE WITHIN NEXT THIRTY DAYS.

Blockade at the Mouth of the River Has Been Lifted—German Ship Sirene Arrives.

Six steamships with a carrying capacity of over 3,000 tons are due at Portland within the next thirty days, with a possibility of two or three others coming here to load within that time. The nearest to hand of any of these is the big Oriental liner *Indrapura*, which will probably reach Portland tomorrow, with a big cargo of miscellaneous merchandise. The steamship *Tiger* is due here Thursday from Vladivostok by way of a Japanese coaling port. The mammoth turret deck steamer *Guersey* is due here from Manila with a cargo of hemp the latter part of the week. The steamship *Forster*, which is coming to take a cargo of lumber, sailed from Muroran Saturday and the new steamship *Pembroke* is due early in December. The *Strathgyle*, which has made several trips to this port in the service of the California & Oriental Steamship Company will come to Portland again early in December.

FREIGHTS ARE DEMORALIZED.

Conditions on the Atlantic Are the Worst They Have Been for Years.

While ocean freights are holding quite firm on the Pacific coast, the dullness on the Atlantic continues and a steady downward trend is being maintained. A New York paper under date of Nov. 12, has the following:

"Dullness in the ocean freight market continues and the outlook for better times is far from encouraging. Steamship men and exporters declare that the conditions now are as bad as any seen in a score of years along this route. The trade with the Antipodes and South Africa is also depressed and rates are just what ever can be obtained. The Buckland Line steamship *Albatross*, which sailed for Australia and New Zealand yesterday, was loaded with 20 days in loading. The *St. Dunstan*, which follows her, has been in port for a long time and has barely commenced to work. She is scheduled to sail on Nov. 26, but is far from likely to do so.

"The United States & Australia Line steamship *Ras Bera* is loading at the Empire Store. She is billed to sail three days before the *St. Dunstan*, but will probably not leave until long after that date. The next *Tyler* Line steamship for Australia and New Zealand is the *Orion*, which is scheduled to sail the day after the *St. Dunstan*, but she is still discharging a cargo of coffee at Arbuckle Bros' refinery. The whole trade seems to be disorganized and freights are very slow. To still further complicate matters the White Star Line has gone into the Australian trade and is carrying freight from here to Liverpool to feed its line from there to Australia.

"The Africa trade is in as bad, if not worse, condition. The *Hiltz*, which will sail tomorrow for Cape Town and other South African ports, has been loading since Oct. 26. Barber & Co.'s steamship *Ratho* has just arrived at the Atlantic dock to load for Cape Town and the East coast ports, but her arrival there had not been a ship at the pier for South Africa since the *Susquehanna* sailed. Nor is there one of the *Hansa* liners on her berth, although the *Ceylon* is billed to sail for South Africa on Nov. 28. The rates here, too, are going to smash and cutting them is the order of the day. The fact is the Boer war has completely killed the South African trade, with the exception of provisions and foodstuffs. Even these are offering slowly and most of them are for the troops. This does not refer to the British transport business, which is running out of the harbor and has been for three weeks past.

"There are two views of the present depressed condition of the shipping business, each of which has supporters. One view is that there is an excess of tonnage. While rates ruled high there was a boom. Owners built more ships and larger ones and now there is not enough business for the amount of tonnage afloat. The fact is pointed out that even the big liners are leaving here with thousands of tons of empty space, and that they are glad to carry grain to London for 2 cents a bushel.

"The other view is that the Americans are holding their goods at such a high price that Europe can't buy them, but that later on when prices come down there will be a full resumption of trade and plenty of business for all the ships afloat."

FROM HAWAIIAN ISLES.

Sirene Arrives and Swelled in Port List to \$5,000 Tonnage.

The German ship *Sirene* arrived in from Honolulu yesterday noon, and for a few hours the grain fleet in the Columbia River numbered 33 ships of a total tonnage of over \$5,000 tons net register. This was cut down to 21 ships a few hours later by the departure of a couple of the vessels which had been loaded the longest. Now that the *Sirene* has arrived in port, it is to be hoped that some of the *Pacific* and *San Francisco* papers which have had her headed for Tacoma will credit her to the port where she belongs. Yesterday's *Sirene* Post-Intelligencer had included in the list of vessels en route for Puget Sound. The *Crown of India* is at Astoria ready for sea, with a cargo or grain loaded at this port several days ago.

SHIP BLOCKADE LIFTED.

Rickmers Rickmers, Carlo P and Cran-Sander Started Seaward.

After a protracted delay below Astoria, the grain fleet started moving again yesterday, and two sailers which had been there the longest got away on high tide. The big steamship *Crosser* with forage for Manila also crossed out. The wheat ships which were so fortunate as to get to sea were the *Rickmers* and *Cran-Sander*. The *Carlo P* and *Cran-Sander* left for sea, and two at Portland ready for sea. The *Langbank* arrived down at Astoria yesterday, but will not be ready for a day or two. The *Carlo P* and *Cran-Sander* finished loading yesterday, but several of them are slated to finish by the end of the week. The *Phinsea* Marie, which is loading flour at the mills in Albina, is far enough along to finish on comparatively short notice.

Fell Overboard in a Gale.

ASTORIA, Nov. 18.—A fireman on the steam schooner *Sequela*, which arrived in this afternoon from Eureka, fell overboard in a heavy blow Saturday, and was drowned. The vessel had backed almost to the man when he sank from sight.

The Titanic Survivors.

ST. JOHNS, N. F., Nov. 18.—Further details of the suffering of the crew of the barkentine *Titanic*, Liverpool for St. Johns, which was wrecked Saturday morning in a dense fog near Cape Race, have been secured here. During the 36 hours of Saturday and Sunday, while they were lashed to the ship's rigging, they

were absolutely without clothing, except for their shirts and drawers. Their rescue was effected with much difficulty. Three men from the shore succeeded, at the risk of their lives, in aiding the shipwrecked men to land.

NOT AN ICEBERG.

Obstacle Struck by Topeka Was a Cliff of Taku Inlet.

PORT TOWNSEND, Nov. 18.—Arrivals from the north on the steamship *Senator* report that the steamship *Topeka* struck a rock in Taku Inlet instead of an iceberg as previously reported. A passenger on the *Senator* was on the *Topeka* when the accident occurred and was on deck. A blinding snow storm prevailed at the time of the accident and the *Topeka* struck square against an overhanging cliff on the shore of Taku Inlet. Seafaring men familiar with loggers say that when a vessel collides with one the picture is always below the water line, and the *Topeka's* injuries were above.

Quarantine Is Strict.

PORT TOWNSEND, Nov. 18.—The Chil-

IS THE TRUST LEGAL?

QUESTION THAT CONFRONTS NEW RAILROAD COMBINATION.

Company's Attorney Says Transaction Is Not Illegal—He Says Beneficiaries Will Accrue to Public.

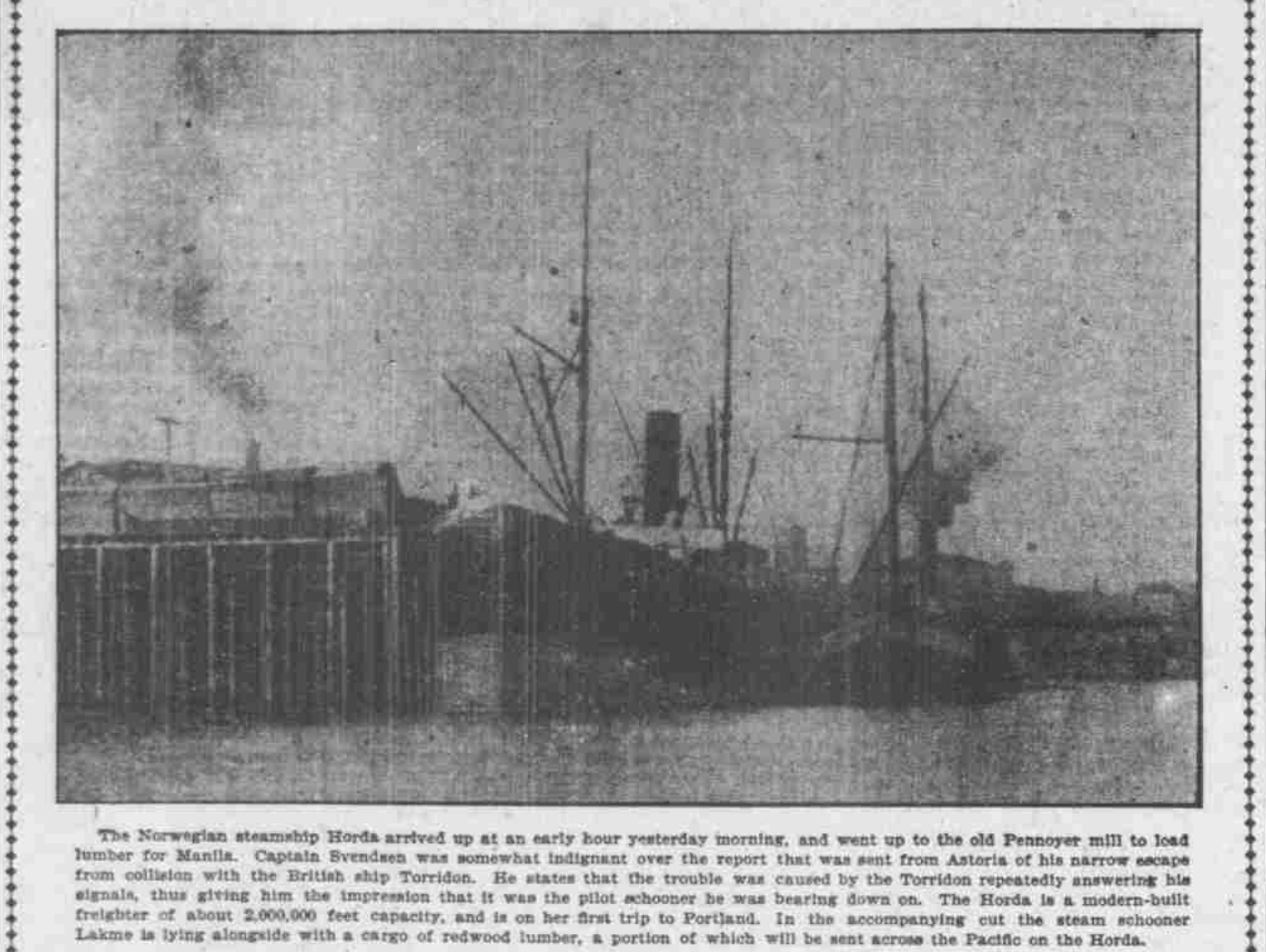
NEW YORK, Nov. 18.—President James H. Hill and General Counsel W. P. Clough, of the Northern Securities Company, declined to talk today concerning the statement made by Governor Van Sant, of Minnesota, to the effect that he would do all in his power to prevent any consolidation of the Great Northern and Northern Pacific Railroads. Mr. Hill said the question was a legal one, and that it was useless to discuss it in advance of definite action by Governor Van Sant. The *Evening Post* today prints the fol-

lowing for the railroad interests in the trial before Judge Kelly in the State Circuit Court and when he saw that the district was against him he rather petulantly remarked:

"If it can't be done one way it can be in another. We won't be blocked here."

Whereupon Judge Kelly reminded the eminent counsel that it was a well-established principle of law that what could not be done directly would not be permitted by indirection. But the project to consolidate these two transcontinental railroads was then thwarted by the intervention of the courts, and it was not long before the Northern Pacific went into the hands of receivers, where it remained until September 1, 1895. Since then Mr. Hill has been at work on another plan to bring the two properties into harmonious relation. Whether this avoids the legal objections that operated to prevent the consummation of the other scheme is a point on which the public has no information yet. The situation is understood to be different in the two states of Minnesota and North Dakota, the prohibition in Minnesota being in a statute and in the other state in the constitution.

NORWEGIAN STEAMSHIP HORDA, LOADING LUMBER AT OLD PENNOYER MILL.



The Norwegian steamship Horda arrived up at an early hour yesterday morning, and went up to the old Penoyer mill to load lumber for Manila. Captain Svendsen was somewhat indignant over the report that was sent from Astoria of his narrow escape from collision with the British ship *Torridon*. He states that the trouble was caused by the *Torridon* repeatedly answering his signals, thus giving him the impression that it was the pilot schooner he was bearing down on. The *Horda* is a modern-built freighter of about 2,000 ton capacity, and is on her first trip to Portland. In the accompanying cut the steam schooner *Lakme* is lying alongside with a cargo of redwood lumber, a portion of which will be sent across the Pacific on the *Horda*.

can barkentine *Hawaii*, owing to strictness with which United States quarantine laws are enforced, is compelled to bear the expense of extra towage for a distance of 30 miles. The *Hawaii* arrived at Vancouver, B. C., from Tien-tsin, an infected port. She passed British quarantine inspection and after discharging she was to proceed to Whittow to load for Cape Town, but the quarantine officers ordered her to this port for inspection before proceeding to load. This puts her a distance of 40 miles out of her way. According to regulations, if the *Hawaii* had remained 90 days in British Columbia she could have entered at an American port without inspection.

Almost a Collision.

VICTORIA, B. C., Nov. 18.—The ship *Greta*, which arrived here yesterday from Cardiff, had a narrow escape from collision with an unknown ship off the Golden Gate. The stranger passed under her bows during the night. The *Greta* brought 150 tons of patient food for the navy. This fuel is used only in cases where it is necessary to get up steam in a hurry, and is the first shipped to this station.

Revenue Cutters From the North.

PORT TOWNSEND, Nov. 18.—The revenue cutters *Manning* and *Thetis* are here waiting orders, after a five months' cruise in Behring Sea. Officers and crew were paid off today, \$24,000 being disbursed. The revenue cutter *Grant*, which has been out of commission for the past three months, undergoing repairs, is again in service, and arrived here today from Haddock.

Steamer Ella Safe.

BOSTON, Nov. 18.—A private message to the Chamber of Commerce today stated that the steamer *Ella*, reported to have been lost off the coast of Newfoundland, passed Quebec yesterday.

Majestic's Distinguished Passengers.

LONDON, Nov. 18.—The White Star Line steamer *Majestic*, which sails from Liverpool Wednesday via Queenstown Thursday for New York, will have among her passengers Jan Kubelik, the young Bohemian violinist, and United States Senator W. A. Clark of Montana.

Have Money of Their Own.

BERLIN, Nov. 18.—It is authentically announced that the North German Lloyd steamship company does not intend to raise a loan from the United States, as it considered the German markets amply able to supply its financial needs, which at the present time are not great.

Down From the North.

SAN FRANCISCO, Nov. 18.—The steamer *Valencia* of the Northern fleet, arrived here today with 39,000 cases of salmon. The whaling bark *Gayhead* also arrived. She brought 600 barrels of oil and 6000 pounds of whalebone.

Domestic and Foreign Ports.

ASTORIA, Nov. 18.—Left up at 8 A. M.—British ship *Latimer*. Arrived at 12:30 P. M.—Ship *Irene*, from Honolulu. Arrived at 10 A. M. and left up at 3 P. M.—Steamer *Sequela*, from Fort Bragg. Sailed at 3:45 P. M.—Steamer *W. H. Harrison*, for Tillamook. Sailed at 4:30 P. M.—Steamer *Langbank*, for Seattle. Sailed at 5 P. M.—British steamship *Crosser*, for Manila. German ship *Rickmers*, for Seattle. Arrived at 5 P. M.—British steamship *Langbank*. Condition of the bar at 5 P. M., smooth; wind east; weather cloudy.

St. Helena, Nov. 18.—Anchored at 7 P. M.—British ship *Latimer*, bound up.

San Francisco, Nov. 18.—Arrived—Steamer *Empire*, from Coos Bay. Sailed—Steamer *Sequela*, for Seattle. Sailed—Steamer *Umatilla*, from Victoria. Sailed—Steamer *Boer*, for Gray's Harbor.

Antwerp, Nov. 18.—Arrived—Friedland, from New York.

Seattle, Nov. 18.—Sailed—November 17, German steamer *Elba*, for St. Vincent; U. S. steamship *McArthur*, for San Francisco; 18th, ship *C. F. Sargent*, from San Francisco. Arrived—November 17, steamer *Diana*, from Seattle; steamer *Santa Ana*, from San Francisco; 18th, steamer *South Portland*, from San Francisco; steamer *Senator*, from Seattle.

Manila, Sailed—November 16—Palatania, from Portland, Or., for Nagasaki.

Siberia, Arrived—November 17—Columbia, from New York, via Agaña, Naples, etc.

Hamburg, Arrived—November 17—Hermantia, from San Francisco, Guayaquil and London.

Liverpool, Nov. 18.—Arrived—Cado, from New York.

Cherbourg, Nov. 18.—Sailed—Bremen, from Bremen, for New York.

New York, Nov. 18.—Arrived—Northwestern, from Chicago, via Montreal; Northwestern, from Chicago, via Montreal; Northwestern, from Chicago, via Montreal.

New York, Nov. 18.—Arrived—Koenigs Luise, from Bremen and Southampton.

New Burlington Directors.

Harriman and Hill Have an Equal Number—Five Independents.

NEW YORK, Nov. 18.—The following are the directors of the Chicago, Burlington & Quincy Railroad Company, who were elected today:

James J. Hill, James N. Hill, Norman B. Reid, Robert Bacon, E. H. Harriman, Jacob H. Schiff, George J. Gould, H. McKim, Charles E. Perkins, Francis W. Hunsenell and J. M. Alcott Forbes.

The officers chosen by the new board were: Chairman, Francis W. Hunsenell; president, George B. Harris; first vice president and treasurer, James C. Pease; secretary and clerk of the board, T. S. Howland.

The directors and officers were elected at a meeting held today at the New York office of the Northern Pacific Railroad Company. The meeting was a surprise, as it had been announced that the election of officers would take place in Chicago next Thursday. Three of the directors, Messrs. Schiff, Harriman and Gould, are Union Pacific representatives and members of its executive committee; three are lawyers, and the remainder are business men.

MAY CALL EXTRA SESSION.

Governor Rogers Has the Trust Question Under Consideration.

MINNEAPOLIS, Minn., Nov. 18.—A special to the Times from Tacoma, says:

In response to requests and on the advice of friends, Governor Rogers is considering the advisability of calling an extra session of the Legislature to take action to prevent the consolidation of the Northern Pacific and Great Northern Railroads. The Governor is very conservative in matters of this kind and declares that he will not take action until the subject is thoroughly considered from every point of view. Though elected as a Populist, he always takes the stand that capital should be thoroughly protected. On the other hand, he believes, like Governor Van Sant, of Minnesota, that the interests of the Northwest would be injured by the consolidation of the two foremost Western railroads under management. The state constitution provides that no monopolies and trusts shall ever be allowed in this state, and directs the Legislature to pass laws to make this provision effective.

WHAT THE COURTS HAVE SAID.

Legality of Consolidation in Minnesota Decided Adversely.

In 1893 there was a good deal of talk about the consolidation of the Great Northern and Northern Pacific Railroad Companies, and it was then and is still believed that Mr. Hill had matters so arranged that only the law clearly remained to complete the consolidation. But when the public heard of the scheme, the statute of Minnesota and constitution of North Dakota were cited to the effect that such consolidation of the two parallel lines and competing railroad lines was illegal. The press took the matter up and made much of it, and the political conditions of the time were such that it could make much stir. This agitation is believed to have scared off the foreigners with whom Mr. Hill was then negotiating, it being deemed wisest to test the legality of the proposed course of action before actually putting the plan into effect.

Two actions were brought, one in the United States Circuit Court at St. Paul and the other in the State Court. The issue was first tried in the United States Supreme Court, and in the last named trial the Supreme Court was made to get the State of Minnesota to appear as a party, but that effort failed. The decision of that court was that the law of Minnesota was of no avail to prevent the consolidation of interests then contemplated. An appeal was taken to the United States Supreme Court, but before that was heard the other case was tried in the State Circuit Court, where a decision was rendered prohibiting the combination proposed. An appeal was taken both to the State Supreme Court and to the United States Supreme Court, and in the last named trial a decision was finally rendered affirming the opinion of Judge Kelly, of the State Circuit Court. In the case carried up from the United States Circuit Court the Supreme Court reversed the trial Judge. Therefore, it was judicially determined that the statute of Minnesota forbidding consolidation of parallel and competing railroad lines must be respected, and that the plan then under consideration was a violation of the law.

Senator Cushman K. Davis was counsel

for the railroad interests in the trial before Judge Kelly in the State Circuit Court and when he saw that the district was against him he rather petulantly remarked:

"If it can't be done one way it can be in another. We won't be blocked here."

Whereupon Judge Kelly reminded the eminent counsel that it was a well-established principle of law that what could not be done directly would not be permitted by indirection. But the project to consolidate these two transcontinental railroads was then thwarted by the intervention of the courts, and it was not long before the Northern Pacific went into the hands of receivers, where it remained until September 1, 1895. Since then Mr. Hill has been at work on another plan to bring the two properties into harmonious relation. Whether this avoids the legal objections that operated to prevent the consummation of the other scheme is a point on which the public has no information yet. The situation is understood to be different in the two states of Minnesota and North Dakota, the prohibition in Minnesota being in a statute and in the other state in the constitution.

Dodge-Midland-Clark.

DENVER, Nov. 18.—The Post says:

Colonel B. C. Dodge was noncommittal today on the current report that he is to be the head of the Colorado Midland Railroad. "I expect to engage in another business," said Dodge, "and I have nothing at present to say of my intentions. As to the Colorado Midland, I have nothing at present to say, but may one day be engaged in a project that the Midland will build to a connection with the Clark road near Salt Lake."

Baltimore & Ohio's Prosperity.

NEW YORK, Nov. 18.—The annual report of the Baltimore & Ohio Railroad for the year to June 30 last, the first issued under the new management, shows an increase in gross earnings of \$1,311,322, or 10 per cent, an increase in operating expenses of \$238,044, or 12 per cent, and an increase in net earnings of \$1,073,278, or 7.4 per cent. After paying dividends, interest and other charges, there remained an unappropriated surplus of \$1,058,955.

Railroad Notes.

Assistant General Freight Agent Coman, of the O. & N., has taken a residence at the corner of Twenty-fourth and Kearney, and is now in the throes of moving. City Passenger Agent, Dennison, and Freight Agent Harder of the Great Northern, attended the funeral of the late General Western Passenger Agent Stevens, who died yesterday afternoon. The Portland office of the company was closed during the time of the funeral.

A special car of traveling passenger agents and their wives, returning from the annual meeting of the National association at Los Angeles, will arrive in Portland next Friday. The party will remain over in Portland, taking a trip up the O. & N. to Cascade Locks, and will leave at 8:30 the next morning for Puget Sound.

London Times on Adams' Speech.

LONDON, Nov. 18.—The Times, which prints today the address delivered by Charles Francis Adams before the American Antiquarian Society at Worcester, Mass., October 30, comments editorially upon the parallel drawn by Mr. Adams between the South African situation and the closing days of the Confederacy. "We believe," it says, "that in the years to come when Boer and Briton have learned to live together in amity, both races will equally deplore that none of the Boer leaders in this great struggle knew how to combine, like Lee, personal bravery with the nobler type of courage, which is prepared to face popular odium in the discharge of a painful duty."

In a Leaking Condition.

PORT TOWNSEND, Nov. 18.—The ship *U. F. Sargent*, coal laden from Seattle for Portland, arrived here this evening in a leaking condition and before she proceeded she will be examined.

Policeman Charged With Murder.

EVANSVILLE, Ind., Nov. 18.—Wilbur S. Sherwell, a policeman, was placed under arrest today, charged with the murder of Lena Renner last Monday

MORE TROOPS TO BE SENT

OFFICERS TRYING TO LOCATE MEN IN KENTUCKY MINE RIOT.

There is a State of Unrest Prevailing All Over Hopkins County—Orders to Strikers.

MADISONVILLE, Ky., Nov. 18.—Garrett Stevens, the negro who was killed in the battle at Providence, Saturday, lived here. Bud Couch, mortally wounded, is also a negro, and both were union men in the attacking party. Three of the wounded were negroes who were guarding the mine.

There is a report today that two wounded men were taken to Morgantown and one to Sabre, and that they are both dead, having been shot while attacking the mines. This report lacks verification.

In the battle of yesterday morning at least 1000 shots were fired. Early today a portion of the Madisonville Company went to Providence. The men are under the command of Captain Thomas. There is a state of unrest prevailing all over Hopkins County.

County Judge Hall and Sheriff Sutton are both at Providence, and under their directions part of the soldiers on duty there are scouring the country in an effort to discover other members of the union party who were engaged in yesterday's battle. The report that a Lieutenant of a military company led yesterday's attack is without foundation.

The negro union miner, Couch, who was fatally shot yesterday, is said to have given the authorities valuable information bearing on the attack. Warrants have been issued for alleged participants in yesterday's fighting. It is said additional troops will be sent to the scene immediately. One of the companies of the Kentucky Coal Company is running, but the large mine, on which the attack was made, is idle. It is said the Streyburn and other coal companies of Hopkins County have agreed to close their foreign charters, in order to get protection from the United States Court. The union officials here disclaim responsibility for the attack.

Orders were issued by President Wood to the strikers to stop here and break camp at once, and join the strikers in camp at Nortonville.

The restraining order of Federal Judge Evans' Court is having its effect, and the camp in the immediate neighborhood of the Redneck mine was broken tonight. About 125 men moved.

TO GET NON-UNION MEN TO QUIT.

Eight Hundred Union Laborers Will March to Mine Today.

WASHINGTON, Nov. 18.—Three hundred coal miners gathered in this city tonight and took the Baltimore & Ohio Southwestern westbound train, which arrived here at 1:20 A. M., to Vincennes, where they will be joined by 500 other miners who are now marching from surrounding towns to this city. Early in the morning they will descend on the Prospect Hill mines there, and endeavor to persuade the non-union men to stop work.

Late this afternoon a delegation of Montgomery miners marched into Washington and held a secret meeting with the local miners. After which they took the railroad agent and chartered three coaches to take them to Vincennes on the first train.

Tonight was received that 150 men were marching to Vincennes from Princeton, and several hundred from other surrounding towns. By 3 o'clock fully 300 men are expected to be massed in Vincennes, and as hour later they will be on the mine. The men are divided into companies, each of which has a captain. They say they will tolerate no violence, and will employ only lawful methods to gain their ends. They will not return to work until the mine is closed down, they say, or secure the union scale of wages. They will purchase provisions at Vincennes, and will camp out while there. The men at Prospect Hill have been on strike for several weeks for higher wages. Non-union men have taken their places.

LAWYER SEMPLE ON TRIAL.

Said to Have Helped to Put Counterfeit Money in Circulation.

PHILADELPHIA, Nov. 18.—John L. Semple, a lawyer of Camden, N. J., was placed on trial today in the United States District Court, before Judge McPherson, charged with aiding and abetting Arthur Taylor and Baldwin Bredell in making, issuing and attempting to circulate counterfeit \$20 notes.

Semple is the 13th man arrested in connection with the Lancaster, Pa., revenue stamp counterfeiting conspiracy, conceived by Arthur Taylor and Baldwin Bredell, and an engraving tool was bought for them in New York in December, 1899; how they made the plates in their cell, working at night by the light of an oil lamp; how the counterfeiters were shown to Semple, and approved by him, and finally how they were put in circulation by Harry Taylor, a brother of Arthur. The District Attorney said he would prove all this, and in addition show that Semple had secured the 12th set of certificates, and had given them to Bredell and Taylor, who washed them and impressed them with the \$20 plates.

The principal witness at the afternoon session was Taylor, who explained in every detail how they carried on their counterfeiting work in jail. He told how he and Bredell had constructed a hood out of blankets, so that the keepers could not see the light of the lamp as they worked at night. He told of how they secured the tools, and said they usually did the work at night. After they had finished each night they would conceal their tools in a valise and the engraver's plate in a magazine. The valise and magazine had not been inspected by the keepers or prison inspectors in six months.

Trial of Mrs. Bonine Begins Today.

WASHINGTON, Nov. 18.—Tomorrow morning, before Judge Thomas M. Anderson, in Criminal Court No. 1, of the District of Columbia, will begin the trial of Mrs. Lola Ida Bonine, under indictment for the murder of her husband, Seymour Ayres, Jr., in the Kenmore Hotel, in this city, on the night of May 15 last. The case attracted widespread interest at the time the tragedy occurred, largely on account of the mysterious nature of the death of the young man, and this was augmented, while the coroner's jury was in progress, with the dramatic confession of Mrs. Bonine of her part in the tragedy. She told her story to the District Attorney, and to the local detectives, saying she had been the only person in the room when Ayres was shot, and that he was killed in a struggle with her over the possession of a revolver with which he was trying to frighten her into compliance with improper demands on his part. She has been in jail since then. District Attorney Gould will be assisted in the prosecution by Hugh T. Taggart. Seventy-three witnesses have been summoned on behalf of the Government. Thus far no subpoenas have been issued for any witnesses in Mrs. Bonine's behalf.

Hot Rolls,

hot muffins, hot cakes, made with Royal Baking Powder may be freely eaten without fear of indigestion.

night. The body was in the hands of the coroner all day, but not until evening was the summons served. The officer says he can prove an alibi. The testimony thus far given against Sherwell is circumstantial. His murderer, it is believed, had an accomplice, and the theory advanced today is that the two women, Lena Renner and Georgia Bailey, were murdered after a visit together to a roadhouse.

Anarchist's Petition for Freedom.

PHILADELPHIA, Nov. 18.—Alexander Bergman, the anarchist, who, in 1892, broke into the office of H. C. Frick, then president of the Carnegie Steel Company, at Pittsburgh, with the intention of shooting Mr. Frick, and who was sentenced to a long term of imprisonment in the Western Pennsylvania penitentiary, today petitioned the Superior Court to be set at liberty, under the terms of the commutation law passed by the last Legislature. The Superior Court made an order against the warden of the penitentiary for him to show cause why a writ of habeas corpus and a writ of certiorari should not be issued, as petitioned by Bergman. The rule was made returnable December 2.

Forger Committed for Trial.

NEW YORK, Nov. 18.—O. B. Wheeler, Jr., charged with forging the names of a number of prominent business men of Chicago to a sheet of notes aggregating on their faces \$168,000, was committed for trial today. It developed from the testimony taken that there had been no attempt at imitation of the names that had been used, but that all had been written of their own volition. Wheeler's counsel pleaded that the prisoner had been drinking and was irresponsible. The magistrate said he would let the higher court pass on the responsibility of the prisoner. Bail was fixed at \$1000.

Bank Safe Blown Open.

KANSAS CITY, Mo., Nov. 18.—A special wire from Wellington, Kan., says: Three safeblowers, who are believed to have been the same who attempted to rob the bank at Milan Sunday morning, blew open the safe of the bank in Manchester, south of here, in Oklahoma Territory today. They secured small booty, but demolished the bank.

Warrant for Murderer.

ST. LOUIS, Nov. 18.—Chief of Detectives Desmond received a capias today for Ben Kilpatrick, from Sheriff Howze, of Paint Rock, Tex., where Kilpatrick is wanted for the murder of William Thornton.

Postoffice Robbed and Burned.

WASHINGTON, Nov. 18.—A dispatch received here announces that the postoffice at Freemanburg, W. Va., was robbed and burned Sunday morning. No loss is stated.

Illinois Franchise Tax Case.

SPRINGFIELD, Ill., Nov. 18.—Today in the United States Circuit Court before Judge Humphrey was commenced the hearing of arguments in the case of the Union Traction Company and others against the State Board of Equalization, in which the complainants ask for an injunction restraining the State Board of Equalization from assessing their capital stock and franchises for 19