		THE PITTSBURG I	DISPATCH, THURSDAY,	NOVEMBER 12, 1891.		9
CLINGING TO MASTS		DOCTORS OF MONEY.	YESTERDAY'S HOTEL ARRIVALS.	NO GOVERNMENT AID	NEW ADVEBTISEMENTS.	NEW ADVERTISEMENTS.
A Ship's Crew Doomed to Destruction in Plain Sight of Land.	its force and a final estimate of the damage	Both Dicenseed by the	MONONGAHELA-J. ATIMSTONG, Venango, F. C. Tyson, Wilmington; J. S. Moloney, P. H. Griffin, R. J. Moren, Buffalo; H. A. Scoffeld, New York; F. W. Hawkins, Bellaire; E. M. Aldpard, United States army; J. R. Camp- bell, Oll Ciry; J. D. Henderson, Philadel- phia; L. H. Veredecker, Baltimore; Daniel O'Dav, Buffalo; O. N. Payne, Titusville; J. E. Tilt, Chicago; G. H. Bartiett, New York; J. R. Teebody, Zanesville; F. T. Wilson, Jersey Shore; S. Foltz and wife, New Castie; Mrs. Ruff and daughter. Com- nelisville; F. L. Andrews, W. F. An-	Wanted by the National Farmers' Congress for Irrigation.	BLUSTERING	
in Flain Signe of Land.	is much greater than that incurred		phia, U. City; J. D. Henderson, Philadel- phia; L. H. Veredecker, Baltimore; Daniel O'Day, Buffalo: O. N. Payne, Titasville; J.	Congress for irrigation.	-AND-	BRING
LIFE-SAVERS CAN'T REACH THEM.	through any storm that has prevailed for years. The reports from the gale-swept dis- tricts are very slow in coming in, owing to	AMERICAN BARRERS CONVENTION.	E. Tilt, Chicago; G. H. Bartlett, New York; J. R. Teebody, Zanesville; F. T. Wilson, Jersey Shore; S. Foltz and wife, New Costie. Mer. Park and development Com-	NOT FOR GOVERNMENT RAILWAYS.	ASA-4	UIIINO
The English Shore Strewn With Many Wrecks and Dead Bodies.	the almost complete paralymation of the telegraph lines, but she reports thus far re- ceived show that the damage must be wide- sprend and heavy.	Secretary roster bescribes the workings of the Silver Law.	nelisville; F. L. Andrews, W. F. An- drews, Girard; N. W. Emmon, New Stanton; W. D. Bevin, Syracuse; H. W. and Irwin Fauli, Wheeling; C. P. Rutty, New York; J. A. Corey, Philadelphia; R. T. Brandon, Bos-	Georgia's Experiment in State Ownership a Costly Failure.	No No	YOUR CHILDREN
WORSE THAN THE PREVIOUS STORM	The damage to property at Folkestone and Deal is very great. The roofs of several houses were blown off and the streets were strewn with trees and rubbish.	THE INTER-STATE LAW CRITICISED	A. Corey, Philadelphia; R. T. Brandon, Bos- ton; Dr. A. W. Crawford, Emlenton; E. E. French, St. Louis; George A. Goodwin, Cleve- land; J. G. Murray, Lewis S. Riggs, Salma; W. T. Teil, Philadelphia; Daniel Eagan,	THE CORN-COB GAVEL FOR THE FAIR	- CALL	то
LONDON, Nov. 10Last night a heavy gale set in in the South of England and Ire- land. Sailing vessels bound up and down	confirmence of the rivers Stour and Avon, on the English channel, the rivers have over-	teenth annual convention of the American Bankers' Association this morning, a letter	Sharon; T. J. Dwyer, Cleveland; G. A. Winn, Boston; P. H. Moore, Wheeling; William Ashgelis, Chicago; J. W. Fairfax, Jr., New	SEDALIA, MO., Nov. 11.—The National Farmers' Congress was late in assembling this morning. It was 11 o'clock before Vice		HIMMELRICH'S
the channel, warned by falling barometers, put their helms up and made for a harbor. As the night grew older the wind blew with hurricane force. Not alone were sailing	flooded the country in the vicinity of Christ- church and part of the town itself is inun- dated. The damage to fishing boats and	tary of the Treasury, detailing the opera- tions of the act of July 14, 1890, of which	ton: G. W. Landers, Cincinnati; J. R. Richards, Baltimore: W. J. Nicholis, Phila- delphia; W. Melchert, Boston; A. Walton, Baltimore: J. T. Lane, Wheeling; F. A. Hill, Dunbar: H. M. Gates, Cincinnati; W. W.	Preside Smith let the corn-cob gavel drop, calling the session to order. The following resolutions were intro-	V	For Shoes. Perfect fitting
nurrheale love. Not alone were saming vessels in danger, but large occan steam- ships, lacking sea room, were compelled to keep off shore.	wise trade is large.	The amount of silver bullion purchased with Treasury notes under the provisions of the new law from August 13, 1890, to Novem-	Brown, Bradford. ANDERSON-D. L. Hamill, Albany; H. S. Mci Keng, R. Heydeneuch, Louis Engeltart, A. A. Brower, P. J. Egan, W. A. Gilligan, J. C. Kober, New York; A. Traub, Cincinnati; H. A. Newkirk, Chicsgo; M. T. Silver, Cleve-		BLOWING	a main feature—low prices another. Fine Kid, Spring
Already dispatches are being received telling of wrecks by last night's storm. The iron schooner Benvenue sailed two days	gales and floods did an immense amount of damage. In some sections the water that had then flown up in large tracts of low-	ber 1, 1891, has aggregated 66,588,536 fine ounces, costing \$68,638,565, an average cost of \$1 06 per fine ounce. From this silver \$77,- \$48,475 have been coined, and the remainder			 Never accomplished any- thing. Simple statements 	Heel, Button, at
ago on a voyage for Sydney, N. S. W. She had made good weather down the channel until last night, when she was caught in the	lying lands, and was just subsiding and farmers had begun to look forward to pre- paring the land for the autumn sowing. The rivers in the midland counties are rapidly	is stored, in the shape of fine bars, in the vaults of the mints as a reserve against the Treasury notes outstanding. While the new silver law provides for the	nati; George Stotz, Columbus; J. S. Temple- ton, Alex. Stephens, Glasgow; V. D. Hinde- long, Columbus; W. W. Lindsav, Philadel- phis; W. T. Ramsey, New York; A. C. Vorbaugh, Syracuse; E. E. Boynton, Rochester; C. H. Drape, Frank Weilbacher, E. Oppenheimer, New York; T.	culture; by Virgin Mackay, of Kansas, pro- viding that the ear of corn used by the Chairman as a gavel be sent to the World's	suit simple cases. Trade can't be caught with traps,	70 CENTS.
storm and driven ashore near Sandgate. When the Benvenue struck her crew were compelled to take to the rigging to escape	weeks ago.	purchase of nearly two and a half times the amount of silver required by the act of 1878, the compulsory coinage and issues of 2,000,-	H. Collett, Buffalo; A. B. Stamard, Cincinna- ti; Charles Schraum, Chicago; J. T. Nichols, Baltimore; A. Malloch, Glasgow; E. R. Fack- ler, Philadelphia: Frank Zimker, R. W.	Fair for exhibition; by C. W. Swinck, of Colorado, urging a national system of irri- gation; recommending that the President of	and those who set them are generally "tripped up." This	Larger sizes,
being washed overboard by the seas, which were making a clean breach over the vessel. The Frail Lifeboar is Launched.		000 silver dollars monthly (and of silver cer- tificates representing such dollars) is done away with. In lieu of such dollars United States notes of full debt paying power, re-	Ballord, New York; A. A. Gerloit, Columbus; W. K. Johnston, Cleveland, John L. Barrett, Reading; O. B. Starkwater, Chicago; Thomas Barnard, Buffalo; W. P. Stone, Hanover; W. P. Vnivert, Kanass City: Thomas Bradford.	the United States and United States Sena- tors be elected by a direct or popular vote. The Irrigation Resolution Is Defeated.	week we are making a special drive with our own make	85° AND \$1.
The member of the life-saving boat crew who was patrolling the beach near where the Benvenue was dashed ashore, had seen	all vessels in distress. A tug, with steam up, is lying beside her to take her in tow. At present the sea is running high and it is	deemable in gold or silver coin, at the option of the Secretary of the Treasury, and	 P. Vuintett, Kansas City; Thomas Bradford, New Brighton; Frank H. Waterbury, Chica- go; J. B. Smith, Dayton; A. S. Moore, Boston; S. W. Bolles, Toledo; L. A. Gray, A. H. Loeb, Chicago; P. L. Kratzer, Clarenden; D. M. 	The resolutions were considered seriatim and were all adopted with the exception of the one for Federal aid for irrigations which	Black and Green Cheviot Overcoats. They've been	These goods are worth
the lights of the fated vessel, and immedi- ately called upon his companions to hasten to the rescue of the imperiled crew. The lifeboat was manned and soon started	of the harbor. Part of the crew of the life-saving crew at Hythe, while rescuing a shipwrecked	stituted. What the New Law Provides. The new law provides for an annual in-	Rankin, Troy; J. F. Smith, Baltimore. DUQUESE-J. J. Hovey, Philadelphia: N. Brooke, Mrs. D. B. Barclar, New York: G. L. Rhodes, Chicago; E. E. Stone, Springfield; T. H. Shoemaker, Findlay; S. Bryan Kneuss, J. J. Heiser, New York; F. B. Bragdon, W. H.	the congress struck from the report by a vote of 44 to 17. The resolution asking Congress to improve the harbor at Savannah	going fast, but as we want to make them go a little faster	\$1.25.
for the wreck. Tossed like a cockle- shell upon the waves, the lifeboat rose and fell. At times she could be seen apparently	crew, were swept from their boat and drowned. From Dungeness, too, comes a story of the loss of some of the brave and hardy	crease of our currency approximating \$30,000,000, or, deducting the average retire- ment of national bank notes in recent years, an annual addition to our circulating me-	Lincoln Pierce, New York; B.F. Pennington, Boston: F. W. Van Houten, Newark: S. A.	was loudly applauded and unanimously adopted, as was also the resolution demand- ing the election of the President and Vice President of the United States and United	we are offering them at \$10. It's a price you couldn't re-	You can shoe your fam- ily at our house with a
climbing to the top of an enormous roller; then for a moment would remain perched upon the crest of the wave, and then with a	lifeboat men. A foreign bark went ashore at that place and the lifeboat men started gallantly to the rescue. A heavy sea was running and the lifeboat broached to. Once	dium of \$24,000,000. While it is true that the amount of money in circulation in this country at the present	Davis, New York; Dr. D. Kennedy, Philadel- phia; R. P. Kennedy, Uniontown; A. S. Zug- smith, Philadelphia; S. E. Lewis, San Fran- cisco; A. M. Sloven, Greensburg; H. P. Barr, Boston; E. H. McDermott, Kane; Mrs. Anna	States Senators by popular vote. The Committee on Finance presented a report requesting the various State Legis- latures to make appropriations for the	sist. If you buy such an, overcoat at this price you	great saving.
headlong pitch would disappear from view n a trough of sea. For a time she was lost sight of alto- rether. When she again came to view the	in the trough of the sea she capsized and all hands went overboard. Five of the crew were swept away before they could grasp	time is greater than at any previous period in our history, and more per capita than in any of the leading commercial na- tions of the world, with the single excep- tion of France, 1 am of the opinion that,	Miss Cora Jones, Johnstown.	expenses of the State delegations to future congresses of this character, in order that each State may have a full and proper	confer a favor on yourself. We have other tempting	
hardv life-savers were seen gallantly strug- gling against terrible odds. They finally ap- proached the wreck, but the sea was dash- ng with such furv that it was impossible	the life lines on the sides of the boat, and though they wore cork jackets they were lost. The other men succeeded in righting their boat and scrambling into her.	owing to our rapid growth in population and wealth, and the extraordinary development in all kinds of business, a yearly increase in our disculation medium comeshat proportion.	SCHLOSSER-M. C. Migel, New York; Carl F. Starkloff, Baltimore; E. S. Barton, Philadel-	representation. The report was adopted. Congressman John L. Heard, of the Sixth Missouri Congressional district, delivered an address on railway transportation. He	offers. For instance, ask to see one of our light color	HIMMELRICH'S,

for them to get near enough to attempt to take off the men in the rigging. Reluctantly they pulled away from the wreck and made their way to the shore, the return trip

At Deal a fishing boat was capsized and two of her crew were drowned. Several vessels are ashore between Dun-geness and Dover, and it is feared they will go to pieces and their crews will perish be-fore assistance can get to them. According to the latest reports the cale scenaral to the latest reports the gale is general throughout England.

Making a Last Desperate Effort. Nothing daunted by their many wearing Nothing daunted by their many wearing and fruttless attempts to go to the rescue of the surviving members of the crew in the rigging of the ship Benvenue, the life-savers determined to make a last great effort to reach the imperilled men, but despite their desperate struggles with the waves they were again forced to retreat before the angry sea and acknowledge themselves beaten and compelled to leave the fast weakening sailors in the doomed ship to their fate. Then it was that the life-savers at Sea-brook resolved that they, too, would again short of the mark there was a general ex-pression of dismay. Again and again the attempt to shoot a line was made, but each One of the sailors in the rigging appar-ently made up his mind that he could reach the shore by symming. He was seen to dive from the rigging and to strike out.

Then it was that the life-savers at Sea-brook resolved that they, too, would again risk their lives and make another attempt to get out to where the Benvenue was slowly but surely being beaten to pieces. Again did the crew take their positions in the lifeboat, and again did they renew their almost forlorn hope. Fighting their way outward bit by bit, and plying their oars with all the skill and strength at their com-mand, the rescuers at length succeeded in getting free of the breakers and beyond the outer edge of the surf. uter edge of the surf.

Rescue Comes at Last

wind and wave brought up at Folkestone, where the rescued and rescuers disembarked

and received the congratulations of the

people. The survivors of the wreck were tenderly

cared for, and when the story of their ter

rible experience was told it was learned that the captain and four of the crew had

gone by the board and were drowned before the life-savers could reach the stranded

SPAIN FARES THE WORST.

More Particulars of the Devastation Cause

by the Recent Storms.

MADRID, Nov. 11 .- It is now becoming

ossible to witness to some extent the

devastation that has been caused by the

tremendous floods which have swept over so

many parts of Spain during the past month

or so. Beginning with the terrible disaster at Consuegra, when that place was practi-cally swept from the face of the carth, and

where the loss of life mounted up into the thousands, the country has been subjected to a serious of floods which are without

parallel in the history of Spain, and it is believed that the total loss of life will never

crops on the farms, wheat, rye, barley, etc., are completely destroyed. The inhabitants of the valley, having been deprived of their

usual means of subsistence, are plunged into

THE FIRE RECORD.

THE new British bark Wamphray, which sailed from Glasgow August 10, bound for San Francisco, has been burned at sea.

be accurately known.

the most dire distress.

vessel

The most dangerous part of their journey had now been passed, and amid the inspiring cheers and shouts of the anxious watchers on the shore the life-savere started in the direction of the wrecked vessel. By careful and never-ceasing work with the oars and tiller the man contrally reached the side the men events for the Benvenue, and after considerable maneuvering succeeded in passing a line from their boat to the ship. The work of taking the half-dead men Three Points of Peculiarity, It is peculiar in coming without a crisis in general business, in affecting railroad securities alone, and in affecting different from the rigging was at once begun. and 27 groups of railway securities, according to the amount of legislation to which they were subject. Such a fall can only have been due to legislative action. The Inter-State Commerce law, which had of the officers and crew were safely trans-ferred from the ship to the lifeboat. When this task had been accomplished the life-boat was then headed for shore, and the lifesavers again struggled at their oars. They were unable to reach the place they started from, and after being buffeted about by

kinds of business, a yearly increase in our circulating medium, somewhat proportion-ate to our growth in population, is impera-tively demanded. The issue of Treasury notes under this act affords such an in-crease of a perfectly convenient and sound currency, based dollar for dollar upon the cost value of silver bullion redeemable on demand in gold coin, and with the pledge of the Government to maintain it at par. If the remonetization of silver as full legal tender money is ever to be accom-plished it can only be done by the action of nations of sufficient commercial importance to maintain some fixed ratio in coinage between the two metals. The new silver act is an important step in that direction. A Step Toward Remonetization. A Step Toward Remonetization.

much desired. Prof. Arthur Thadley, of Yale, read a paper upon "Recent Railroad Legislation and Its Effect Upon the Finances of The United States." In substance he said: If we look at the systems immediately west of Chicago, we find that since the passage of the Inter-State Commerce Law they, have shrunk in value \$60,000,000, or more than 25 per cent of the par value of their stock. This is not unprecedented in amount. The same thing happened in 1873 and again in 1885.

 ville; Colonel James B. R. Streator, Washington; M. J. Burns, A. L. Burns, New York; Charles Biehl and wife, Tarentum; E. W. Parshall, Watson; S. W. Watts, Watson; W. P. McFarland, Youngstown; E. H. Fudge, Chicago; B. Breed Spearman, Oaracoa, Mexi-co; A. H. Dunning, Cincinnati; J. E. Butler, Franklin.
 Sr. JANES-J. A. Woodburn, Newville; G. W. Hamthorne, Lancaster; George Heckler, Scio; W. P. Dunlap, Altoona; John Reinhart, Tyrone; J. Graven, Johnstown; H. Hetrick, DuBois; James Flanigan, Negley; William Mulcahay, Cleveland; Mrs. J. F. Sharp, Oll City; F. M. Cowles, Lansing; J. H. Mullin, Monongahela City; E. F. Stone, Springfield; C. C. Hardenburg, J. B. Maitland, Oll City; C. McPolmel, W. N. Way, Kane; J. G. Willisms, and wife, Biairsville; A. J. Madden, New York; D. C. Erney, Grove City; D. W. Bogers and wife, Ranesville; Frank Irwin, Bufalo; M. G. Headlee, H. C. Spitznagie, Brookville; John Roup. John Simpson, Cleveland; F. M. Leahner, Columbus; Charles Lawbead, Wooster; W. F. Johnston, West Monterey; J. M. Biair, Foxburg.
 Sverr A VENTUE-P. A. Parker, Cleveland; George Sellig, M. Misch, Heary Morgenthan, New York; J. V. McNamara, Buffalo; C. F. Davis, Columbus; Thomas Murphy, Detroft; W. F. Griffin, Indianapolia; H. Weinreich, Philadelphia; Lester Frank, New York; W. P. Herbert, Cincinnati; Miss May D. Sweeney, Steubenville; Mrs. E. Wilson, Philadelphia; George G. Smith and wife, Santa Fe, N. M.; Amos Steek, Greensburg; E. Shindel, Phila delphia; A. R. Van Tassel, DuBois; G. W. Means and wife, Parker; D. M. Fair, Biairs, Ville; G. H. Moorehouse, Harrisburg; H. H. Turaton, Elmira; L. E. Ellis, Boston; H. A. Hoffman, Indianapolia; H. Yenorehouse, Harrisburg; H. H. Turaton, Elmira; L. E. Ellis, Boston; H. A. Hoffman, Indianapolis; H. M. May, Steebenville; A. W. Moster, Wey Krig, J. Allen Munkley, New York; B. Fisher, Wheeling; J. G. Green, Srifte, Ellwood; R. Guudert, Ann Arbor; B. J. Moster, New York; J. Allen Munkley, New York; B. Fisher, Wheeling; J. G. Green, Stein, K phia; P. H. McEvey, Youngsto People Coming and Going.

an address on railway transportation. He said it is a subject of supreme importance to the farmers. One of the solutions of this vexed question, he said, was found in State railway commissions. Missouri had been among the first of the States to deal with the question in that way, and Missouri's ex-perience showed that the method had been a success. Another method of controlling relived cornerations in the intract of the railroad corporations in the interest of the people is through a national railroad com-mission. Government Railways Not Feasible Some professed to believe that the rail-road should be placed under Government

management. Government railroading, he believed, would be a gigantic failure. In the first place the Government would have to buy the railroads, and that would cost \$10,000,000,000. That would be a practical impossibility. The purchase of the railroads would necessitate incurring a debt railroads would necessitate incurring a debt of gigantic proportions, and he did not be-lieve the farmers or any one else wanted to pay any more debt than they are now pay-ing. Another objection to Government railway control was the increase in Federal officeholders which it would necessitate.

officeholders which it would necessitate. H. C. Brown, of Georgia, indorsed every-thing that Mr. Heard had said. Georgia, he said, had tried State ownership of rail-ways. Georgia owned the Western and At-lantic Railway. Under State control the rates were high, the service was bad and the deficits were extraordinary. The State found that it had been to expensive to run its own railways, and the line was leased to private individuals. Under private con trol the road charged cheaper rates, gave better rates, paid a rental of \$3,000 a month and made money for the lessees. Hon. Martin Mohler, Secretary of the

Kansas State Board of Agricultu paper on "The Race Under Conditions of High Civilization." He took the optimistic view of the question, and held the higher the civilization the greater the happiness of the race.



430-436 MARKET ST.

no8-83-MTT

WE WILL SELL FOR \$10 TO \$25. Merchant Tailor Made Overcoats that mays been made up to order for \$20 to \$50, WE WILL SELL FOR \$10 TO \$25.

Merchant Tallor Made Pants that have been made up to order for \$5 to \$15, We will sell \$2.50 TO \$7.50, and guarantee for \$2.50 TO \$7.50, a perfect fit.



First, because the compulsory coinage and

ssue of silver dollars of less intrinsic value issue of silver dollars of less intrinsic value than their nominal value is repealed; sec-ond, because it provides for a much larger absorption of silver by this country than heretofore for currency purposes; and third, because the new law declares that it is the established policy of the United States to maintain the two metals at a parity with each other. It seems to me that the act under consideration is a decided improve-ment upon the provisions of the act of 1878, which it repeals, in that it furnishes a sound currency to meet the growing wants of our country, and has a tendency to reduce the difference in value between the two metals and thus help to restore the equilibrium so much desired.

to longer eling to the rigging, and so were forced to let go. They dropped into the yeasty waters and sank from sight. A Most Desperate Situation

being mad much more easily than the out-

Great Consternation on the Shore.

There was great excitement on the beach

when it was learned that the life-boat had failed, but all hope of rescuing the ship-wrecked mariners from their perilous posi-

tion was by no means abandoned. Prepara-

tions were immediately made to shoot a line to the wreck. When the first rocket fell

strongly in the direction of the shore. he came drawing nearer and nearer to the beach until it seemed as if he would reach the land. A number of residents of the town joined hands, and their leader dashed

town joined hands, and their leader dashed into the sea in an attempt to reach then struggling sailor. When the swimmer had approached to within two yards of his would-be rescuers, he threw up his hands, and, with a groan, sank and was seen not

This afternoon the lifeboat crew made

another strenuous but fruitless effort to-reach the Benvenue. Some of the craw, exhausted by their long exposure, became so weakened that they found it impossible

ward one.

time the attempt failed.

The others, some of whom are undoubtedly lashed fast, are still in the rigging. A crowd numbering thousands of people is gathered along the shore, watching every attempt to save the lives of the ship wrecked sailors. The cargo of the Benvenue is floating out

of her holds and the beach at Sandgate is strewn with all kinds of wreckage. Much of the cargo has drifted ashore and has been taken in charge by the wreck masters. The hull is gradually sinking. Already a number of corpses from the wreck have floated ashore and others will certainly follow. A body of troops was sent to aid the life-savers in saving the distressed. The storm

has extended northward and now rages with great fury from Wick, on the east coast of Scotland, to the Scilly Islands in the English channel. This group of islets numbers about 140 and constitute a constant menace to vessels during stormy weather. A telegram has been received from that

point, stating that a schooner has been wrecked there. The crew, however, were saved. A vessel named the Paramount has sunk off Lowestoft, in Suffolk. All hands except two sailors were drowned. The two who were saved owe their lives to the Lowestoft Lifeboat crew.

Damage Done in London Also.

In London the storm has done consider able damage. In many places where build ings were in course of erection the boarding in front of them was blown out into the streets and temporarily stopped the passage of pedestrians and vehicles. A dispatch received from St. Leonard's

the well-known watering place in Sussex, says the bark Amor is stranded near that town. When the vessel went ashore the sea swept over her and her crew would have been drowned had they remained on deck. They clambered into the rigging, where

A scene of the greatest devastation pre-sents itself in the valley of the Jucar river. This river flows into the Mediterranean at Cullera and is about 200 miles in length. Along the banks the land is fertile, and they lashed themselves fast. They signalled frantically for assistance and the life-saving crew responded, but it was impossible to get their lifeboat beyond large sections of the country in its vicinity were devoted to the cultivation of oranges. the line of the surf that beat upon When it was finally seen that furshore. ther efforts would be useless the lifeboat swept furiously through the orange groves, tearing the branches filled with the green erew tried to get a line to the wreck by means of rockets. The gale, however, was blowing with such frightful velocity that tearing the branches filled with the green and ripened fruit from the trees and other-wise damaging them. In fact, it will be a none reached the vessel.

The storm has caused considerable dammatter for rejoicing among the orange grow-ers if they can get half a crop from the trees which are left standing. The other age throughout the southern counties of England and Ireland. Rain has fallen in large quantities. Telegraphic communication has been interrupted to a great extent in the section affected by the storm. This This interruption seriously interferes with the transmission of cable messages between England and the United States.

Flying Signals of Distress

A number of vessels have been drive any means could care for themselves, would is Ligonier Township, Westmoreland County, Tuesday night, Joseph Miller's have been foolhardy. The dispatches now being received give the following list of casualities at various points along the coast.

The Norwegian brig Solertia has been wrecked at Studland, in Dorset.

The fishing boat Star of the East, while EARLY resterday morning a fire broke out in M. A. Pearlstein's shoe store, No. 2836 Penn avenue. It is supposed to have been of incendiary origin. The loss is about \$7,000, and the insurance is \$4,000. entering Lowestoft, crashed against the north pier and was wrecked. Six of her crew were drowned. One man was rescued, but he died from exhaustion shortly afterward. Anour 8 o'clock yesterday morning the residence of William Loeffler, at Forbes

The schooner Marguerite Marie, bound for London, was caught in the hurricane off Dungeness and was blown ashore and wrecked.

street and Meyran avenue, was partly de-stroyed by fire. The cause is attributed to a defective flue. The lows was about \$5,000, but is fully covered by insurance. London, too, has its maritime accident to add to the list of disasters. The British steamer Brazilian, Captain Whyte, bound from London for New Orleans, met with a Ar Augusta, Ga., yesterday, S. & F. Meyers "Beehive" store and stock were destroyed. series of mishaps while proceeding down stream. The first accident was a collision with a barge in which the port quarter was damaged. Subsequently she collided with the brig Ploughman, which broke her jib-boom and carried away her headgear. The Bradilia had headly set along of this last The stock was valued at \$60,000; insura: \$20,000. The building was the property of boom and carried away her headgear. The Brazilian had hardly got clear of this last

been supposed to be the end of a struggle for railroad control, was only beginning. The Inter-State Commerce Commission exled its jurisdiction so that the law applied to many more things than was expect-ed. The individual States went further and did a great many things with less wis-dom than the Inter-State Commerce Com-mission. Finally the prohibition of pools prevented the railroads from taking meas-

ares in self-defence. This legislation, though ostensibly di-

rected against railroad abuses, was really in considerable measure the result of hostility to the corporations themselves. The rail-road question in America is like the Irish land question: Railroads are owned in the

and question: Kaliroads are owned in the East and operated in the West, just as the Irish land is owned in England, and there is an effort on the part of the people who use the property to fix the rates instead of letting it be done by the people who own it. Railroad Legislation Won't Succeed.

It is not likely that this effort will suc-ceed. High prices are a result of scarcity. Wherever the consumers attempt to force prices down by law they prevent such scarcity from curing itself. The result is shown in the almost entire stoppage of rail-road construction in States like Iows, whose road construction in States like lows, whose legislation has been reckless. Although local shippers want low rates they still more want plenty of railroad service and will not persist in legislation which will prevent them from getting it. The Committee of Schools of Finance

and Economy reported in favor of agitating the subject and sending a commissioner to Europe to study the best system there.

Europe to study the best system there. The topic of discussion to-day was "The Banking System and Currency of the Future." George S. Coe, of New York, opened the discussion and read a paper on "An Inside View of the Financial Situa-To-day the well-tilled groves and fertile farms are wrecked. The rushing waters tion." He said that the conflicts between the advocates of white and colored metal

seems now an irrepressible one. The only obvious and practical solution is the "re-union in money of those ancient but tem-porarily discovered elements." John Jay Kuox continued the subject on another line. A Perfect Paper Currency.

The elements of a perfect paper currency of this or any other country, he said, are: 1, safety; 2, elasticity; 3, convertibility; 4, I, safety, 2, ensured y, 5, convertibility; 4, uniformity. The greatest and most im-portant of these is safety. The proposition which I had the honor to present to Con-gress was, in brief, the following:

gress was, in brief, the following: That banks organized in this country should be allowed to issue a circulation upon 75 per cent of their capital. A hank of \$400,-600 capital should have the right to issue circulation to the amount of \$300,000. Half of that circulation would be secured by gold or silver coin or builion, or, if you please, by the public debt, so long as it shall exist, or until 1907 by Government bonds. The other portion of the circulation would be secared by a safety tund. farm house burned. Origin, a defective fue. Ar Findlay, Tuesday night, McManns & Arnold's flour mill and elevator, with 15,000 bushels of grain, burned. Loss, \$40,000; in-surance, \$11,000.

James Oliver Resigns. Word came from Harrisburg last night to the effect that James B. Oliver, of Pittsburg, had resigned from the Pennsylvania Board of World's Fair Managers on ac Board of World's Fair planagers on ac-count of the demands of business upon his time. His successor will be elected at to-day's meeting of the board. It is probable Thomas P. Merrit, Mayor of Reading, will

be chosen to fill the vacancy. mship Arrival

the Catholic institution and was the property of the Catholic institution and was valued at about \$10,000; insurance, \$5,000. Padget's fur-niture store was also burned, and is a total loss. The stock was valued at about \$30,000; insurance, \$16,000. The lo-s on the building is not known. The total loss is about \$125,000. Where From. Desting London London London Moville New York New York New York. New York New York. New York. Hull Havel.

Dr. David Kennedy, of Philadelphia, is at the Duquesne

Attorney Bakewell went to Washington last evening to argue a patent case.

S. W. Bolles, managing editor of the To-ledo Blade, was in the city yesterday. Justice Clark, of the Supreme Court, has been at his home sick for several days.

Judge McClung and a party of lawyers have gone to West Virginia to shoot quail. Rev. John Brown, of Youngstown, and his brother Richard, took dinner at the Anderson yesterday.

Mrs. Stanley Mathews, wife of the late Justice Mathews, is visiting Mrs. Judge Paxson at the Monongahela House.

A. C. McKean and his sister, Miss Agnes, of Charleroi, went to Philadelphia last even-ing to attend the funeral of a friend.

E. U. Sheppard, of the United States Navy, registered at the Monongahela House yesterday. He is inspecting steel for the Fovernment.

Superintendent F. E. Kimball, of the Cleveland and Pitsburg road, and ex-Sol-leitor General George A. Jenks, of Brook-ville, are at the Seventh Avenue Hotel.

Thomas Barnard, superintendent of con-struction for the Western Union, J. S. Templeton, Alexander Stephens and A. Mal-loch, three Glasgow carpet manufacturers, are stopping at the Anderson.

Justices Paxson, Greene, Mitchell and Williams will leave for Philadelphia this morning. Justice McCollum was called home by a telegram announcing the death of his son, who was run over by a train.

Philip G. Roeder, well known in Pitts-burg, is at Mexico City, after a long business trip through the sister republic. The Daily Angle American announces that he will re-turn to the States to spend the holidays.

Wilburt F. Crafts, of New York, head of whour F. Craits, of New Fork, head of the Sauday Observance Society, was in the city yesterday conferring with Law and Or-der people about a successor to Captain Wishart. He wants to see the work con-tinued in Pittsburg.

Pittsburgers in New York.

NEW YORK, NOV. 11.-[Special.]-The follow-ing Pittsburgers registered at New York ho-tels to-day: A. F. Allen, Earle's Hotel; G. A. Aufrecht, Metropolitan; E. P. Bates, Astor House; T. Connolly, Morton-House; P. J. Lenghney, St. Denis Hotel; S. J. Lippincott, Windsor Hotel; W. G. Littell, Metropolitan; Windsor Hotel; W. G. Littell, Metropolitan; C. H. Read, St. James Hotel; C. F. Scott, Windsor Hotel; G. R. Clark, Startevant; J. C. Cummings, Astor House; S. M. Evans, Astor House; Mr. Freeman and wife, Union Square; R. Hamburger, Grand Hotel; C. N. Hanna, Westminster; J. M. C. Hays, Westminster; Mrs. J. H. Havs, Westminster; L. S. Moore, Astor House; W. Price, Gilsey House; J. C. Smith, Union Square.

To-DAY-Opening of winter millinery. JOS. HORNE & CO.'S Penn Avenue Stores.

Dug for Their Freedom for Years.

WAUPUN, WIS., Nov. 11 .- Three life convicts made their escape from the State penitentiary to-day through a tunnel dug

under the building and into the street, that must have taken years to dig, as it passed through several walls of stone. The men through several walls of stone. The men are Robert N. West, John Stagg and Fred Knaack. West had been in prison for 22 years, Stagg six years and Knaack two years. The men began the tunnel in a well.

MINOR MATTERS OF INTEREST.

A NUMBER of young men met at the Mononrahela House last evening organizing a EXCHANGES new cases of diphtheris and four

of scarlatina were reported to the Bureau of Health yestercay.

road near Ravenna yesterday afternoon. The track was badly torn up, but no other damage was done.

lived at No. 11 Grant street, was sent to the city poor farm yesterday by the department of charities on account of the poverty of the latter.

Lemington (Twenty-first ward) school. owing to the increased attendance. There has been no election for a teacher as yet, but it is thought it will take place in a few

THE body of the woman found in the Mo nongabela river Sunday last, near the Smith-field street bridge, will be buried to-day. Several hundred people have viewed the re-mains, but there was not the smallest traces of identification exhibited.

J. SEARIGHT, & Resacca street, Allegheny, grocer, fell dead yesterday afternoon while driving along the street in his wagon. He was 63 years old. Heart disease is supposed to have been the cause of his death. The Coroner will hold an inquest to-day.

THE body of the man killed at Twentyeighth street yesterday morning by a freight train was identified as that of James Gallagher, of Scottdale. He was 40 years old and was employed at H. C. Frick's coke works. His remains will be sent home this morning as soon as the Coroner's inquest is held.

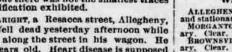
THE Allegheny branch of Christ's M. E. Church congregation has purchased the old Union skating rink property at Beach street and Allegheny avenue, and will erect a handsome parsonage and church, to cost from \$100,000 to \$150,000. The other branch of the church will build in the Fast End.

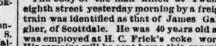
The seventeenth annual meeting of the East Liberty branch of the Young Men's Christian Association of Pittsbury will be held Sunday evening at the East Liberty

Presbyterian Church, Penn and Highland avenues. Revs. William A. Stanton and Robert M. Russell will deliver addresses.

A 5-YEAR OLD boy of Sarah Dunn, who

A new room will be added shortly to the





RIVER NEWS AND NOTES. A SLIGHT wreck occurred on the Ft. Wayne Louisville Items-The Stage of Water and the Movements of Boats, (SPECIAL TELEGRAMS TO THE DISPATCH 1 LOUISVILLE, Nov. 11.-Weather clear. Busines

improving. At 7 o'clock the river was rising slowly, with 1 foot 5 inches on the fails, 3 feet 9 inches in the canal and 5 feet 1 inch below. En-gineer Merriman, of the Joe B. Williams, has ar-rived from Pittsburg. Departures-Lee Brooks, for Madison; Congo, for Cincinnati; John Fowler, for Evansville; Big Kanawha, Carrollton.

To Make the Youghiogheny Navigable, MCKEESPORT, Nov. 11.-The McKcesport Board of Trade is using every effort to induce Congress-

man Andrew Stewart to urge the passage of a bill in Congress flat will provide for an appropriation sufficient to place dams and locks in the Yough-iogheny river, making it navigable from McKets-port to Councilsville.

What Upper Gauges Show.

ALLEGHENY JUNCTION-River 1 foot 6 inches and stationary. Clear and cool. MORGANTOWN-River 4 feet 8 inches and station-ary. Clear. Thermometer 45° at 5°, M. BROWNSVILLE-River 4 feet 6 inches and station-ary. Clear. Thermometer 45° at 4°, M. WARREN-River 0.6 feet below iow water mark. Clear and cool.

Penn Avenue Stores

The News From Below

TO-DAY-See the \$1 00 laundered white

shirt. It's the "Stag's Head." You know the Stag's Head quality. If not you should. Jos. HORNE & Co.'s

WHEELING-River 2 feet and rising slowly,

Clear. NEW ORLEANS-Clear and pleasant. Arrived-Clark and tow. St. Louis. Departed-Clark and tow. St. Louis; A. L. Meson, St. Louis. MEMPHIS-Arrived-Antelope and barges, Cairo; J. N. McComb, Vicksburg; Cherokee, St. Louis, Henry Lowry and tow passed up. The Cherokee will leave early in the morning on her return trip. River I foot 2 Inches and stationary. Cloudy and cool.

P. cult shoe ever offered for \$600; equals from the ported shoes which cost from \$600; equals the ever offered at this price; same grade as cut-tom-imade shoes costing from \$600; equals from \$600; equa cool. ST. LOUIS-No arrivals. Departed-Hiawatha. New Orleans: Verona, Tennessee river. River down: 4 feet 8 inches, Cold at night. CAIRO-No arrivals or departures, River 2 feet 9 inches and rising. Raining and cool. CixCINNATI-Biver 6 feet 8 inches and rising. Raining and cool.

E. J. Hollman, No. 72 Rebecca street, Allegheny,

Cactus Blood Cure.

BETTER THAN SARSAPARILLA.

Purifies the blood by expelling the impurities through the proper channels and never causes eruptions upon the skin.

Regulates the bowels. Cures dyspepsia, liver and kidney troubles, tones up the system and gives you an appetite.

Never fails to cure any condition produced by impure or impoverished blood, or a disordered state of stomach, liver or kidneys.

Sold by JOSEPH FLEMING & SON, Drug-gists42, Market st., Pittsburg. sel9-Tts

Highest of all in Leavening Power .- Latest U. S. Gov't Report. Baking ABSOLUTELY PURE

KIRK'S SHANDON BELLS BELLS TOILET SDAP

NO OTHER

LEAVES A DELICATE AND LASTING ODOR

Worsted Overcoats at \$8.

These goods are well made, in the height of style, faced

with silk and 'are genuine

We don't blow much. We

are not constructed that way.

As seeing is believing, sat-

isfy yourself and ask to see

these special bargains.

Clothiers, Tailors, Hatters

and Furnishers.

954 AND 956 LIBERTY ST.

NEAR SMITHFIELD.

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bargains.

Ask my agents for W. L. Dougins Shoes. If not for sale in your place ask your dealer te send for catalogue, secure the agency, and get them for you. For sale by all Drug and Fancy Goods Dealers or if unable to procure this wonderful soap send unable to procure this wonderful sonp send 95c in stamps and receive 4 cake by return mail. ATTAKE NO SUBSTITUTE JAS. S. KIRK & CO., Chicago. SPECIAL-Shandon BellsWaltz (the popular society Waltz) sent FREE to anyone sending w bree wrappers of Shandon Bells Soap.

FORLADIES GENTLEMEN WHY IS THE W. L. DOUGLAS

nol0-TTSU

\$3 SHOE GENTLEMEN

The Best Shoe in the World for the Money? It is a semiless shoe, with no tacks or wax thread to hurt the feet; made of the best fine calf, stylish and casy, and because we make more shoes of this grade than any other manufacturer, it equals hand-ewed shoes costing from \$4 00 to \$5 00. CD GENUINE HAND-SEWED, the finest of GENUINE HAND-SEWED, the finest prench imported shoes which cost from \$5 00 to 12 00.