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SCRANTON, PA., SATURDAY MORNING, SEPTEMBER 30, 1899.

TWELVE PAGES TWO CENTS.

DEWEY'S HOUR OF TRIUMPH

Over Three Million People Gather to Honor the Hero of Manila.

The Bright Sun Bathes the Sea in Golden Light While Thousands Along the Shores of the North River and Upon Pleasure Craft Join in the Din of Welcome to America's Greatest Sailor.

New York, Sept. 29.—No Roman conqueror returned to his triumph of barbaric splendor; no victorious king or prince coming home from a successful war ever received such a magnificent ovation as overwhelmed Admiral Dewey today as he stood on the bridge of the Olympia at the head of a magnificent fleet of steel thunderers of the deep, followed by a thousand vessels of peace, each tiered and coated black with people and sailed over the bright waves of the upper bay and up the broad pathway of the sunlit river, whose banks were gay with millions of flags and steamers dancing in the wind.

The sky was blue, the water rippled under the fresh wind that held out flags straight and jaunty and the wharves and piers and rocky heights and grassy knolls were black with frantic, enthusiastic people who strived weakly to make their shouts heard above the perfect bedlam of roasting whistles that accompanied the admiral ashore and aloft. At the tomb of General Grant on Riverside park the fleet paid its tribute to the memory of the great warrior with a national salute of twenty-one roaring guns. The fleet then anchored and reviewed the almost endless procession of craft that steamed past, all so burdened with humanity that they looked as if they would turn turtle before they got back to the piers. Toward the end the parade became disorganized and it took hours for the heterogeneous flotilla to get by. Darkness at last brought relief to the tired admiral, who had stood on the bridge for six hours bowing his acknowledgments to the stentorian expression of homage.

tugs which were to have a place in the line began moving down the bay to the allotted points where the several divisions were to form, but many of them could not resist the temptation to first visit the anchorage of the man-of-war off Tompkinsville and before 11 o'clock the Olympia was surrounded by a perfect mob of every known kind of craft, all swarming with people, circling around, or pushing their noses close up under the ship to get a glimpse of the admiral racing the quarterdeck. The bands aboard the excursion boats played and the whistles and sirens of the other craft made the air hideous by their shrieks. They kept coming, coming in pairs and half dozens, until they lay a dozen deep, resisting the charges of the patrol boats in their determination to get up within shouting distance. Their recklessness was amazing. They ran across each other's bows, they rubbed against one another, they pushed bow on stern, until further movement seemed paralyzed by the intricate confusion. It was with great difficulty that the police boats could clear a passage for the admiral's launch when he went off to return the official visit of the mayor at noon, and when he did step into his launch the patriotic skipper almost grabbed their whistles and made the hills echo with such a blast as can only be heard when a Yankee yacht crosses the finish line in a race with foreign cup-hunters. And that was simply the prelude to what continued throughout the day—an almost continuous roar of steam whistles.

Meantime the vessels to take part in the parade were massing over near the Lower Island shore, until that side of the harbor became a tangle of masts and flags and framework as far as the eye could reach. The grassy slopes of Wadsworth and Fort Hamilton, and the wharves and shores of Staten Island were covered with sight-seers watching the fleet below. The warships lay spick and span ready for the start, the burnished metal flaring in the sun, their sides white as virgin snow. Between them and the shore lay the low, long, low, wide of the long torpedo boats and still wider of the graceful flotilla of revenue cutters.

ed out for their journey across the upper bay, the spectacle they made will ever be treasured in the memory of those who saw it. In advance of the Olympia was a double line of patrol and fireboats, the latter fitted to clear the way of unofficial trespassers. It did not require much persuasion either, as the skippers had a whole some respect for the steel ram of the mighty sea monster. On the port beam of the Olympia were the escorting ship Sandy Hook, with the mayor and other dignitaries aboard and in her wake at intervals of 400 yards stretched out a mile long were the great towering warships, the cruiser New York, the battleships Indiana and Massachusetts, the cruiser Brooklyn, second-class battleship Texas, the old wooden frigate Lancaster, the gunboat Marietta and the Chicago, the flagship of the South Atlantic squadron, Old Glory fluttered from each mast-head and tailrail. On each quarter of the New York were the black and white torpedo boats, three on each flank. The rest of the procession tailed out for miles. Slowly and majestically the procession moved across the waters.

Admiral Dewey went up on the after-bridge as soon as the start was made and remained there throughout the parade, a heroic figure outlined against the skies for the thousands ahead and ashore. With him on the bridge most of the time was Colonel Barlett, to whom he talked over his plans, acknowledging the salutes or personally directing the movements of his immediate fleet and the admiral gave close attention throughout the journey to every thing which transpired on board the vessel. By his directiv the signal was courtesied to vessels which saluted. Several times he ordered the crew to stand by to cheer in answer to some extraordinary demonstration. The guns of the Olympia spoke but once until Grant's tomb was reached. That was when they fired in answer to the deep baying of the guns of old Fort William, on Governors Island. Before the Battery was reached hundreds of tugs and excursion boats had crowded in from the piers, and the admiral's launch was surrounded by a bank of boats upon rank for either shore from the water of the Olympia. Their whistles were going continuously throughout the journey. The untold thousands who thronged the wharves and piers, who leaned from bay windows and balconies and looked down from the dizzy heights of skyscrapers must have impressed the admiral greatly, but his modesty would not permit him to view it all as a personal ovation. "Astonishing, astonishing," he repeated several times to Colonel Barlett, as he sat watching himself. As he looked behind him with steam from the whistles and the smoke from the stacks blowing across the river, blending with the grey atmosphere, softened the scene and made the dim vistas through which the coming ships lay seem as if they stretched out forever. The waving of the hundreds of thousands along the shore could be distinctly seen from the deck of the Olympia, but only occasionally were the sounds of cheers wafted from the crowded shore. As a rule, perhaps, they were too much interested in the spectacle to venture vociferous applause; besides they were too far away to be heard by the admiral or the men on the cruisers, even if the terrific din of the craft in the river had not been kept up almost without intermission.

HORRORS OF THE SCOTSMAN WRECK HELPLESS PASSENGERS AT THE MERCY OF ROBBERS. Fifteen at Least Perish—An Irregular Crew Picked Up from the Hangers on and Wharf Rats About the Docks in Liverpool Rush into Cabins and Rob Passengers of Money and Valuables.

Montreal, Quebec, Sept. 29.—Two hundred and fifty scantily clad baggage-bearers, men, women and children were on board of an intercontinental special which steamed into Benavente depot tonight. They comprised the greater number of those who sailed from Liverpool on September 14 on board the steamer Scotsman, bound for Montreal, who were wrecked on the shores of the Straits of Belle Isle at half past two on the morning of the 21st. Fifteen at least of the Scotsman's passengers perished; all suffered cruelly from cold and privation and almost the worst horror of all, the men who were supposed to steer and assist those committed to their care, in the hour of need, turned on the helpless passengers and with loaded guns and revolvers compelled them to part with the few valuables saved. Captain Skrimshire and his officers were exceptions. The crime may be ascribed to a gang of wharf rats and hangers on picked up on the docks at Liverpool to replace the usual crew of the Scotsman which joined the Seaman's strike on the other side. The list of perished is as follows: First class passengers—Miss Street, Montreal; Mrs. Childs, wife of the stage manager of the "Sign of the Cross" company; Mrs. Roberts and infant; Mrs. M. Scott; Mrs. Robinson, wife of the manager of the Sunlight Soap company of Toronto; Miss Robinson; Mrs. Dickinson, wife of a former editor of the Toronto Globe. Second class passengers—Mrs. M. Scott, Ottawa; Mrs. Watson, Mrs. Talbot, Mrs. Pugh, Mrs. Skrimshire and Mrs. Watkins, Miss W. Weavers. All who perished were women and the occupants of the first boat which left the steamer after she struck and which was swamped before it could get clear of the ship. Wharf Rats Appear. Meanwhile disgraceful scenes were being enacted on board. Hardly had the vessel struck before men from the stake holes rushed into the cabins and sitting upon the backs and heads of their knives, took all the valuables they could lay their hands on. It is said that some of the steerage passengers joined the firemen in looting the baggage of the first class passengers. In more than one instance stings were torn from the fingers of fainting and dying women. Captain Skrimshire and his officers could do nothing against the mob. Until 6.30 the officers and some of the crew of the Scotsman worked unceasingly in getting the passengers ashore and when a heavy fog set in they were safe on the rocks. A quantity of biscuit was carried ashore and on this, with a very little corned beef and wild berries, over 200 people existed for four days. The passengers were obliged to climb up a rocky cliff nearly 500 feet high before they could find a place large enough to rest. Here they stayed on the rocks for four days and nights. It was not until the 26th that the Montfort came along and was signaled by the Belle Isle light house where a number of the Scotsman's passengers had walked from the wreck. After bringing these people on board the ship she proceeded to where the Scotsman lay. As soon as practicable the boats were landed and the work of transferring the passengers began. The Montfort took 250 of the passengers and the steamer Greyhound which soon after came in sight, took a remainder, excepting four who decided to return to England on the steamer Monterey, the next vessel to appear. Forty-five of the crew also went on this boat. Steamship Arrivals. New York, Sept. 29.—Arrived: European, London; Charles, Liverpool; Hamburg, via Plymouth; Sailed: Rotterdam, Lizard; Passed: Kensington, New York for Antwerp. Montreal, Sept. 29.—Arrived: Rums, from Glasgow; New York, Hamburg; Arrived: Pretoria, New York via Plymouth; First Bismarck, New York via Cherbourg and Southampton. Liverpool, Sept. 29.—Cyrilic, New York; Queenstown, Arrived: Lucania, New York for Liverpool. The Panther's Cargo. Washington, Sept. 29.—The mayor of Philadelphia, having asked Governor Hoar to investigate the published report that 20 per cent. of the relief cargo of the Panther was lost overboard in the harbor at Porto Rico, while being unloaded, the secretary called the quartermaster at San Juan for a report and has received a reply stating that the reports are exaggerated and that the loss is not more than 2 per cent. Jackies Will Visit Washington. Washington, Sept. 29.—The navy department has arranged to have 25 of the Olympia's men take a special train for Washington on the Pennsylvania railroad at Jersey City at 11.15 next Monday evening. They will come to Trenton, where they will be their headquarters while they are in Washington and will leave the Tuesday following for New York. Torchlight at Trenton. Trenton, N. J., Sept. 29.—There was a celebration at the Lawrenceville school today in honor of Admiral Dewey and his victory at Manila. In the morning an address was made by Dr. McPherson, head master of the school and an admiral's salute of seventeen taps was rung on the college bell. Tonight there was a torchlight procession of the students. Glory for the Tenth. New York, Sept. 29.—In New York city an array of national guardsmen camped tonight. Major General Rose says there will be 25,000 soldiers in line tomorrow. The regiment which will probably attract the most attention is the Tenth Pennsylvania.

THE NEWS THIS MORNING Weather Indications Today: FAIR, COOLER. 1 General—Three Million People Do Homage to the Hero of Manila. Wreck of the New Orleans Cotton Exchange. Chamberlain's Demands on the Transvaal. Wreck of the Steamer Scotsman. 2 General—Northeastern Pennsylvania News. Financial and Commercial. 3 Local—Religious News of the Week. 4 Editorial. News and Comment. 5 Local—Social and Personal. One Woman's Views. 6 Local—Dr. Parry's Brilliant Concert at the Liverpool Convention. State Firemen's Convention. 7 Local—West Scranton and Suburban. 8 Round About the County. 9 Story—"Miss Anna's Rose Vine." 10 Sunday School Lesson for Tomorrow. Hawaii Under American Rule. 11 Local—Live Industrial News.

WILD PANIC IN COTTON PIT A Gigantic Swindle Is Suspected. Panic Due to a Terrific Jump in Price of Cotton as Based on Alleged Advances from Liverpool.

New Orleans, Sept. 29.—The wildest panic ever witnessed on the floor of the New Orleans cotton exchange occurred today shortly after business opened and early in the midst of the intense excitement the complete suspension of future business pending the removal of what at the moment was assumed to be a gigantic conspiracy to swindle the cotton exchanges of the country. The panic was due to an apparent terrific jump in the price of cotton, based on alleged Liverpool advances that it was roughly estimated that \$170,000 had been lost on local transactions as a result. The market at Liverpool opened 3-32 lower on spots and 4-64 down on deliveries as compared with yesterday's values and continued without material change for some time. Then the wires became hot with tales of rapidly advancing prices. With an unaccountable advance of 54 points facing them the operators began to receive cables from Liverpool asking the reason for the heavy gain in prices in this market and stating that values in the English market still stood at about the opening figures. These cables advised in the face of from 40,000 to 50,000 bales sold and purchased, throw the operators into a frenzy of excitement and they began shouting, yelling and recalcitrating about the ring as President Parker rushed to his desk and summoned with the usual formalities a meeting of the executive committee. Amid tumultuous scenes a motion to suspend business was passed out by a widely exciting vote and with a tremendous shout it was unanimously carried. Manager West, of the Western Union company, as soon as he got word of the sensational advice, set his wires to work with messages of inquiry to New York. Replies came promptly directing that all specials in reference to London specials be suspended until they could be confirmed by the 4 p. m. report.

Volume of Business Greater Than in Any Previous Year. New York, Sept. 29.—I. G. Dun & Co.'s Weekly Review of Trade will say tomorrow: September is the twelfth consecutive month in which the volume of business, both at New York and outside New York, has been greater than in the same month of any previous year. In these twelve months payments through the clearing houses have been \$39,600,000 against \$31,200,000 in the twelve months ending with September, 1892, an increase of \$8,400,000, or 26 per cent. A reconstruction of business and industries, of producing and transporting forces, is in progress throughout the land, with results which none can now measure. Iron consumption, instead of 750,000 tons per month in 1892, is now over 1,200,000 tons per month, and yet is so far behind the demand for products that the capacity of most works is sold far on into next year. Contracts for 8,000 tons placed have been placed at Pittsburgh and at all points the price is rising with astonishing demand. Prices are also higher, with the demand intensified by renewed efforts for consolidation. The wool market is active, with a general advance averaging about 154 cent on washed fleece combing and some unwashed. Cotton opened the crop year at \$6.25 and has risen to \$6.37, although about a 4 more has come into sight than last year from the greatest crop on record, and stocks there and abroad, commercial and mill, are 658,000 bales greater than a year ago. Wheat exports from Atlantic and Pacific ports have been 4,294,336 bushels for a week, against 4,561,022 last year, and in four weeks 12,551,263 bushels against 15,061,864 last year. The foreign demand has aided to sustain prices, which closed 7 1/2 higher than last week, although western receipts have been 29,125,518 bushels in the past four weeks against 31,830,373 last year. Corn is unchanged in price and still in large foreign demand, exports having been in four weeks 12,155,904 bushels against 8,123,641 last year, with western receipts of 24,433,754 bushels, against 15,319,292 last year.

LEHIGH VALLEY EARNINGS. Philadelphia, Sept. 29.—The report of the Lehigh Valley railroad company for August, 1899, compared with the same month of last year, shows: Net earnings, \$1,057,457; increase, \$1,194,240; net earnings, increase, \$1,136,783. For the nine months ending August 31, 1899, compared with the same period of 1898: Gross earnings, increase, \$1,535,800; expenses, increase, \$1,194,240; net earnings, increase, \$1,341,560. The coal company's report for the same period shows a net loss of \$4,750 compared with a loss of \$24,384 last year. For the nine months there is a net loss of \$17,841, compared with \$28,397 for the same period last year.

PENNSYLVANIA EARNINGS. Philadelphia, Sept. 29.—The statement of the Pennsylvania railroad for August, 1899, compared with August, 1898, shows: Lines directly operated, gross earnings, increase \$52,400; expenses, increase \$86,200; net earnings, increase, \$33,200. For the eight months ending August 31, 1899, compared with the same period in 1898: Gross earnings, increase \$5,365,490; expenses, increase \$4,407,690; net earnings, increase \$1,957,800. Lines west of Pittsburgh for the month, gross earnings, increase \$22,400; expenses, increase \$19,400; net earnings, increase \$2,000. For the eight months ending August 31, 1899, compared with the same period in 1898: Gross earnings, increase \$1,535,800; expenses, increase \$1,194,240; net earnings, increase, \$1,341,560.

FIRE THIS MORNING. Fire this morning at 2.30 completely destroyed the Levi Window Lock factory at the Dodgetown bridge. WEATHER FORECAST. Washington, Sept. 29.—Forecast for Saturday: Eastern Pennsylvania—Fair; cooler Saturday; Sunday fair; variable winds, becoming fresh, northerly.

DEMANDS ON TRANSVAAL Dispatch Submitted to Cabinet Council by Chamberlain. TEXT OF THE DEMANDS Indications Lead to the Belief that the Boers Will Probably Commit an Overt Act Which Will Bring Hostilities Before the Assembling of Parliament—Telegrams from Pretoria Announce that Artillery Is Being Rapidly Loaded at the Station.

London, Sept. 29.—The Pall Mall Gazette says it understands that Mr. Chamberlain submitted a dispatch to the cabinet council today containing the following demands on the Transvaal: 1. Five years franchise qualification without hampering conditions. 2. Municipal self government at Johannesburg on a freely elected basis. 3. The separation of the judiciary from the executive and its independence of the volksraad. 4. The abolition of the dynamite monopoly. 5. The removal of the fort dominating Johannesburg, though the defenses at Pretoria may remain. 6. The teaching of the English language in the schools. Lively Activity of the Boers. Indications this evening lead to the belief that in the view of the cabinet message the Boers will probably commit an overt act which will bring on hostilities before the assembling of parliament. All the latest dispatches from the Transvaal show the liveliest activity on the part of the burghers. Telegrams from Pretoria announce that artillery is being rapidly loaded at the station for the front and military trains have preference on all the lines. A large body of burghers left yesterday for the Natal border and another for Middleburg. The officers of the German corps left for the front today. London, Sept. 29.—The correspondents of the Morning Post at Johannesburg send the following: "A government official who has just returned from Pretoria where he saw President Kruger, assures me that martial law will be proclaimed tomorrow 'Saturday or Monday next.'"

NO TROOPS AT PORAC. General MacArthur's Command Has Returned to Angeles Where Wheaton and Wheeler Have Headquarters. Manila, Sept. 29, 5.12 p. m.—General MacArthur's command has returned to Angeles, where Generals MacArthur, Wheaton and Wheeler have established their headquarters with 3,000 troops. It is expected they will remain there until a general advance is ordered. There are no troops at Porac. Nine Americans were wounded in yesterday's fighting, two probably fatally. It is estimated that fifty insurgents were killed or wounded. The American prisoners are expected here tomorrow, unless yesterday's whipping changed Aguinaldo's mind.

THE CRICKET MATCH. Bowling of Jessop and Woods the Features of the Play. Philadelphia, Sept. 29.—In the international cricket match between Prince Ranjitsingh's English team and the gentlemen of Philadelphia, which began today on the Merion Cricket club's grounds at Haverford, a suburb of this city, the local match started, but managed to score a total of 116 for their first inning. The match began under favorable auspices. The weather was ideal and society was present in force, the attendance numbering about 2,500. When stumps were drawn the English men had scored seventy runs for loss of one wicket, with MacLaren and Townsend, two strong batters, at the wickets. Captain Mason, of the home team, won the toss and elected to send his men to the bat. They scored a setback, however, when three minutes after play was begun King and Thayer, two of Philadelphia's best bats, were retired without scoring. Wood and Graves, who came next, exercised the greatest caution and the former made thirty-nine runs, the latter scoring forty-three before going out. The remarkable bowling of Jessop and Woods were the features of today's play. The gentlemen of Philadelphia experienced the greatest difficulty in gauging the ball, the bowlers being aided by a "breaking" wicket, which rendered the track of the ball extremely uncertain.

RECENT NAVAL ORDERS. Admiral Howison Detached from South Atlantic Squadron. Washington, Sept. 29.—Today's naval orders detach Admiral Howison from command of the South Atlantic squadron on Oct. 2, and send him home on waiting orders. Admiral Farquhar is detached at once from command of the Norfolk navy yard and Admiral Sampson's detachment from command of the North Atlantic station is postponed from the 13th to the 14th of October. The navy department has assigned the following officers to command the three Spanish warships raised from the bottom of Manila bay: Commander T. C. McLean, the Don Juan de Austria; Commander J. P. Gilmore, the Isla de la Cuba; and Commander J. V. Bleecker, the Isla de Luzon. Permits for Soldiers. Washington, Sept. 29.—The cabinet decided today to allow soldiers serving in the Philippines to transmit packages to members of their family through the mails, the same as other mail matter, and without extra charges. The decision is intended to permit soldiers to send home some trophies of their campaigns and small specimens of the art and manufactures of the country without requiring them to pay exorbitant prices for the privilege.

DEMANDS ON TRANSVAAL Dispatch Submitted to Cabinet Council by Chamberlain. TEXT OF THE DEMANDS Indications Lead to the Belief that the Boers Will Probably Commit an Overt Act Which Will Bring Hostilities Before the Assembling of Parliament—Telegrams from Pretoria Announce that Artillery Is Being Rapidly Loaded at the Station.

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