

KRUGER TO HAVE GRAND RECEPTION

France Will Hold Out Vague Hopes of Intervention.

ANYTHING TO HURT ENGLAND

Netherlands Railway in South Africa Will Be Confiscated to Raise Resources to Meet Indemnity Claims of the Loyal.

NEW YORK, Oct. 18.—It is stated on excellent authority, says a cablegram to the Times from Paris, that ex-President Kruger will, after landing at Marseilles, pass through Paris and that he will be received with all the honors due to the head of a state.

The municipality of Marseilles is making preparations for a grand reception for Kruger and it is quite certain that he will be enthusiastically received by the population in general.

The commencement of active defense in the Transvaal has reawakened European interest in the Boer cause, and the French government in common with other European governments is not sorry to see this reawakening of sympathy, as Great Britain's hands are all but completely tied while the Boers remain active. In China and in the settlement of any difference with Great Britain her rivals can therefore take advantage.

It is quite likely for this reason that Europe, and especially France, will give a semblance of encouragement to Mr. Kruger and will hold out a vague hope of intervention. A well-informed politician has stated that this will be the policy of the French government. Kruger will be encouraged as much as possible. The end of hostilities need not therefore be looked for at present.

Mr. Kruger's friends are still hoping that he will visit America.

RAILWAYS TO BE CONFISCATED.

NEW YORK, Oct. 18.—South Africans explain the investigation in progress there respecting concessions in the Transvaal as a preliminary measure for the confiscation of the Netherlands Railway and other properties, says the Tribune's London correspondent.

They assert that some resources must be found for meeting the indemnity claims of the loyalists of Natal and Cape Colony for the destruction of their property and the loss of their cattle and horses. Land taxes will yield little when the two new colonies are impoverished, and the mining industry cannot be bled until it is reorganized and is in a flourishing condition.

The railways are the only assets which can be made available at an early day as the basis for an adjustment of the indemnity claims. The state railroad of the Orange River Colony, South Africans say, can be confiscated by military conquest and the Netherlands Company's property, they believe, will share the same fate, as it was subsidized by the Transvaal government and was the base of the Boer line of military defense.

NEW BATTLESHIPS.

American Naval Board of Construction Advocates Construction of Gunboats and Battleships.

NEW YORK, Oct. 18.—Germany's great naval increase will play an important part in the determination of the recommendations for new vessels which the navy board on construction will submit to Secretary Long, says the Washington correspondent of the Herald.

This board has commenced an informal discussion of the program which the secretary is to submit to congress, and views expressed by several members showed that they are taking into consideration the navy master, William S. P. Hays, who is in the belief that it is impossible for this government to provide a fleet superior to the navies of Great Britain and France, but they hold that it should be the equal of Russia and Germany on the seas.

During the discussion some of the members urged that battleships only be recommended for construction and that enough be provided to make the increase equal to Germany's force. At least three members of the board favored battleship construction. One member is said to have strongly advocated the authorization of twenty gunboats for service in the West Indies, Philippines and China, and in support of this he pointed out that there were thirteen battleships, armored cruisers and protected cruisers under construction and the shipbuilding facilities of the country would be exhausted in their completion.

From complete indications the board will favor the authorization of three battleships and twelve gunboats of about 1600 tons each. There is no intention of recommending armored or protected cruisers as the board seems to think the United States wants very large and very small vessels and none of an intermediate class.

ISTHMIAN CANAL COMMISSION.

Is Inclined to Favor the Nicaragua Route.

NEW YORK, Oct. 18.—A special to the Herald from Washington says: The Isthmian canal commission is at work on its report, but it is evident that it will find it impossible to do more than submit a preliminary statement to congress when the session begins.

This report will present facts and figures referring to both the Panama canal and the Nicaragua route. A vote has not yet been taken by the commission as to which will be recommended nor will a decision be reached until information has been received regarding both projects. M. Hertz, president of the Panama Canal Company, has arrived in Wash-

ington and paid his respects to the commission. He came to Washington in compliance with the request of Rear Admiral Walker and will stay here until he can be spared, when he will return to Paris. He will come back to Washington during the session of congress.

Notwithstanding the commission has not taken a vote as to the route, it is apparent in the trend of its investigation that it favors the Nicaragua waterway. Because of the dimensions and displacement modern steamships it has been determined that a canal thirty feet deep will be too small, and the commission is preparing estimates on a canal which shall be thirty-five feet in depth and a minimum width of 150 feet. On the thirty-foot canal the majority of the Walker commission estimated the cost at about \$125,000,000. The increase in depth and width projected will necessarily make the projected canal more expensive. Barges are being made to ascertain if the increased excavation necessary will require the removal of rock or soft dirt. Advocates of the Nicaragua canal are getting considerable comfort out of the fact that the execution of the route recommended by the first Walker commission has, except in a few instances, shown its entire practicability. Engineering parties sent out by the Isthmian commission have gone over every foot of the route. They have recommended that the sites of the several locks be changed and the commission will adopt their recommendations. The general impression seems to be, however, that the commission will favor the Walker route provided that when the borings are made for a larger canal they do not show that the cost would be excessive.

Mr. Lampe, secretary of the Panama Canal Company, who is in this city, said last night that the company was prepared to meet any of the conditions which might be laid down by the Isthmian commission and was ready and willing to conform to any of its recommendations. It was a matter of impossibility, however, for the Panama Canal Company to outline its course of action, as everything would depend upon the results that would be reported by the commission. He declared there are no obstacles which engineering cannot overcome in making the Panama canal acceptable to the Isthmian commission and that a canal of thirty-five feet in depth with a minimum width of 150 feet is perfectly feasible at the Panama route.

CHANGES IN THE CABINET.

Rumor Mongers Continue Speculating Concerning British War and Colonial Offices.

NEW YORK, Oct. 18.—The rumor mongers are again reconstructing the British cabinet, says the Tribune's London correspondent. Lord Salisbury is most reticent and deliberate and there is only one associate whom he consults. This is Mr. Balfour, who in due time will succeed him. The best informed men do not look for the immediate reorganization of the cabinet, but expect that the process will not be completed before February.

Officers in the army do not favor the appointment of either Mr. Chamberlain or General Kitchener to the war office. Mr. Balfour, when in London, has said that he is in sympathy with the latter, but that he will not make a secret of his preference for Mr. Chamberlain as the English statesman who could render the greatest service to the cause of imperialism. He believes that Mr. Chamberlain, if allowed to remain for a second term in the colonial office, would carry out some practical scheme by which the self-governing colonies of the empire could have permanent representation in the imperial council.

Neither he nor his Australian colleagues considered an imperial council practicable, but they were convinced that some approach to imperial federation would be made as a direct result of the cooperation of the colonies in South Africa if Mr. Chamberlain remained in the colonial office. Members of parliament in sympathy with him assert that his real constituency lies in the self-governing colonies, which he represents more closely than any other Englishman, and that he would be likely to get out of touch with them if he were to abandon the colonial office.

Premier Laurier's declaration that the only basis for imperial sovereignty is absolute free trade with the empire, but that the time is not ripe for its fulfillment attracts much attention in London. England has been ready for that sovereignty since Cobden's time; it is not by any means certain that Mr. Chamberlain would not be willing, as he once suggested to a Canadian club, to have free trade within the empire and a revenue tariff on wool, sugar and foodstuffs from the outside.

REGISTERED MAIL STOLEN.

Bold Theft of a Heavy Pouch at a New York Station.

NEW YORK, Oct. 18.—It has become known that five bags of registered mail enclosed in one large pouch were stolen from Station H, at the corner of Lexington Avenue and East Forty-fourth street, on Monday night last, and so far the postoffice inspectors have been unable to locate the thief, although suspicion has fallen on one man.

The pouch, which was so heavy that only a strong man could move it, was stolen before it reached the delivery van and while it was still at the station. It had been duly checked off, sealed and locked with a numbered key. With another pouch of registered mail it had been deposited on the floor near the employe's entrance. When the wagon called for it, Station Clerk Nathan discovered that it was missing. Search in and around the station failed to reveal it.

The payment on the checks contained in the bag has been stopped. The amount in cash is not supposed to have exceeded \$1000, but the value of the contents of the registered letters, which were directed to many parts of the globe, can only be guessed at.

JUDGE McDONALD'S TRIAL.

Sensational Testimony Introduced Concerning Corruption of the Courts of the County.

COLFAX, Wash., Oct. 18.—At the hearing today of Judge William McDonald, of the superior court, on the charge of subornation of perjury, ex-Prosecuting Attorney McDonald tried to force Win Keech to confess and swear to a story connecting J. E. Nessly, McDonald's political enemy, with some crime and said he would try the case and send Nessly to the penitentiary for twenty years. The hearing will last all the week. Matthews testified that the reason he did not cause McDonald's arrest while he was prosecuting was that McDonald had surrounded himself with such a corrupt crew that it was impossible to get justice in the courts of this county.

IRON MARKET QUIET.

Buyers Are Awaiting Result of the Presidential Election.

NEW YORK, Oct. 18.—The Iron Age in its current issue reviewing the market says: Generally speaking the markets are quiet, a fact which is quite universally attributed to the desire on the part of the buyers to await developments in the presidential election. In ordinary years this is the period in which a determined struggle is made for winter work for the rolling mills. While that has been secured by some branches, as in the bar trades where prices were sharply cut, it is not on the order books in other departments. Pittsburgh reports a somewhat firmer tone in the iron market although the volume of transactions is so light that the slightest pressure to market the product might turn the scale. In the east the largest transaction appeared to have been a sale of 400 tons of basic pig to an Eastern Pennsylvania mill at \$14 delivered.

In the steel rail trade the announcement has been made that the Pennsylvania railroad has decided to buy 150,000 tons for next year's delivery. So far as we can learn, however, the allotment on even a part of the work has not yet been made to the individual mills. To the outside observer it seems difficult to understand why the roads should be in a hurry to place their orders now for distant deliveries. In the plate trade a slightly easier tone is noted. Chicago reports a sale of about 2000 run-down by a car belonging to the defendant's company and died a few hours later. It was in connection with the death of Captain Rhodes that Police Officer Sing Sing was convicted of stealing the captain's watch, which had been taken from the injured man.

LET THE ENGLISH COPY US.

Crocker Thinks That's the Solution of the Jockey Problem.

NEW YORK, Oct. 18.—Several prominent race horse owners express decided opinions on Lord Durham's criticisms in regard to American owners, trainers and jockeys. It is the main topic of conversation at the Morris Park course.

"I do not think," said Richard Crocker, "that Lord Durham is right. English boys have the same chances to learn the American style of riding as our boys have to follow English style out here if the English jockeys taught us anything. There ought to be no restrictions as to nationality. I suppose American trainers will not be able to get any more horses to train in New market. Superiority of American jockeys consists in putting the saddle forward and the crouching attitude which offers less wind resistance than that of the English jockey. Upon that the English boys will have to come to it."

David Gideon said: "I think Lord Durham's criticism is entirely incorrect. He says that it does wrong should be punished, he American or Scotchman."

STURDY BICYCLING.

Colorado Man Makes Good Time on a Trip to Boston.

NEW YORK, Oct. 18.—Thomas J. Corcoran, 300 miles north-west of Denver, who is riding a wheel from Denver to Boston, has arrived in New York after averaging 70 miles a day for 20 days. Corcoran starts for Boston tomorrow. He left on August 14 and has made his ride alone. A ten-pound baggage roll was his sole encumbrance, as he did not even carry a tool bag. The run to Denver was the hardest of his trip, it being over a steep mountain trail. This route has led him through Topeka, St. Joseph, Quincy, Springfield, Indianapolis, Detroit, Niagara Falls, Albany and down the Hudson valley to New York.

Corcoran does not attempt to make a record for speed. He expressed his luggage from point to point, lived comfortably and rested whenever he felt tired. His longest day's ride was 106 miles, made over the prairies of Kansas. He is going to ride back to Aspen after a four days' rest in Boston.

SOUTHERN PACIFIC AFFAIRS.

The Speyers Have Inaugurated a New Policy.

SAN FRANCISCO, Oct. 18.—O. H. Manning, right of way agent of the Southern Pacific, has resigned his position, which it is asserted has become a sinecure. According to the Examiner, a new policy has been adopted by the Speyers, now the controlling factor in the corporation. When the improvements now under way are completed they will stop construction work and devote some of the earnings to paying dividends. Jas. Speyer, it is stated, has decided that the new president of the road yet to be chosen must reside in San Francisco and must devote his time to extending the traffic of the line, keeping down expenses and beginning to pay dividends at the earliest possible day. It is said that the company's traffic is now so diversified that failure of a crop or product here or there along its lines in any given year cannot materially affect the earnings in any one year.

For the year ending June 30, 1900, the gross earnings were in excess of \$63,000,000, the largest in the history of the company. So far in the present fiscal year the earnings show an increase over last year's big showing. Among the construction works now in progress is the completion of the coast division from that city to Los Angeles, the cut-off road between Ogden and Los Angeles, the Montalvo branch, a double track along the bay shore from this city to San Bruno, new wharves and terminals at Galveston and the reconstruction of the recently purchased line from Houston to Galveston.

Y. M. C. A. IN RUSSIA.

American Philanthropist Has Founded a Branch at St. Petersburg.

WORCESTER, Mass., Oct. 18.—The will of the late Caleb T. Simmes, of Lancaster, a philanthropist, makes public bequests to the amount of \$40,000, \$3000 of which goes to the American Peace Society and the same amount to the State Lake City Academy for the education of Mormon children. Mr. Simmes in life was a great advocate of universal peace and was deeply interested in The Hague conference.

THIS afternoon in a building specially fitted up for the purpose.

This has been done largely through the personal efforts of Franklin J. Stokes, the representative of James Stokes, the philanthropist of New York, who has invested a princely fortune in such buildings at London, Paris, Berlin and at Rome. The honorary curator is Prince Alexander Petrovich Otenberg. The other officers are B. K. Orden, chamberlain of the imperial court; two assistant secretaries of the minister of the interior; three influential priests of the Greek church; P. T. Vorenitzki and P. A. Petchin, prominent men of letters.

The religious services were conducted by three of the most prominent priests in this city, assisted by one of the largest of St. Petersburg's wonderful male choirs. There were several speeches in Russian, but that of James Stokes was in English. In the course of his remarks Mr. Stokes referred to the historical cause of the bond of union between Russians and the United States caused by the former sending her fleet of war vessels to the aid of the United States during the darkest hour of the civil war which act, it was claimed, prevented the recognition of the southern confederacy by England. He was loudly applauded.

Among those present were a number of the members of the imperial court; Herbert H. D. Pierce, charge d'affaires; Secretary Hagerman; Military Attache Stocum, and the ladies of the United States embassy; the American consuls-general at San Francisco and the British-American church and a number of well-known American and British residents.

HEAVY DAMAGES AWARDED.

Widow Gets \$7,000 From Street Railway Company for Loss of Her Husband.

NEW YORK, Oct. 18.—Mrs. Elizabeth Rhodes has obtained a verdict in the supreme court for \$7,000 in the suit by her as administratrix of her husband, George R. Rhodes, against the Metropolitan Street Railway Company.

This is the largest verdict rendered against a surface railroad in this city for many years. Mrs. Rhodes claimed \$50,000 damages. Her husband was on July 19, 1892, run down by a car belonging to the defendant's company and died a few hours later.

It was in connection with the death of Captain Rhodes that Police Officer Sing Sing was convicted of stealing the captain's watch, which had been taken from the injured man.

FILIPINO CITIZEN.

Wants to Cast His Vote for President of the United States.

CHICAGO, Oct. 18.—A special to the Record from Omaha, Neb., says: The supervisor of registration in this city has under consideration the question of permitting a native Filipino to register according to the law, in order to vote for president.

The applicant's name is Ramon Reyes, who claims that he is a citizen of the United States. He has been in the United States for about 18 months and has been in Omaha for more than a year. All of this time has been spent in one voting precinct.

In appearance Reyes is a typical Filipino.

LANSING HEARD FROM.

Arrived Safely at an Australian Port.

NEW YORK, Oct. 18.—A cablegram from London states that the British ship Lansing, Captain Chapman, from Port Blakeley, June 1, for Port Pirie, has arrived safely at an Australian port, name not given.

A dispatch from San Francisco yesterday stated that reinsurance at 20 per cent had been offered on the Lansing, which carried a cargo of 2,000,000 feet of lumber.

MOVEMENTS OF VESSELS.

Submarine Torpedo Boat Holland Has Gone to Delaware City.

WASHINGTON, Oct. 18.—The tank steamer Arctus, en route to the Asiatic station, has arrived at Singapore. The submarine torpedo boat Holland and the tug Leyden left Newport for Delaware City. The Dolphin is expected to arrive at the Washington navy yard today.

The torpedo boat Rogers has been ordered to the New York navy yard for repairs. The converted cruiser Doroth, which went to Manila but has been ordered out of commission. The Frolic, also a converted cruiser, has been placed in commission.

LOGAN HAS SAILED.

Brings From Manila 23 Sick, 19 Inane and 39 Prisoners.

SAN FRANCISCO, Oct. 18.—A cablegram has been received at the army headquarters here announcing the departure of the transport Logan carrying 23 sick, 19 insane and 39 prisoners. About 102 horses and 130 mules will be loaded on the horse transport Conemauch, which will sail for Manila this afternoon.

Dr. Alfred C. Girard, the commanding officer at the Presidio general hospital, has received promotion to the office of deputy surgeon-general of the army, with the rank of lieutenant-colonel.

BAILEY WAS MURDERED.

Lynn Police Have Arrested a Farm Hand on Suspicion.

LYNN, Mass., Oct. 18.—The police who have been investigating the mystery surrounding the disembodied body found in Glenmore pond now believe that George Bailey has been murdered, and have taken under guard John C. Best, 32 years of age, a farm hand employed on the Breakhill Hill estate, of which Bailey was caretaker. Bailey disappeared on October 8th.

PUBLIC REQUESTS.

Massachusetts Philanthropist Leaves \$40,000 for Worthy Objects.

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ANARCHIST ARRESTED.

Alleged to Have Been Plotting Against President of Brazil.

NEW YORK, Oct. 18.—The police of Rio Janeiro, according to a dispatch to the Herald, have arrested an Italian named Angel Manetti, who is known as a friend of Casserio, who assassinated President Carnot of France, and of Bresci, who killed King Humbert of Italy. Manetti is charged, was plotting to take the life of President Campos Sales of Brazil. One new case of plague is reported. One death occurred.

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