

300 EMIGRANTS ARE DROWNED

Italian Steamer Sirio Is Wrecked Near Cape Palos.

THE CAPTAIN COMMITS SUICIDE.

Vessel, Which Was Bound From Genoa for South America, Struck a Rocky Reef and Sank Stern First—Archbishop of San Pedro Among Those Lost—A Number of Fishermen Also Drowned.

Cartagena, Spain (By Cable).—The Italian steamer Sirio, from Genoa for South America, with 800 passengers on board, was wrecked Saturday evening off Hormigas Island, which lies about two and a half miles to the eastward of Cape Palos.

Three hundred of the emigrants, most of them Italians and Spaniards, were drowned.

The Bishop of Sao Paulo, Brazil, was drowned while blessing the passengers of the Sirio. The Archbishop of Sao Pedrows, who was also on board, was saved.

It is said that a large number of the first and second cabin passengers were drowned, their cabins being the first to go under water.

The remainder of the passengers and the officers and crew of the Sirio got away in the ship's boats or were rescued by means of ropes thrown to them from the shore.

A number of fishermen who made attempts at rescue were drowned.

The captain of the steamship, after admitting that the catastrophe was due to his own imprudence, committed suicide.

The Sirio was an iron vessel, of 4,141 tons and 5,012-horsepower. She was built at Glasgow in 1883 and was owned by the Navigazione Italiana of Genoa.

The steamer had 645 passengers on board and her crew numbered 127 men. The Sirio had 570 passengers when leaving Genoa, but additional Spanish passengers were taken on board at Barcelona, where the vessel touched a few hours before the disaster.

The disaster occurred at 5 o'clock P. M. The Sirio was threading a difficult passage through the Hormigas group, where the Bajos Hormigas reef is a continual menace to navigation. The vessel began to settle rapidly immediately she had struck, and a terrible scene of confusion and panic ensued on board.

The fishermen along the coast sought to render every assistance in their power, and sent out boats, which brought many survivors ashore. Most of the officers and crews of the Sirio are among the saved.

Passengers confirm the fearful nature of the calamity. From the broken narratives of the terror-stricken survivors it would appear that it was the intention of the captain of the Sirio, after leaving Barcelona, to call at Cadiz before proceeding to Brazil. The captain, in order to shorten the route and gain time, purposed to pass as close as possible to the dangerous rocky ledges surrounding the Hormigas Islands. Without any warning and while running at full speed the Sirio crashed upon the rocks with terrific force. A few minutes later the stern of the vessel sank beneath the waves.

The passengers were in a state of horror and panic. Crowds rushed forward, pushing each other and fighting for places in the bow of the boat. Many fell and were trampled to death. Dozens of men and women threw themselves into the sea. A young mother who was carrying her baby was advised to abandon the child and try to save herself alone. This she refused to do, declaring she preferred that she die together. Both eventually were picked up alive from the water.

In the midst of this panic the captain and officers of the Sirio endeavored in vain to restrain the people, restore a semblance of order and organize a system of life-saving. This was not accomplished, for the vessel suddenly either broke in half or glided off the rocks and foundered in deep water. The captain purposely sank with his ship.

Tourists Swindled.

Mexico City (Special).—Three Americans, Fred Jones, Jerome Turner and W. J. Wilson, have been arrested and sent to Belem prison, charged with practicing swindling on American tourists whom, it is alleged, they lured to a bell tower of a cathedral and induced to gamble and, when the latter protested, a bogus detective came upon the scene, frightening the losers into silence.

Take the Peasant's Side.

Riga (By Cable).—At a congress of Baltic landowners, held here, a resolution was passed in favor of the sale of crown and church lands and the gradual expropriation of estates in excess of the established maximum. No peasant family owning more than 50 acres may obtain land under this system. The Baltic nobility up to the present time have been opposed to the expropriation of land.

LATEST NEWS IN SHORT ORDER

DOMESTIC

At Sand Lick, Knott County, Ky., the feud between the Hall and Martin factions broke out afresh, and four men were killed and two wounded in a bloody battle with a sheriff's posse.

At Detroit, Charles H. Kimmerle, of Cassopolis, was nominated for governor of Michigan by the Democratic State Convention on the first ballot over Stanley E. Parkhill, of Owosso, the only other candidate placed in nomination.

At New Castle, Pa., Thomas O'Toole, who attempted to break jail twice to escape the penalty of execution for murdering Ray Barbar, escaped from jail.

Anthony Constock caused a raid on the Art Student's League of New York, alleging that the catalogue of the school contained nude pictures.

The rumor is again current that Secretary Bonaparte will quit the Navy Department and will succeed Mr. Moody as attorney general.

At Warsaw, N. Y., John W. Neff was found guilty of grand larceny in the first degree on a charge of robbing Erie County.

Brigadier General William J. Bolton died in Philadelphia. He served throughout the Civil War.

John D. Rockefeller will not be served with a subpoena to appear before the grand jury of Chicago.

Fay Templeton, the actress, was married in Philadelphia, to William Patterson, of Pittsburg.

A general strike of lithographers for an eight-hour day has affected 50,000 men in various cities.

All-night maneuvers of opposing armies were conducted at Mount Gretna, Pa.

A reduction in crude petroleum by the Standard Oil Company was announced.

Fred Morris Dearing, of Missouri, was appointed by President Roosevelt to be second secretary of the American Legation at Havana, Cuba. Mr. Dearing is now private secretary to Senator Quesada, minister to the United States from Cuba.

Mrs. Harry Thaw and Mrs. William Thaw, her mother-in-law, arrived at the Tombs together in an electric brougham to visit Harry Thaw. Mrs. Harry Thaw again denied that there has been any falling out between her and her mother-in-law.

No additional liquor licenses will be granted in Chicago until the city's population is nearly double what it is now. According to the new law, there can only be one license for every 500 inhabitants.

At Calumet, Mich., farmers attacked miners protected by sheriffs and deputies at the Michigan mines. One man was killed, another fatally shot and many wounded. Forty men were arrested.

Senator McCarren, the Democratic leader of Brooklyn, has been sued by a woman who claims to be his common law wife.

Near Lawrenceville, O., one man was killed and several persons were shocked by a bolt of lightning.

Henry Porth, a former alderman of Green Bay, Wis., confessed to charges of bribery.

White girls have supplanted colored men as waitresses in Raleigh (N. C.) hotels.

At Sturgis, Ky., two colored men were shot (one fatally) by two white men.

A strike of the building trades in Raleigh, N. C., was inaugurated.

A 24-hour bank was opened in Chicago.

William Jennings Bryan has demanded that Roger Sullivan resign as national committeeman of Illinois, alleging that Sullivan holds his office by fraud.

The Pennsylvania Railroad announces a reduction from 3 1/2 to 2 1/2 cents a mile on one-way tickets and 2 cents a mile on thousand-mile tickets.

The Michigan Republican State Convention named a full State ticket, ratifying the result of the primaries in June.

At Jacksonville, Fla., Paul Daniel shot and fatally wounded Bertie Toomer and then killed himself.

The battleship Alabama and Illinois were in collision during a fog off Brenton's Reef.

Harry Lehr smashed a vase in a tussle with a camera man at Newport.

FOREIGN

The crew of the cruiser Pamyat Azova mutinied and killed the commander and four other officers. The battleship Slava has been ordered to find and sink the mutineer.

The peasants in the north central part of Russia are reported to have set fire to the forest preserves, and an immense tract is said to be ablaze.

The Duke of Devonshire made a significant statement in the British House of Lords while speaking in opposition to the government's educational bill.

Walter Freidlander, while descending the Brauningzinken, in Switzerland, slipped and was hurled over a precipice.

An unsuccessful attempt was made to blow up the police headquarters building in Moscow with an infernal machine.

The Finnish authorities have arrested the railroad gendarme suspected of the murder of M. Herzenstein.

A submarine boat constructed by M. Justin was launched at Krupp's Germania Works, at Kiel.

The mutineers of the Sanur regiment at Desblager are reported to have surrendered.

General Markgrafsky, chief of the Warsaw Gendarmie, was shot and killed.

General Lee, commander of the American forces in the Island of Leyte, is to round up the Pulajanes.

The new Dominguez ministry, in Spain, upholds the civil marriage and forbids restrictions on burials in consecrated cemeteries.

The president of the British Association for the Advancement of Science eulogized Americans for their part in a year of unusual advancement in the sciences.

A new grand vizier of Persia promises political and financial reforms.

The importations of rice to the Philippines show a decided falling off.

The Brazilian Congress has passed the Coffee Valorization Bill.

RAILROADS TO BE PROSECUTED

Violations Safety-Appliance Law Alleged.

UNDER DIRECTION GENERAL MOODY.

Action to Be Taken by United States Attorneys in Various Districts Under the Federal Statute—Seventeen Suits Against Chicago, Burlington and Quincy and Thirty Against the Iron Mountain.

Washington, D. C., (Special).—Attorney General Moody in accordance with the policy heretofore determined upon has directed further prosecution of a number of railroads for violation of the federal safety appliance acts. The United States attorneys for the various districts wherein the violations were committed will be directed to file and vigorously prosecute suits for the recovery of the statutory penalty.

The Chicago, Burlington and Quincy Railway Company will be sued for 17 penalties, and the St. Louis, Iron Mountain and Southern Railway Company for 30 penalties.

The roads to be made defendants and the districts wherein suits will be brought are as follows:

Belt Railroad, of Chicago, Northern district of Illinois; Chesapeake and Ohio Railway Company, Eastern district of Kentucky; Chicago and Northwestern Railway Company, district of Nebraska; Chicago, Burlington and Quincy Railway Company, district of Nebraska; Chicago, Rock Island and Pacific Railway Company, Southern district of Iowa; Elgin, Joliet and Eastern Railway Company, Northern district of Illinois; Grand Trunk Western Railway Company, Northern district of Illinois; Kansas City Southern Railway Company, Western district of Missouri; Minneapolis and St. Louis Railway Company, district of Minnesota; Missouri Pacific Railway Company, Western district of Missouri and San Francisco Railroad Company, Western district of Tennessee; St. Louis, Iron Mountain and Southern Railway Company, Western district of Tennessee; St. Louis Southwestern Railway Company, Eastern district of Arkansas; Southern Railway Company, Western district of Tennessee; Union Pacific Railway Company, district of Nebraska; Union Railway Company, of Memphis, Western district of Tennessee; Union Stockyards Company, of Omaha, district of Nebraska.

PIG IRON STATISTICS.

Production in United States and Canada For Half a Year.

Philadelphia, (Special).—The American Iron and Steel Association has received from the manufacturers complete statistics of the production of pig iron in the United States and Canada in the first half of 1906. The production of pig iron in the United States for the period named was 12,602,901 gross tons, against 11,820,225 tons in the last half of 1905 and 11,763,175 tons in the first half of 1905. The production in the first half of 1906 was the largest in any half year in the history of the trade, and larger than that of any whole year prior to 1899. It is not reasonably certain that the production of pig iron in 1906 will exceed 25,000,000 tons.

The production in Canada in the first half of 1906 amounted to 282,010 tons, against 257,797 tons in the last half of 1905 and 210,206 tons in the first half of that year. The production in the first six months of 1906 was the greatest in any half year in the history of the Dominion. It was also greater than the production of any whole year prior to 1902.

Woman Rescues Drowning Woman.

Chippewa Falls, Wis., (Special).—Miss Bertie Schneider, of Milwaukee, rescued Miss Clara L. Crown from drowning in the Chippewa river. Miss Corwin, who could not swim, floated by means of inflated wings to a point in the river beyond her depth, when the air in the wings began to exhaust, and she sank. Miss Schneider was coming from a mile swim and reached the drowning woman just as she was going under a second time and towed her to shore. A crowd of helpless girls were on shore witnessing the thrilling rescue. Miss Corwin weighs 75 pounds more than Miss Schneider.

Death Due to Chagas Fever.

New Orleans (Special).—A bad outbreak of Chagas fever on board the steamer White Hall, from Colon, was discovered when the vessel reached the Mississippi river quarantine station. Chagas is a very fatal type of malarial fever. The White Hall had one member of her crew dead when she arrived at quarantine and nine others ill with the fever, the nature of which was finally determined by an autopsy on the dead seaman. The steamer was detained indefinitely at quarantine. There were no passengers on the White Hall.

An Alpine Climber Killed.

Vienna (By Cable).—Walter Friedlander, grandson of Professor Pulitzer, the Austrian artist, and cousin of Joseph Pulitzer, of New York, slipped while he was descending the Brauningzinken, and was sent flying over a precipice. He was killed by the fall. His companion, Asele Schreither, an author, was seriously injured by a fall. The Alpine casualties this week have been heavy.

For Contempt of Court.

Havana (By Cable).—Mr. Keyes, translator at the United States Legation, is to be prosecuted for contempt of court, he having snatched a paper from a judge in which he made a declaration regarding a civil suit against him. It is understood that in the paper Keyes claimed that as an employee of the legation he was immune from a summons from a Cuban court. He has been discharged from his position at the legation. The matter is regarded as of no importance by the officials.

LIVE WASHINGTON AFFAIRS.

Gen. Albert L. Mills was ordered to the Philippines to assume command of Fort William McKinley.

Minister Collins, at Madrid, announced the arrangement of a customs convention with Spain.

Alfred H. Brown, Thirteenth Cavalry, died in the Philippines of cholera.

The principal training station of the United States Marine Corps will be moved from Annapolis to New London, Ct., owing to animosity between the marines and the naval cadets.

A committee of six railroad officials will be named to assist the Interstate Commerce Commission in enforcing the rate law.

Judge Charles E. Magoon, United States Minister to Panama is to become governor general of the Philippines.

The internal revenue tax from liquors and tobacco during the last fiscal year was nearly \$250,000,000.

Seven million dollars worth of Panama Canal bonds were delivered to purchasers.

According to a decision by Assistant Secretary of the Treasury Reynolds, Isle of Pines is foreign territory, merchandise from that country being subject to the same duties as that from China.

The prediction is made that Congress as its next session will pass a law compelling railroads to sell tickets at the rate of two cents a mile.

Chief Engineer Stevens, of the Panama Canal, announces the appointment of Joseph Ripley as principal assistant engineer.

Minister Combs reported that the Guatemalan army had been disbanded, in accordance with the Marblehead Treaty.

Rear Admiral Evans reported to the Navy Department that the collier Nero had gone ashore at Block Island.

OVER \$100,000 TAKEN.

Clifford S. Hixton, Is Said to Have Made Confession.

Pittsburg (Special).—Clifford S. Hixton, the bookkeeper of the Union Trust Company of this city, who is under arrest and is said to have confessed to peculations amounting to \$125,000, is still locked up in jail, having thus far failed to secure the \$20,000 bail fixed in the case.

There has been no arrest here yet of a fellow-employee said to have been implicated in Hixton's confession, and it is reported the fellow-employee has left the city.

The bank officials refuse to discuss the case in any phase, and are bending every effort to keep the matter quiet, and local papers have apparently ignored the case from the beginning.

It was learned from a reliable source tonight that the case of the fellow-employee of Hixton has been placed in the hands of a well-known detective force of New York City, who have turned it over to a local agency acting as its operatives. The name of the missing man will not be disclosed.

WANT DOWIE'S PLACE.

Voliva and Alfred E. Bills Are Rival Candidates.

Chicago (Special).—Two candidates filed their certificates of nomination for the office of general overseer of the Christian Apostolic Church in Zion in the United States District Court here. The candidates are Wilbur Glenn Voliva, who took charge of the church and Zion City after John Alexander Dowie had been suspended, and Alfred E. Bills, formerly an adherent of Dowie's. Dowie disclaims any connection with Bills.

Bills is said to be a large property owner in Zion City and has lived in that city for five years.

Dowie for the second time announced that he would not be a candidate.

Trainmen Killed in Wreck.

Michigan City, Ind., (Special).—Conductor Myron L. Bradley, of Michigan City, was killed and four other trainmen were injured at Hartsdale in a wreck on the Michigan Central Railway. Bradley's train crashed into a cut of coal cars, which had moved by their own weight from a siding onto the main track. Engineer Trainor and Fireman Warner were buried under the engine for several hours, but were not seriously injured.

From Finland to Oregon Alone.

Boston, Mass., (Special).—Each of them wearing a tag marked "Portland, Ore. U. S. A.," three little girls, the eldest not more than 12 years old, arrived here unaccompanied on the Cunard Line steamer Ivernia from Helsingfors, Finland, the present seat of serious revolutionary disturbances. The girls were given over to the railroad officers for their journey across the continent. They go to their father, Peter Westgard, of Portland, Ore.

FINANCIAL AFFAIRS.

It is said the Erie may build into Pittsburg.

The price of coke has been advanced to cents a ton.

Wheat exports continue to be well above those of a year ago.

There was an advance of one point in Russian 4 per cent bonds.

Harriman's plain statement that Union Pacific does not intend to buy St. Paul affected adversely the price of both stocks.

In four years New York city has increased its debt by \$170,000,000, so that it is little wonder it must sell 4 per cent bonds at virtually par.

It is said in the street that Harriman has failed, up to the present time, to get control of Illinois Central, and that his attempt to do so has solidified control in the hands of the opposition interests.

It is not Harriman but the Rockefeller party who will decide when, if ever, the Union Pacific will get control of St. Paul. The Rockefellers certainly have the full say in St. Paul, and they share with Harriman an equal voice in Union Pacific.

REVOLT RAMPANT THROUGH RUSSIA

Cruisers Flying Red Flags Caused Dismay.

NO MERCY FOR THE MUTINEERS.

Again Officially Reported That the Mutinies at Sveaborg and Cronstadt Have Been Suppressed—Grand Duke Nicholas Nicholasievich Gives Short Shrift to All Suspected of Being Concerned in the Revolt.

St. Petersburg (By Cable).—Though reports were received confirming those previously received stating that the uprisings at Sveaborg and Cronstadt had been crushed, the prospect is still dark and gloomy.

The mutiny at Cronstadt caused a panic at the imperial palace at Peterhof, as the palace lies under the guns of the fortress.

All preparations had been made in advance to flee to Tsarskoe-Selo, the imperial yacht Polar Star being near at hand, with steam constantly kept up. It was reported that the Czar and his family actually had fled in the middle of the night, but this was denied later at the chancellery of the imperial household. It is explained, however, that, on account of "dampness" at Peterhof, arrangements had been made for the return of the imperial family to Tsarskoe-Selo.

Perhaps the most sensational incident of the day was the successful mutiny on the armored cruiser Pamyat Azova. The mutineers are reported to have killed the captain and four other officers of the warship while off the Estonian Coast.

Ambassador Meyer has received a dispatch from the American consul at Revel, saying that the Pamyat Azova entered that port with the red flag at her masthead.

Later reports, however, showed that when the cruiser reached the roadstead at Revel she was in possession of the loyal portion of her crew. One hundred and fifty of the mutineers have been sent ashore and imprisoned.

The loyal men gained the upper hand of the mutineers at sea. When the ship came in here they asked for a detachment of troops to aid them in handing over the mutineers to the authorities. Three officers whom the mutineers had placed in irons are aboard the vessel.

The remainder of the crew has been disarmed.

An agitator has been arrested. The crew of the Russian cruiser Asia, which was sent to Abo, has hoisted the red flag. The vessel has left in the direction of Sveaborg.

Although the admiralty asserts that the squadron off Sveaborg did not waver in its allegiance there is something mysterious about the reports of the actions of the ships which warrants the suspicion that all is not right abroad. Only two ships fired on the mutineers, the others remaining on the horizon as if the admiral were not sure that they could be depended upon.

The mutiny on the Pamyat Azova may possibly raise international complications, as in the eye of the law this cruiser, like the Kniaz Potemkin in the Black Sea in the summer of 1905 is a pirate. There is reason to believe that the German fleet has orders covering just such a contingency as this, and that it would not hesitate to put an end to the renegade cruiser as a danger to commerce.

At the same time it was reported that a military insurrection had broken out at Revel, which is the capital of the government of Esthonia and is situated on an arm of the Gulf of Finland, 200 miles southwest of St. Petersburg. It is a naval station of the second class. There was also a report that serious conflicts had occurred at Helsingfors between the communal police and the socialist Red Guards.

The regular police, as well as the communal guards, were called out during the afternoon. Among the casualties were the chief of police, who was wounded, and his assistant, who was killed.

Although the mutinies at Sveaborg have been ended and the one at Cronstadt has been practically put down, the outlook is still black. The revolutionists, whose hands were suddenly forced by the premature rising at Sveaborg, apparently are undaunted at these initial reverses and intend to persist in their program of calling a general strike.

One of the leaders of the revolutionists boasted that the word had gone forth and that the fire of revolt would spread to the corners of the empire. His closing words were:

"Now watch Revel, Riga and Libau."

In the Sveaborg mutiny seven companies of artillery were concerned, and of the fortress steamers the Vietrelli, Puskar, Rabotschi, Ingemier and Mars were in the hands of the mutineers, while the Bomba, Opit and Sveaborg remained loyal. The Opit was furiously bombarded by the mutineers, and they threatened to sink the Bomba at the first opportunity, even if she hoisted the red flag.

During the Skatudden Island mutiny only one, the Finn, of six vessels stationed in the North harbor fired on the marine barracks occupied by mutineers. The others remained passive.

Drowned in Mill Race.

Flint, Mich., (Special).—William H. Davis, aged 29 years, a member of one of the best-known families in Flint, was drowned in a mill race here and the police believe that he was pushed into the water and murdered. Davis was seen drinking with a local man early in the evening, and it is said that about midnight the two men went to the bank of the race to sleep. Night Car Inspector Silver, of the Grand Trunk Railroad, says he heard cries about 3 o'clock from the spot where Davis went into the water and saw a man running away.

RAILROAD UNDER BEHRING STRAIT.

Czar Grants Permit For Siberian-Alaska Line.

Paris (By Cable).—In accordance with an order issued by the Emperor of Russia, the American syndicate, represented by Baron Loicq de Lobel, is authorized to begin work on the Trans-Siberian-Alaska Railroad project.

The question of building the Alaskan-Siberian Railroad was discussed in both this country and Europe back in the '80's. In fact, what may be said to be the first step for such a transcontinental system was taken in 1886, when J. W. Powell, director of the United States Geological Survey, was asked by the United States Senate to make a report as to the possibility of communication between Alaska and Siberia by rail. In making this investigation Mr. Powell found that no greater difficulties would be involved in the building of such a road than were encountered in the construction of other transcontinental roads now existing.

It was proposed that the road should begin at a proper point of the Northern Pacific in Montana, and continue through the head waters of the Peace River to the head waters of the Yukon. It was to proceed thence to some point on the shore of Bering Sea. The total distance was estimated at 2,756 miles. A branch road would be built from the head waters of the Peace River to the mouth of the Sitkine River, in order to establish connection with Sitka.

Because of the construction of the Siberian Railroad the war between Japan and China and the Boxer uprising nothing was done in connection with the proposed transcontinental road until 1902 when M. Loicq de Lobel became interested in the work. He made a survey of a railroad line through Alaska from Circle City to Bering Strait, remaining in the Polar regions for 18 months. Notwithstanding the extremely low temperature and the darkness of the long Arctic night, he continued his work until it was completed.

M. de Lobel found that the hardest problem, according to the first plans decided upon, was by the Bering Strait, yet it was contended that this could be solved, because of the many islands in the strait, which could be spanned by a massive bridge. The plans were later modified, by which it was suggested that a tunnel should take the place of a bridge. Once across the strait, the new road would have to pass through a great stretch of frozen desert until it reached the line of the Siberian Road.

American capital will play an essential part in the planning and construction of this, the largest railroad in the world. It is not yet safe to prophesy how soon we may be able to travel in the same Pullman car from New York to Paris.

Two Men Injured.

Newport, R. I., (Special).—Two men were injured, instead of one, as first reported, in the collision between the battleships Alabama and Illinois Monday night, the fact becoming known Wednesday, when Ordinary Seaman Hanley, of Syracuse, N. Y., was brought to the hospital with the bones of the left hand fractured. He was struck by a falling boat when the collision occurred. Ordinary Seaman Corbett, of Frankfort, Ky., previously reported injured, also was brought to the hospital today. He lost one leg by amputation as the result of the accident, and it was found today that his left arm was fractured.

Child Kidnapped.

Atlantic City, N. J., (Special).—It is alleged by the police here that two-year-old Laura Newman, daughter of William Newman, of Philadelphia, has been stolen from the home of her aunt, Mrs. Lydia Bingham, at Absecon. The aunt accuses Katherine Bruscher, of 1759 N. Warnick Street, Philadelphia, with abducting the child. The Bruscher woman and her two children took board at Bingham's Saturday. She took her own and the Newman youngster for a walk Tuesday and has not been seen since. The Philadelphia police have been asked to look for her.

Hit Hard By Frisco Fire.

Hamburg (By Cable).—At an extra meeting of the stockholders of the Hamburg-Bremen Fire Insurance Company, held here, the directors informed the stockholders that the total losses of the company as a result of the San Francisco disaster amounted to \$4,955,000. The reserves on hand amounted to \$2,500,000, and it would therefore be necessary for the stockholders to pay 50 per cent, on the capital.

Holy War Is Feared.

St. Petersburg (By Cable).—The fierce war raging in the Caucasus between the Armenians, Tartars and Russians, especially near the Persian frontier, is assuming threatening dimensions. There is considerable apprehension that it may cause the outbreak of a holy war, for which a serious agitation has been in progress, both among the Shiite and Sunnite Tartars, for a long time.

No Uprising in Mexico.

Washington (Special).—The State Department made public a telegram which was received late during the afternoon from Mr. Thompson, the American Ambassador to Mexico, in which he states that reports of a threatened uprising of Mexicans against foreigners in Mexico is without foundation so far as is discoverable there.

Roosevelt Not a Candidate.

Peoria, Ill., (Special).—Another positive announcement from President Roosevelt that he will not be a candidate for re-election has been made in a letter received by Mrs. L. A. Kinney, of Peoria, from Secretary William Loeb, writing for President Roosevelt. The letter, dated July 26, concludes: "I would say that the President has nothing to add to the statement issued on the night of the election in 1904. His decision as announced at that time is irrevocable."