

AT HOME AND ABROAD.

SAN FRANCISCO, Oct. 8.—The proposed Butte, Boise City and San Francisco Railroad continues to be a leading topic of conversation in local, banking and business circles.

The statement made by E. T. Woodworth, of Denver, that San Francisco was going to give a bonus of \$2,500,000 to his new road, was read with amazement in this city. Nobody, as far as can be ascertained, has heard of any movement to raise such a bonus in this city.

Woodworth's rash remark about a bonus, following as it does on the heels of Moritz Lippman's statement that the new road had already made arrangements for terminal facilities in San Francisco and Oakland, has caused a number of prominent people to view the enterprise with distrust. And yet they do not wish to do or say anything that may hamper these men if they are sincere in their efforts to build a road from Butte to San Francisco. The general opinion is that it is best to give Lippman and his associates plenty of time to show their hands. If, then, it is shown that the enterprise can be carried to a successful issue the men who are backing the enterprise will be assured of the hearty support of San Francisco.

C. P. Huntington said when asked what he thought of the scheme:

"What do I think of the Butte, Boise City and San Francisco railroad scheme? Well, I have just the same opinion about it as I would have about the construction of a road to the moon. Material is very cheap now, and yet it would cost \$50,000,000 to build such a line. Capital is very sensitive, and it would want to know what sort of an investment such a road would offer. There is no business to amount to anything between here and Butte. My credit is good in New York as that of the Bank of England and yet I could not borrow \$50,000,000 there to put into such a road. I have been borrowing and handling money in New York for fifty-eight years and I know what I am talking about.

"Capital wants returns on its investments, and a Butte-San Francisco road could never answer that requirement. Why, for the greater part of the road there is no more business than on the Central Pacific between Reno and Corlaine. The latter stretch of road might as well be built in the air as far as local business is concerned. I do not fear contradiction when I say that Lippman and his associates would have to raise \$50,000,000 to build any decent road with good terminals.

"As a matter of fact, there are too many roads in the west for the volume of business. I will make the statement that between here and a point 200 miles west of the Missouri river I will agree to handle ten times the present volume of business over a single track road like the Central Pacific, with say a ten per cent increase in side tracks. If the Central Pacific has today ten per cent of side tracks I will or would increase the side tracks to twenty per cent and handle as I have already stated, ten times the amount of business which is being done today between the points I have mentioned. And I

would do it at greatly reduced rates and make money.

"I have all along told New York bankers I could do this, and it is the truth. Why, look at roads like the Northern Pacific, Atchison and Union Pacific. They are all in the greatest financial distress. The business done by western railroads does not give them any profit worth mentioning.

"Butte and the Montana country are naturally tributary to Portland, Ore. They are on a western down grade to the sea and commerce in the long run follows the lines of gravity. You cannot overcome gravity for it is too great a factor even in commercial life. If, however, there are people who want to build overland lines into California it is none of my business. If they want to lose money in such manner, that is also none of my business unless they come and want my advice. Then I would show them how fine it was to say you are building a big road and how easy it is to drop a big lot of money these days. I am not trying to prevent any one building more overland roads. I don't care how many roads are built and it would not make any difference if I did care, because some man may or might come along who had money and a determination to construct an overland line. It would be his affair and not mine.

PHOENIX, Ariz., Oct. 8.—Floods in the Agua Fria and Gila rivers have caused serious breaks in the bridges of the Santa Fe and Maricopa and Phoenix railways, and for two days cut off the city's mail communications. Repairs have been temporarily made and regular traffic was resumed.

WILKESBARRE, Pa., Oct. 8.—The bodies of three engineers and the fire-boss, killed by the explosion in the Dorrance mine last night were recovered early this morning. It is believed the dead will be confined to the following: William Jones, mining engineer, aged 32; William Cahill, mining engineer, aged 21; Llewellyn Owen, mining engineer, 21, son of Division Superintendent Owens of West Pittston; David J. Davis, fire-boss; Michael Morris, 40. Robert Miller and Robert Blanchard were brought out of the mine last night but they are still in a precarious condition.

MOSCOW, Oct. 8.—It is reported here that a hundred persons were drowned near the village Ozery by the capsizing of a large craft on the river Okera.

LEADVILLE, Colo., Oct. 8.—James Moore was instantly killed and Doc Morrison fatally injured by an explosion of giant powder in a shaft on the Matchless mine. The explosion occurred last evening, but the men were not found until today. Morrison lay at the bottom of the shaft all night in terrible agony, his eyesight being destroyed and his body frightfully mangled.

HAVANA, Oct. 8.—A dispatch from Santiago de Cuba says the government cruiser Alcedo has been firing at bands of insurgents ashore in the neighborhood of Cape Mays, at the eastern extremity of Cuba. September 26, a steamer believed to be the Alene, which left New York on September 21 for Kingston, Savannah and Cartha-

gena, stopped under the impression, it is presumed, that she was being fired upon; but not receiving any answer from the cruiser and seeing the latter was firing towards land, she continued on her course, apparently heading for Jamaica.

The Associated Press dispatch giving the first news of the stopping of the Alene was held by the authorities here.

WASHINGTON, Oct. 8.—General Mahou died at one o'clock this afternoon. The end came peacefully almost imperceptibly. The funeral will be held at Petersburg, Va.

WILLOWS, Cal., Oct. 8.—W. A. Seborn, editor of the Journal, fired three shots at J. E. Putnam, druggist, and president of the municipal board of trustees. Putnam fell dead. An altercation over a disputed account amounting to a few dollars, caused the shooting.

SHANGHAI, Oct. 8.—A special dispatch from Tokio announces that the Japanese forces on the island Formosa have routed the main body consisting of 10,000 men of Black flags. The engagement took place near the river Tao Lima. The dispatch adds the Black Flag leader, General Liu Yung Fub, is surrounded on three sides by Japanese troops and that the capture of all his warriors is assured.

CONSTANTINOPLE, Oct. 7, via Sofia, Bulgaria, Oct. 8th.—The guard ships of the various powers are moored at Galata in order to be in position to render aid to foreign residents in case it is needed.

CONSTANTINOPLE, Oct. 8.—It is reported that serious disturbances between the Armenians and the Turkish have broken out at Sivas, Van and Bitlis, the three leading cities of Armenia.

A council of ministers has been held at the palace to consider the terms of the note submitted to the Porte by the envoys of the six powers. There has been no further disturbances of a serious nature here. The Armenian shops at Stamboul and Galata are closed.

Later in the day the patrols of this city were strengthened by additional infantry and cavalry. The sultan has twice sent Artin Pasha to the Patriarchate to co-operate with the Patriarch in efforts to induce the Armenians, who sought refuge in the churches, to return to their homes. All efforts in this direction, however, have proved futile, the Armenians declaring that they have no confidence in the promise of protection made by the Turkish government.

Ninety-five boules have been delivered to officials of the patriarchate by order of the sultan, and it is claimed they represent all the Armenians killed in the recent rioting. Fuda Pasha has gone to the Dardanelles to inspect the fort, and torpedoes have been forwarded to the straits.

PARIS, Oct. 8.—The Eclair this morning declares the powers have decided to summon the Porte to submit categorically to the reforms demanded in the administration of Armenia.

CHICAGO, Oct. 8.—Since February last, the first-class passenger rate from St. Paul to Montana common points has been \$35, and the second-class \$30. From the Missouri river to the same points the respective rates were \$5 above those figures. Now the Union