

LONDON, Nov. 10.—The large warehouse owned by the Terrabone tea company, on Colonial avenue, this city, and four other buildings, including two cork factories, were burned this morning. The loss is \$400,000.

WASHINGTON, D. C., Nov. 11.—A letter has been received from Rome by Mgr. Satolli, to be forwarded by him to the archbishops. Heretofore the Peter pence collected each year in every diocese was sent directly by the bishops to Rome. Now these collections must be transmitted to the ablegate. Moreover, any individual who wishes to make in his own name a more liberal contribution than he would ordinarily put in the diocese on collection, may do so by addressing it directly to the pope through the ablegate.

CHICAGO, Ill., Nov. 11.—West Twelfth Street Turner Hall was crowded this afternoon with Socialists, who had gathered to attend the commemoration exercises of the anniversary of the hanging of the anarchists.

The meeting was called to order by Bernard Berlin. He said:

"We are not here to commemorate the tragedy which occurred several years ago today, but to express our views and also to express our sympathy for the departed."

Julius Valtich spoke in German. He said that the time would come when the hanging of the anarchists would be revenged.

"They were not hanged," he said, "because they dared to express their opinions, but because they were enemies to capitalists."

CHICAGO, Nov. 11.—Twelve hundred people were present at Waldheim cemetery today to celebrate the deaths of the six anarchists executed for participating in the Haymarket riot. Herr Most's presence had the effect of keeping away the socialists.

Among other things Most said:

"We meet at the foot of this monument to hold high the banner in whose shadow those who rest here fought, and to which they remained true unto death, and in unfurling the red flag at this grave we proclaim to all the world the gospel of poverty and misery which 'our five' understood so well, and for which they had to die. We meet here—and outnumbered hosts of workmen of all countries are with us here in the spirit—to declare we will remain solitary with the murdered men—that we feel bound to continue the work begun by them until it is crowned with success, until victory is obtained."

SAN FRANCISCO, Nov. 11.—An accident with miraculously escaped fatalities occurred in connection with an outdoor religious service this afternoon. An independent church, the cardinal principle of which is the belief that the Anglo-Saxon race is one of the lost ten tribes of Israel, has been founded by Rev. Mr. Allen, who has held revival services, culminating today in a public baptism of converts in the waters of the bay.

The announcement of the ceremony attracted an immense crowd to North Beach. Several hundred people were on the Taylor street wharves, and 150 more standing on a broad stairway leading down to the wharf. The worm-eaten timbers of the old structure gave way in the midst of wholesale baptism, precipitating the people

from twelve to twenty feet, according to their location.

Fortunately the tide was out, so instead of falling into the water the spectators tumbled into the slimy mud. No one was killed, but as the people were piled five deep there were many serious bruises and several broken limbs. The patrol wagon was rung in and three loads of injured taken to the receiving hospital. The accident caused no cessation of the service, and six revivalists continued to assist Mr. Allen in immersing converts.

SANTA MONICA, Cal., Nov. 11.—The first mate and five sailors from the steamer Crown of England landed here this morning in a dense fog. They brought the first news of the wreck of their steamer, which occurred at 2 o'clock Wednesday morning.

The boat was under command of Captain Hamilton, and left San Diego in ballast for Nanaimo, B. C., at 7 o'clock Tuesday morning. The fog at the time was so dense the pilot advised Captain Hamilton not to go. The fog continued all day and night. Without warning the boat struck on the reef in two fathoms of water.

The mate and five sailors then started for the main land in a boat, leaving the remainder of the crew on the island. The boat was running at half speed at the time she struck.

TOKIO, Nov. 11.—United States Minister Dun has communicated to the ministry the substance of an important cipher cable proposition received from Secretary Gresham at Washington. It suggests that if Japan will join in requesting the President of the United States to act as a mediator in settling the war he will exercise his good office in that capacity. A similar proposition has been sent to China.

The cable was received by Minister Dun on Friday, and was presented at a special meeting of the ministry. An answer has not yet been sent. The proposition presents a grave question to the ministry. They are urged on one hand by the popular sentiment to continue the war and crush China. On the other hand European powers are threatening to intervene. As between these conflicting influences the ministry find great difficulty in reaching a decision on the American proposition, but the prospect is that it will be accepted.

It is learned that four days ago China made a proposition to the United States to intervene.

BUDA PESTH, Nov. 12.—A dispatch from Brest, Bohemia, says that twenty persons were killed in an explosion at Dresden, Credetaulstalt colliery, near that place, today.

PHILADELPHIA, Nov. 12.—Shortly after 12 o'clock the magnificent steamship St. Louis of the American line was successfully launched at Cramp's ship yards. The affair was witnessed by 50,000 people. Mrs. Cleveland, wife of the President, broke the traditional bottle of champagne on the bow of the noble ship as it glided down the ways, at the same time uttering the words, "I christen thee St. Louis." In this instance, and for the first time since the ceremony was observed at the ship yards, the champagne was of American make.

All preparations for the launch had been carefully made, and although the ship is 120 feet longer than any that

ever has been launched, the difficult feat of getting the vessel from the ways into the water was accomplished without hitch.

After the launch, invited guests to the number of four hundred were entertained at lunch in the office of the builders. Charles H. Cramp, in a speech of welcome to President Cleveland, said that with two exceptions the St. Louis was the largest and most powerful ship in the world. He referred to the progress of shipbuilding under Cleveland's administration and credited to his policy the fact that such wonderful results have been accomplished in America. The St. Louis, he said, is built on American plans, by American workmen and of American material. Twenty-six ships were recommended by Mr. Cleveland and authorized by Congress. Concluding, he said while there may be honest differences on other questions, national approval of Cleveland's vigorous and patriotic naval policy always would be unanimous.

The toast to President Cleveland was drunk with cheers and he made a felicitous response, alluding to the part he had taken in restoring American commerce and upbuilding the navy.

HONOLULU, via Victoria, B. C., Nov. 12.—The first election of the new republic was a failure from a political point of view. On this, the principal island, only one man ran against the government ticket and he was defeated. Every candidate was pledged to support annexation to the exclusion of everything else. This was the platform of the American Union party. It is hardly likely the legislature will be called together until after Jan. 1st.

NEW YORK, Nov. 12.—The report of Expert Little, who has been investigating the accounts of the Atchison, Topeka & Santa Fe railroad company, has just been made public. Its salient points are as follows: First, the net revenue for the year ending June 30, 1894, exclusive of the Atlantic & Pacific and St. Louis & San Francisco lines, was \$5,956,614. This includes an instalment of \$350,000 of the Sonora railway company subsidy, which should be deducted in considering the earnings as basis for the plan or reorganization. If this subsidy is deducted the net earnings will be reduced to \$5,606,614. Interest charges, which are prior liens to the interest on four per cent bonds, leave a sum of \$4,816,264 applicable to the interest on \$125,865,605 bonds outstanding in the hands of the public, which is equal to only 3.75 per cent.

The Atchison company lost \$95,824 by operating the St. Louis, Kansas City and Colorado railroad and the net earnings would have been increased by \$341,401, the amount contributed by the Atchison company under tripartite agreements with the Atlantic and Pacific and St. Louis and San Francisco Railroad company. These two sums added to the net earnings would bring them up to 4.09 per cent.

In accepting these figures as a basis for reorganization it must be taken for granted that the present floating debt of the company will be provided for and not be a charge against further revenue, but while it may be said the interest on general fours has been substantially earned, the earnings demand