

at 2 a.m. to-day and carried away two bags of coin and a large package of currency. The amount stolen is probably \$1,000 or more. Harlan is 29 years old, five feet ten inches high, rather heavy set, square shoulders, bronzed face, dark brown hair, and is slovenly in appearance and gait. Two fingers of the right hand are contracted. The company will offer a liberal reward for his capture and the return of the money.

READING, Pa., 10.—To-day was the 103rd anniversary of the incorporation of Reading into a borough in 1783, and the occasion was celebrated with a banquet on Flying Hill near here given under the auspices of the Kloppehthal Club, a social organization which has also been in existence 103 years, and is probably the oldest social club in the country. The festivities were participated in by about 70 gentlemen. Among the distinguished guests were ex-Senator Cameron, ex-Justice Strong, of the U. S. Supreme Court, and ex-Gov. Hartranft.

CHICAGO, 10.—The Western Railway Managers after a three-days' session succeeded to-day in reaching the basis of a compromise and reorganizing the Western Freight Association. Two prominent obstacles have been the removal of the Chicago & Northwestern to pool its range cattle business originating in western Nebraska and Wyoming, and the demand of the Missouri Pacific that by reason of its Lincoln, Nebraska, extension, it should be awarded a share of the through business. The first was settled by virtual acquiescence to the Northwestern's plan. This was done by removing the Western boundary line of the range cattle pool as it formerly existed running north and south through Valentine, Brady Island and Indianola, Nebraska, to Laramie City and Douglas. This gives the Northwestern control of all of the cattle shipped on its line west of Norfolk to Fort Patterman, from which it will exact local rates and not report business to any pool. As both the Union Pacific and Burlington are building into that territory it will not enjoy a monopoly longer than the present season.

The other bone of contention was amicably divided by giving the Missouri Pacific four per cent. in the pool on through business, and awarding Omaha two per cent. The Kansas City, St. Joseph & Council Bluffs is awarded six per cent. of the gross earnings on the Council Bluffs local pool. Otherwise the percentage remains unchanged. A committee of one from each road was appointed to perfect the minor details of the pool to report to a general meeting at 11 a. m. to-morrow, to which time an adjournment was taken.

The pool, which will endure five years, will go into effect September 15th, with General Fathern as Commissioner. This completes one of the most important and far-reaching railroad combinations ever made in the West.

SAN FRANCISCO, 10.—The creditors of Keane Bros., dry goods merchants, who failed August 23, to-day decided to accept 52 cents on the dollar as a settlement in full of all claims. The firm will resume business.

CHICAGO, 10.—Chicago 14, Detroit 8, Washington 1, Philadelphia 4, New York 1.

CHICAGO, 10.—The Times' New Orleans special says: Dr. Geo. J. Adams of Massachusetts was arrested here to-day, charged with embezzlement by a number of persons whom he defrauded out of money to search for hidden treasure. Adams claims to have been a practicing physician in Massachusetts. When the war broke out he shouldered his musket and joined Company "A," 17th Massachusetts Volunteers, a portion of the command which came with Butler to New Orleans. In the foregoing expedition three soldiers of the regiment entered dwellings on Magnolia plantation, 20 miles above New Orleans on the right bank of the river, and carried off some \$30,000, \$1,000 in dollars and the rest in gold. Being afraid to enter the city with so much money, on reaching a pecan grove about half a mile from the locks at the Company Canal, opposite Greenville, or rather the upper end of the Exposition grounds, they selected a tree prominent for its size and some peculiarities in appearance, which made it conspicuous.

At the foot of the tree they buried the money and then took bearings, one of the party being a civil engineer. Each of the three men were furnished with a copy of this and the marauders returned to New Orleans, intending to return after the war and recover the money. His two companions were killed and Adams was desperately wounded soon after. Adams was taken to a Southern hospital and left it paralyzed and perfectly helpless. When he recovered the use of his limbs, only a month ago, he returned to New Orleans and at once began to search for his treasure. He found to his dismay that all the older pecan trees had been cut down and only the young trees were left, and was consequently unable to recognize the tree under which the treasure was buried. He devoted himself, however, for three weeks to delving for it. A few days ago he took several other parties into partnership with him, who advanced a better outfit for surveying the land and digging for the buried money; but as he has succeeded in unearthing no treasures, his partners had him arrested to-day.

SAN FRANCISCO, 10.—Official dispatches received at The Presidio from Arizona say that the War Department has approved of the action of General Miles in removing the captured Indians

to Florida. He directed General Stanley to take charge of Geronimo and other hostiles on their arrival at San Antonio and hold them there as prisoners.

NEW YORK, 11.—To-day's race has decided upon which side of the Atlantic the "America's" Cup shall stay for at least another year. It resulted in a glorious victory for the sloop *Mayflower* when she finished this evening at 6:15:40, the *Galatea* was nearly two miles astern. The course was 20 miles to leeward and return from Scotland Light ship. The race was sailed in a breeze that blew fresh from the northwest for three hours, then canting two points to the westward it fell light, the last hours of the contest being little better than a drift. The *Mayflower* only had 8 m. 20 s. to spare when she crossed the finish line, as the time limit of the race was seven hours. The *Galatea* was defeated on every point of sailing by the *Mayflower*. In the run to the outer mark, with spinnakers set, she was beaten 13 minutes and 46 seconds, and in the windward work half an hour.

There is great rejoicing among the yachtsmen here to-night, while the Bostonians are fairly wild with delight. When the whistle blew at 10:15 the *Galatea* was cast off. Her crew soon made sail, while the *Mayflower* crew did the same, both setting their club topsails. When the judges' boat ran alongside the *Galatea*, Lloyd Phoenix, representing the New York Yacht Club, told the regatta committee that Lieutenant Henau was very sick in the cabin, and that he wished the course to be made 15 miles instead of 20, so as to be sure to finish within a reasonable time. In case it should fall a calm he wished the *Lucanbach* to tow the cutter back, if the race was not completed, so that he could see a doctor early. Secretary Robinson said he would consult with General Paine as to the length of the course. That gentleman when seen said that he would leave the matter entirely in the hands of the committee. They decided that the course should be S. E. 20 miles, and steaming back to the *Galatea*, that was the course, given them. Captain Bradford was sailing the cutter. Beaver Webb looked after the sails, while Mrs. Henau peeped out of the companion way with an anxious look in her eyes for her husband's condition, which alarmed her considerably. A fleet of steam and sailing craft nearly as large as that of Thursday had assembled near the starting point—Scotland Lightship. Mammoth flags bedecked the steamers *Grand Republic* and *Columbia*, and the iron steamers *Siren*, *Orpheus* and *Taurus* were black with their human freight of yachting enthusiasts. The breeze was freshening every moment, and as it was the first time the yachts had come together where the first half of the contest was to be sailed to leeward, there was much discussion as to the probable result. When the starting signal was given at 11:20, the *Mayflower* was in an excellent position, square to the northwest of the imaginary line drawn between Scotland Light ship and the *Lucanbach*, lying a cable's length to the northward of it. Her spinnaker boom was down to port, and 30 seconds after the signal the great sail blossomed out amid cheers of thousands on the *Grand Republic*.

With the main boom braced off to starboard her pyramid of snowy sail gleaming in the sunlight the Boston beauty dashed across the line well on the lead. The cutter was a quarter of a mile to the westward when the whistle blew. She came along with the wind abeam till she crossed the bow of the lightship close ahead, then quartering away her spinnaker was sheeted exactly on the line and the third day's battle was begun. The official time of the start was: *Mayflower* 11:22:40, the *Galatea* 11:24:10. With a 20 mile run before them there was an excellent opportunity to test their speed in a steady breeze and with very little sea to impede their progress. That a "stern chase" is a long one was never better illustrated than in the 20 mile run. For about 20 minutes the *Galatea* held her own with the sloop, but after that she was practically out of the race, for the *Mayflower* was leading her nearly a mile when half the distance of the "outer mark" was covered. Steamboat captains regarded the past warnings and kept well away from the contestants. At 12:30 the "outer mark" hove in sight, and in half an hour the fleet of steamers, numbering 31 in all, had gathered around it to await the coming of the yachts. The wind had fallen light and had canted a point to the westward. Down came the trio like white winged birds before the wind. The *Mayflower's* balloon jib topsail came in at 1:41:30. Four minutes later in came her spinnaker, and at 1:53 she jibed to port and came for the mark closehauled on the starboard tack. Luffing grandly round it a few minutes later, amid the serenade of steam whistles, the pride of Boston and her sails and club topsail began her windward work with the lead of nearly a mile. The *Galatea* jibed at 1:52:30, having "doused" her spinnaker three minutes before. The time of rounding the "outer mark" was, *Mayflower* 1:55:05, *Galatea* 2:10:20. The *Priscilla* luffed around the mark only three minutes after the *Mayflower*. The *Galatea* made a very pretty picture as she laid down her scuppers and began her chase to windward after the sloop. Both had about all the wind they wanted to carry in their club topsails. Captain Stone put the *Mayflower* about at 1:55 and stood to northward. Beaver Webb was sailing the *Galatea*. He refused to tack to,

At 1:22 Captain Stone brought the Boston sloop around again. She was then over a mile on the cutter's beam. Two minutes before going about, the *Mayflower* took on her club topsail. She carried her working topsail for an hour when, the wind having tightened considerably, she set her club topsail again, also her "baby" jib topsail, the *Galatea* having set hers shortly before. Both yachts went about at 4:20 and stood to northward. They were off Deal Beach at this time and the wind was growing lighter every moment. The *Mayflower* was lucky enough to hold a light air under land, while the *Galatea* lay almost becalmed for twenty minutes. The cutter tacked at 4:37, going about again at 4:45. From here the sail up the New Jersey beach was little better than a drift. As the *Mayflower* slowly approached the finish the excitement became intense among the passengers on board the steamers. There was no longer any fear that the *Mayflower* would be defeated, but the time—seven hours—had almost expired, and there was fear that after being so near the goal, the Boston sloop might not be able to finish. Just as all hope was dying out, the breeze freshened, and with only 8 minutes and 20 seconds to spare, the *Mayflower* shot across the finish line closehauled on port tack just as the sun sank to rest in a crimson halo behind Sandy Hook. The cheering and whistling and waving of thousands of handkerchiefs lasted fully ten minutes, the crew of the victorious sloop waving and cheering themselves till the yacht was long past the finish.

The *Galatea* finished 31:18 after the *Mayflower*. As she came to an anchor, the *Mayflower's* crew gave her three rousing cheers, which the Englishmen answered.

Following shows the record of the race:

Mayflower—Start 11:22:40; finish 6:11:40; elapsed 6:49:00; corrected time 6:49:00.

Galatea—Start 11:24:10; finish 6:42:53; elapsed time 7:18:43; corrected time 7:18:09.

WASHINGTON, 11.—The collectors of customs have been notified that several Chinese laborers who landed at Atlantic ports some time ago in transit for China have not yet quitted this country. To ensure the government against the violation of the privileges conferred by a pass overland to San Francisco, the collectors have been directed to adopt a system of numbering each pass so that the Chinese can be more readily traced and prevented from remaining in this country.

By this evening's mail advertisements are sent to the press by the Navy Department inviting proposals for a variety of work and material in connection with the new navy. American ship builders are invited to submit proposals for the construction of one cruiser of about 1,000 tons, one of about 3,700 tons, one heavy armed gunboat of about 1,000 tons, one of about 3,700 tons, one heavily armed gunboat of about 1,700 tons, one light-armed gunboat of about 870 tons and one cruiser of about 4,400 tons.

Carroll D. White, commissioner of labor, to-day submitted to the Secretary of the Interior his report on the operation of the labor bureau for the year ending June 30, 1896.

FORT SMITH, Ark., 11.—A horrible murder was committed last evening at 6 o'clock near Sculleyville, Choctaw Nation, by Lewis Burrows, a half breed. Burrows had a quarrel with Wm. Morgan, a white man, about seventy cents which he claims was owing him from Morgan's nephew. Angry words followed, and Burrows becoming enraged raised a sharp axe he had at hand and struck Morgan on the left shoulder with such force that the blade cut into his body and split his heart wide open. Morgan died instantly, and Burrows was arrested by a deputy marshal who was near. He was brought here this afternoon and lodged in the United States jail, where with twenty-one other murderers he awaits trial.

ST. LOUIS, 11.—A special from Houson, Missouri, says: Night before last, at a farmhouse near Summerville, twenty-one miles southeast of Houson, Missouri, in this county, occurred one of the most fatal tragedies ever known in this section. Last Saturday at Summerville, during a game of base ball, Jere Orchard and Riley Martin engaged in a violent dispute, but were separated before coming to blows. Last Thursday a "corn cutting" was given at the residence of a farmer near Summerville, and during the dancing in the evening the base ball dispute was revived and pistols were drawn. In the melee that ensued, Orchard was seen to discharge his weapon at Martin, the bullet passing entirely through the latter's body, from the back to the breast. Orchard was thereupon attacked by a friend of Martin's, Stogsdale, by name, who shot him in the breast, inflicting a mortal wound. He (Stogsdale) not satisfied with his bloody work, attacked other friends of Martin, the first being Sam McCoskell, who sustained a wound from the former's pistol, over the heart. Lewis Rader, a man of great strength, thinking this indiscriminate shooting had gone far enough, rushed through the crowd and attempted to disarm Stogsdale. The latter had one more charge in his pistol, and this he fired at Rader, the ball taking effect in the latter's thigh, inflicting an ugly wound. Martin, Orchard and McCoskell, it is believed, are fatally wounded, and Rader dangerously. Excitement prevails over the affair. Stogsdale has not been captured and is believed to be on his way to Texas.

L. W. Smart corroborated this testimony. He was present at the GARDINER, Me., 11.

The last rally of the Republican campaign in the State was held in the Coliseum of this city to-night. In the course of his remarks Blaine said: "It is worth while in this last hour of discussion, standing as we are on the eve of the election, to recall the peculiarities of this campaign, for certainly the general arguments submitted to the people have been on the side of opposition, filled with contradictions, not to say absurdities. The Democrats have apparently been unable to define their position on any question. In the leading national issue of protection they have been timid and irresolute to the last degree, occasionally putting forward a rank free trade argument through some one of their speakers, and recalling and qualifying it in one of their leading organs on the succeeding day. The most learned doctor of Salamanca would be unable to find any thread of consistency, any line of logic, any dash of common sense in the mode in which the Democrat party has conducted its campaign on that great issue. They seem, indeed, to have kept up the mere show of a light on behalf of their own party, while depending in reality for any possible chance of victory upon the diversion and distraction caused by the third party which in turn has exhibited as striking peculiarities as the democrats themselves in their mode of conducting the campaign. Gen. Neal Dow, who has for the last quarter of a century stood for two continents as the great witness of the value and effectiveness of prohibition, now declares that for thirty years it has not done a bit of good in suppressing the liquor traffic in Maine. [Laughter.] General Dow has thus apparently been willing to set at naught his own testimony throughout this long period in order to achieve a victory against the republicans. If there be consistency in political action; if there be honor and fair-dealing among men, the republican party and its candidates exhibits both in their campaign, which, so far as I have had a word to say, is now closed. I bid you a cordial good-night." [Tremendous applause.]

DENVER, Col., 11.—A special from Albuquerque, N. M., *Democrat* to the Associated Press says: General Miles arrived here this evening to meet four hundred Chiricahuas and Warm Spring Indians, who will pass through here to-morrow from San Carlos reservation by way of Saint Louis to Fort Marion, Florida. They are the war element of the Apaches, and their removal rid the southwest of all the Indian trouble.

General Miles states that, regardless of what the *Army and Navy Journal* states as reported in yesterday's dispatches, the Chiricahuas and Warm Spring Indians were never disarmed, and were not prisoners of war. They were placed on the Apache reservation against the protest of the Interior Department and the people of Arizona, and it is well known that their removal, when accomplished, will be all the work of General Miles, who has been arranging the matter for five months, against much opposition.

FREEMONT, N. J., 11.—Five business houses burned here this morning. Loss \$100,000.

CHICAGO, 11.—A few minutes after 12 o'clock last night, James Calvin, night operator, sitting in the signal tower of the Lake Shore Company, at the intersection of the main and stock yard tracks, was blinded by an explosion. The tower is 30 feet high. Calvin had noticed nothing unusual, when he was suddenly startled by seeing a volume of smoke arise at one side of the structure, followed by a deafening explosion. A twenty-inch piece of gas-pipe was found, showing that it was dynamite which caused the explosion. Of 100 batteries in the building, 34 were broken, along with pneumatic tubes, which will cost a thousand dollars to repair. What makes the attempt more dastardly is the fact that the outboard passenger train was due five minutes after the explosion occurred. The theory of the police is that the wreckers hoped to blow up the tower and when the passenger train came along to throw the switch, and thus they would have plunged into a mass of freight cars lining the tracks.

ANOTHER ATTEMPT TO WRECK A TRAIN

took place last night about 9 o'clock, when the Lake Shore road was receiving from the Illinois Central, a train of 23 cars. The switch was turned and 15 cars derailed. Several arrests have been made, but nothing definite has been learned from the men arrested.

HIGHLANDS, N. J., 9:15 a. m.—This was the day fixed upon by the American Cup committee for the third of the series of international races, providing that the sloop and cutter had each won one of the contests, but because of the fizzle on Thursday, the second race is the event of to-day.

Just before sunrise this morning a heavy mist hung over the ocean, but when the sun burst forth the fog began to disappear, and after half an hour had elapsed it was gone entirely. At 9:25 the wind appeared to be steadily increasing and became quite heavy; this, together with

THE TUMBLING SEA, is just what the cutter people have been crying for. The *Mayflower's* supporters seem to be satisfied with any kind of wind. Early this morning it looked as though the day would be an excellent one. Later on it became thick outside and dark threatening clouds

began to roll up. The sea was dotted with white-winged craft moving about, waiting for the big sloops. Crowds of yachting enthusiasts filled up the beach and verandas. The ladies wore the regulation yachting blue and were interested spectators, while everything human

WANTED TO BET ON THE BOSTON SLOOP.

there were not many takers, because the sloop showed her weatherly qualities while the wind blew on Thursday. Incoming trains brought hundreds of people from New York who did not care to again risk their lives on steamers. Little accidents that resulted from the heavy fog on the last race day had their effect. The steamers were by no means deserted, however, and had enough people aboard to fill every deck. Tugs by the dozen, with special parties, came down and hundreds of fishing smacks brought out a good many people. Navesink Highlands afford a good view as anywhere along the coast, and consequently the bluff was lined with people.

At 9:30 the wind had freshened to about twenty-three miles an hour, and came out of the northwest in gusts.

The race is twenty miles to leeward, the yachts to turn the stakeboat opposite Ocean Beach. The *Mayflower* started at 11:22:25, the *Galatea* at 11:24:55. The wind was west-northwest and fifteen miles an hour.

SANDY HOOK, 11.—At 11:45 the yachts had gone about a mile over the course. They were standing southeast, their position being about the same as when they started. The *Mayflower* was about one-eighth of a mile ahead.

At 12:04 p. m. the yachts had gone about three miles, the *Mayflower* leading by quarter of a mile, the wind being 23 miles an hour.

At 12:17 the yachts had gone about six miles over the course. The *Mayflower*

GRADUALLY OPENING THE GAP

and nearly half a mile ahead, the wind blowing 15 miles an hour.

At 12:48 the yachts had gone about 12 miles over the course, still standing southeast, the *Mayflower* increasing her lead and nearly a mile ahead, the wind nineteen miles, from the north-west.

The *Galatea* turned the stake boat at 12:10:10. The *Mayflower* is three miles ahead. The wind 12 miles an hour.

SANDY HOOK, 11.—The iron sloop yacht *Priscilla* accompanied the yachts over the course. She had all her light sails set and led the *Mayflower* at noon by quarter of a mile and seemed to be

OUTRAILING THE RACERS.

At 1:08 the *Mayflower* increasing her lead was 1½ miles ahead of the *Galatea*. At 1:55 p. m. the *Mayflower* turned off shore the stake boat on the home stretch.

SANDY HOOK, 11.—At 3:05 p. m. the *Mayflower* was over three miles ahead and to windward. The wind is dying out. It is now about eight or nine miles an hour. Unless the wind freshens it is not believed the yachts can finish within the time limit.

The *Galatea* set her jib topsail at 3:10 p. m. and a minute later one was run up on the *Mayflower*. At 3:40 the wind had shifted more to westerly, and stiffened somewhat. The yachts were then about off Long Branch and had about 5 miles to go. At 4:10 the *Galatea* appeared to outpoint the *Mayflower* but was still half a mile to leeward. The wind eight miles and streaky.

CHARLESTON, 11.—It is bright and beautiful to-day, though it rained heavily in the early morning. People are gradually recovering their houses, and the numbers in shelters and tents are rapidly diminishing. There were three or four slight shocks of earthquake during the night but not serious; comparatively few persons are aware of their occurrence. The subsistence committee has changed the plan of operations and appointed visitors for each ward to ascertain cases of distress, all of which will be supplied at their homes. The Board of Engineers is still at work surveying buildings, and continue to condemn those which are unsafe. Latest reports from points along the South Carolina Railway, indicate that the reports of distress at Lincolnton, Knightsville and elsewhere greatly exaggerated what is necessary to be done to them.

CHICAGO, 11.—Chicago 14, Detroit 4, Washington 1, Philadelphia 3, New York 1.

New York, 11.—Boston 3, New York 1.

Kansas City, 11.—St. Louis 3, Kansas City 1.

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