

WRECKAGE STREWS ATLANTIC COAST

Tugs Going to the Assistance of Stranded Steamer Sink—Wind Reaches Sixty-five Miles an Hour—Storm Abating.

New York, Feb. 2.—The strong gale from the west-northwest, which began earlier last evening, continued through the night and this morning, and at 9 a. m. today the local weather bureau in statement showed it was blowing at the rate of 65 miles an hour. All the nearby stations reported the sea rough, and from different points along the coast there came news of wrecks and vessels ashore.

RESCUING TUGS SUNK.
The tug John E. Berwind and E. S. Arnold, which were sent to the stranded steamer Cavour at Long Beach yesterday, were unable to return to port and both sank about 11 miles east of the rescue tug lightship. The crews were rescued by the German steamer Javeana.

The tug left the Cavour about 4 o'clock yesterday afternoon and within an hour was in a sinking condition. The sea broke over the craft and washed away everything movable, the water gradually rising to the hold. The tug was above the floor of the fire-room and began to put out the fires. The Berwind's pilot house was smashed and the tug flooded her forenoon. About 6 o'clock the Javeana was sent to the rescue. The tug was approaching and the tugs steered toward her to ask assistance. She stopped and made a good lee so that the tugs were able to run alongside. A rope ladder was lowered and the men from the tugs scrambled on board. Berwind's men all were saved, seven from each tug. Fifteen minutes later the rescue craft went down and some time later the Berwind disappeared.

The island reported a ship ashore at Point Lookout and a large fire in the forest near the Forge river life-saving station. The large was anchored about two miles off shore, and was rolling and pitching. No effort was made to reach it as there was no one on board the wreck.

WRECKAGE COVERED BEACH.
The island also reported that the beach, five miles east of the life-saving station, was covered with wreckage and it was believed that a large number of men had been killed.

The steamer Cavour, which stranded several days ago off Long Beach, 1.1, weathered the gale well, and with all her masts and rigging, she has outlasted her position well. No effort will be made to pull her off until the weather becomes settled.

The weather bureau at Washington today gave out the following regarding the weather conditions and indications:
STORM MOVEMENTS.
The storm of Sunday in the Middle Atlantic and New England seas has moved northeastward to the Canadian maritime provinces. High winds and gales continue to blow along the coast of New England and along the lower lakes as well as throughout the interior of the middle Atlantic states.

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Manager Cutler Returns Home.

He Thinks the Ways and Means Committee Will Give the Cubans From 25 to 33 1-3 Per Cent Off Existing Taffiff

—Beet Contracts for New Year Being Signed.

Chicago, Feb. 2.—Chicago suffered severely from the cold wave today, the mercury at 7 o'clock being five degrees below zero, and at 1 o'clock two below. An inmate of the Old People's Home was frozen to death, and John R. Davis, of Glenview, Ill., was taken to the hospital with his hands so badly frozen that amputation may be necessary. At the county hospital it was said "Young men" whose hands and feet were frozen last night, was in a serious condition. The physicians could not state whether amputation would be necessary.

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GEN. FUNSTON OPERATION.
Was Successful and He Will Soon Be Around Again.
Kansas City, Feb. 2.—Gen. Frederick Funston was subjected to the surgeon's knife. The operation was performed at Scott's hospital under the direction of Dr. E. P. Robinson, of this city. The general had been in the hospital in correspondence since his landing at San Francisco from Manila a month ago. After Gen. Funston arrived here from the West last week and was taken to the hospital, Dr. Robinson stated that it would prove a minor affair. Later he stated that the operation had been successful. The general had been in the hospital in correspondence since his landing at San Francisco from Manila a month ago. After Gen. Funston arrived here from the West last week and was taken to the hospital, Dr. Robinson stated that it would prove a minor affair. Later he stated that the operation had been successful.

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Washington, Feb. 2.—The ways and means committee of the House by unanimous vote today ordered a favorable report on the war tax reduction bill. The committee, headed by Representative Robert Bacon, of New York, offered his bill largely reducing duties in the steel schedule and placing small articles on the free list as an amendment to the war tax reduction bill. The committee, headed by Representative Robert Bacon, of New York, offered his bill largely reducing duties in the steel schedule and placing small articles on the free list as an amendment to the war tax reduction bill.

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HEARING BEFORE HARRIMAN CO.

Salt Lake Commercial Club Committee Gathering Data to Present at Proper Time and Place.

Since the receipt of the answer to the request sent to E. H. Harriman, the members of the committee appointed by the governor's board of the Commercial club have been working hard upon data pertaining to the round-the-lake cut-off, and by the time General Manager Kruttschnitt is ready to give the Salt Lake representation an audience they will have a formidable array of figures at their finger ends. The committee composed of Col. T. G. Webber, chairman; F. A. Druell and W. A. Nelden, expects to get together late this afternoon and outline the policy.

Owing to the fact that Chairman Webber was present at the Sugar company meeting until after noon and W. A. Nelden not returning from Murray until 11 o'clock the committee was unable to meet this morning.

Just what policy is to be decided upon is not forthcoming. Mr. Nelden expressed himself today as being in favor of having the entire one hundred representative men recently appointed by the governor to meet with Mr. Kruttschnitt and then talk the matter over. Mr. Druell, however, is of the opinion that if the committee can get the Harriman representative to themselves for a little heart-to-heart talk that decidedly more can be accomplished and the master can be placed before him in a more lucid manner.

"There is not a member on the committee," said Mr. Druell this morning, "who will not willingly leave all his business and use his best efforts on behalf of Salt Lake and her interests. Just as soon as we sent off that request we started to collect data and outline our argument. We want all we can get and have it in such shape that we can do the most possible with it."

When asked as to what would be the line the committee would take Mr. Druell said: "Among other things we will have a full and complete system worked up that will show the city on the main line between Omaha and San Francisco a city which all transcontinental tourists wish to see, and in the past have gone out of their way to visit coming down from Ogden and returning again. The mere fact that the route would be on the main line would have the effect of greatly increasing the passenger department receipts of the roads involved."

"Then too," he continued, "the line round the south end of the lake, under present conditions, would be forty miles longer than the Ogden-Luch cut-off across the lake, the grade, however, would be entirely different and trains can make better time on a solid roadbed than they can on the trestle work and I do not think that when the runs are made that there will be much loss of time, to say nothing of the saving of about \$4,000,000 in the cost of construction."

When sent today Mr. Nelden talked in a similar vein and stated that every minute of his time was at the disposal of the people of Salt Lake as far as the cut-off question was concerned. "We must be posted thoroughly," he said, "and I believe that we will be able to convince Mr. Kruttschnitt that in passing through Salt Lake his line will have a going to the south end of the lake, it is simply a business proposition and Salt Lake is entitled to consideration in this matter. I personally am in favor of a big meeting here when Mr. Kruttschnitt arrives, but there is

REPORT ON UTAH MILITIA
There Are 45 Commissioned Officers and 483 Enlisted Men.

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Utah Has 31 Officers and 607 Enlisted Men; Strength, 41,753—Wyoming Has 25 Officers; Strength, 5,500.

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Congressman Sutherland called at the postoffice department and recommended the appointment of J. P. Madson as postmaster of Manti. Mr. Madson is endorsed by Gov. Wells and prominent citizens of the town. Mr. Sutherland also recommended the appointment of Claude Brown as postmaster in Woodside, Emery county.

THE NEWLANDS BILL.
A meeting of the House committee on irrigation was held this morning. The bill was discussed and the committee was closed, however, and adjourned until Saturday.

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Henry Seamon has been appointed postmaster at Rockport, Summit county, vice E. M. Stuckey, resigned.

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Respected Resident of Provo Died There This Morning.

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Provo, Feb. 2.—Mary Ann Daly, widow of the late John Daly, died here this morning after an illness of two weeks. Deceased was born in Annan, Dumfriesshire, Scotland, on February 20, 1817, and came to Nauvoo in 1831, afterwards coming to Utah in 1852, living at Provo ever since. Mrs. Daly had the respect of every person that knew her. Four sons and many grand children survive.

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KILLED IN A REAR-END COLLISION

Dubuque, Iowa, Feb. 2.—A rear-end collision at 2:45 this morning on the Illinois Central at Apple River, Ill., thirty miles east of here, resulted in the death of two stockmen, while six were seriously injured.

THE DEAD.
M. C. Lawler, Wall Lake, Iowa. R. F. Panacek, Wall Lake, Iowa. C. R. Fenderson, Stankard, Iowa. R. E. Hunt, Charles City, Iowa.

SERIOUSLY INJURED.
W. Cameron, Dundee, Ill., badly crushed, not expected to live.

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Corry, Pa., Feb. 2.—The worst blizzard for many years has raged in this region for the past twenty-four hours. It has caused great damage to the railroads and to telegraph and telephone wires. A dispatch from Mendon, Pa., says all railroad trains are from three to ten hours late and freight traffic has been abandoned.

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Ebensburg, Pa., Feb. 2.—The most severe snowstorm that has visited the mountains in recent years has been blowing here for the past two days. Business is almost suspended during the storm. All trains on the Ebensburg branch are stopped. The Clearfield passenger train is stuck in a drift of snow. The Clearfield passenger train is stuck in a drift of snow. The Clearfield passenger train is stuck in a drift of snow.

IMMENSE FALL OF SNOW.
Malone, N. Y., Feb. 2.—No storm is

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