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furniture for example—and the house
looks "cheered up." Watch the ads.

10 PAGES—LAST EDITION.

SECY. OF WAR TAFT REACHES CUBA

No Demonstration of Any Sort as
He Stepped From the Launch
To the Wharf.

WENT TO PALMA'S PALACE.

Arranges to Hold Hearings at
Home of American Minister
Morgan in Marianao.

Brief is That He Has a Hard Task
Before Him—Insurgents Seem
Irreconcilable.

Havana, Sept. 19.—President Roosevelt's peace representatives arrived upon the scene today and met President Palma and the members of his cabinet, as well as the official representatives of the Cuban government, and got a rough, general idea of the situation from both sides. Incidentally, they received from citizens, American naval officers and others, a number of suggestions on the situation.

Secy. Taft's informal, straightforward and kindly manner has already created a strong and favorable impression. The business of finding a solution to the difficulty will be proceeded with quickly and persistently to its conclusion.

Beliefs are already being made at the Cuban problem will be solved within a week, but on what basis is all a matter of conjecture. Secy. Taft has reiterated that President Roosevelt's representatives are here with no policy except to insure peace in Cuba.

A thousand militiamen arrived here from Matanzas today, and have been quartered in the Cuban fortresses.

There are rumors today that the uprising in Santiago province has been quelled. The cable service between Santiago and Santiago has been restored. Chief reports no hostilities. The provinces of Havana and Pinar del Rio are quiet.

Havana, Sept. 19.—The American cruiser Des Moines, with Secy. of War Taft and Asst. Secy. of State Bacon on board, entered Havana harbor at 7 o'clock this morning. The cruiser came from Florida at the moderate speed of 11 knots in order not to arrive before daylight.

All on board are well. The secretaries had breakfast early and at half past ten the captain of the port conveyed Secy. Taft to the Cuban secretary of state, Mr. Siering, the American chargé d'affaires, and the representative of the Associated Press on board. At the same hour Commander Colwell came over from the cruiser Denver.

Secy. Taft and Bacon had a long informal and private conference with Secy. O'Farrell. Afterwards they talked with Commander Colwell and then Secy. Taft said he had arranged tentatively to hold hearings at the home of American Minister Morgan in Marianao, but that no definite arrangements would be made until the formalities of today were over.

Just before 10 o'clock, the entire party landed and proceeded to the place where Minister Morgan presided. Secy. Taft and Bacon to the Plaza de Armas. Secy. Taft and Bacon to the Plaza de Armas. Secy. Taft and Bacon to the Plaza de Armas.

A fairly large crowd had assembled at the Plaza de Armas to witness the landing but there was no demonstration of any sort as the launch carrying the guests whose visit is considered so important to Cuba's future swept smoothly to the wharf.

The Denver's sailors were drawn up and presented arms and the cruiser fired a salute as the secretary of war stepped ashore. The secretary at once turned the matter to the councilmen of Havana, clad in black frock coats, and delivered a formal address to which Secy. Taft responded.

The party thereupon entered the city. Here they were driven to the Plaza de Armas. Secy. Taft and Bacon to the Plaza de Armas. Secy. Taft and Bacon to the Plaza de Armas.

Time present at the meeting with President Palma were Secy. Taft and Bacon, who were accompanied by Secy. O'Farrell, Mr. Morgan and Capt. McGoey, military aide to Secy. Taft.

The exchange of greetings was cordial. Formalities were made to the situation was discussed in a very general way. Details were being given by President Palma's expression of President Roosevelt's appreciation that no policy had been formulated regarding the future and that Secy. Taft was approaching the task to develop peace in accordance with the principles of the Roosevelt administration.

Secy. Taft showed President Palma a list of names, Alfredo Zayas and five others, which he said had been handed to him by Commander Colwell, and which he would be the names of those representatives of the revolutionists. No mention was made to the fact that Secy. Taft had been told that the names of those representatives of the revolutionists were Zayas and five others.

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TAFTHAS HARD TASK.

New York, Sept. 19.—The news received from Havana yesterday by financial firms in this city was to the effect that there was no hope of the two parties coming to an agreement at present. The insurgents, it was asserted, would not agree to any terms of peace, except the annulment of the last election. President Palma would not agree to this condition. A well known banker said to a Times reporter:

"The insurgents are still making preparations for prolonging the campaign, and are getting ready to move with arms, ammunition, and men in the Delaware to go on a filibustering expedition to Cuba. The Cuban consul has sent a representative from consulate to Wilmington to see if he can locate the vessel."

"Mr. Taft will find it a harder task than he imagines to make peace between these hot-headed, stubborn people, who are looking only for their own personal gain, either politically or financially. Instead of the future welfare of their country. My firm belief, based on Cuban news received today from reliable agents in Havana, is that President Roosevelt will have to do one of three things: Either annex the island, make it a protectorate, or establish an arbitration board from Washington, to be in power for five years."

"It is a great pity that the Cubans should have arisen, but the matter has to be dealt with firmly and the government of Cuba put upon such a basis that these conditions cannot occur again."

Asked if he thought that cables from Havana were correct, the government official, the financial reporter, said: "No, I do not say that the messages are correct, but they are read, and the people who criticize the actions of the government unfavorably are elated by them. This has made the most important Cuban newspaper thoughtful, not to say resigned."

The steam yacht Alcega, bought from Edwin Gould by the Cuban government, sailed yesterday for Havana. The Cuban consul and Dr. Arturo Macard of the Cuban legation at Washington, boarded the yacht at Havana. The yacht was just before she left the harbor. It was stated that the newly acquired vessel would be used for coast patrol duty. Two machine guns were placed aft on her decks, while she was in the Erie basin.

JOHN L. SULLIVAN
NOT DROWNED IN CIMARRON

Oklahoma City, Okla., Sept. 19.—Inquiries have been received here from sporting men in the east saying that it was reported that John L. Sullivan was drowned in the Rock Island wreck at Dover, Oklahoma. The report is erroneous. John L. Sullivan and his sparring partner and Frank Hall, his manager, were on the train but left it at Chickasha. The party arrived here this morning and will go to Shawnee tonight.

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LOSS OF LIFE WAS APPALLING

Hongkong Police Station Sur-
rounded by Chinese Who Are
Identifying Their Dead.

THOUSANDS HAVE PERISHED.

Harbor Strewn With Wreckage—
Storm Was Unannounced—Obser-
vatory Censured for Neglect.

Hongkong, Sept. 19.—The typhoon which swept this port, destroying a great number of vessels and causing much loss of life, was of a local nature. It came suddenly and without warning. The observatory had predicted moderate winds. Half an hour after the gun signal had been fired, the storm was at its height. It lasted two hours. Most of the damage done was wrought on the Kowloon peninsula. The losses are estimated at several million dollars. Over 1,000 sampans and junks are missing from Hongkong and are believed to have been swept away and houses collapsed. The military barracks are in ruins.

The steamship Montague, Fushan, Keung Shan, Wing Shai, Hermania, Castellano, Takking, Emma Jayken, San Rosario, Slava, Pekong, Petarch, Chum Lee, Seta, Sunon, Chang Sha Signal and Chiga Maru are ashore. The American ship S. P. Hitchcock was also driven ashore, as were many of the launches that run about the harbor. The steamers Kwong Chod, San Chaweng, Sossogon and Kongmoon were sunk. The steamers Apranade and Johannine are partly awash. The British reserve ship Phoenix and a small tug, the Dongola, are ashore. The British tugboat destroyer Froude was wrecked and the Francoque is ashore. The guns of the Froude were saved but three petty officers and one seaman lost their lives.

A Chinese revenue cruiser is ashore and several Indo-China and Manila liners narrowly escaped disaster. The harbor is strewn with wreckage of Chinese boatsmen and their families were saved by the bravery of the police and civilians, but several thousands of the Chinese water dwellers must have perished, many within short distances of the shore. The losses in lives and property among the Chinese were appalling. Today the police stations in Hongkong are surrounded by Chinese identifying their dead. The families of the Hongkong boatmen live night and day on the sampans, and thousands of these people are now homeless.

The Chinese take the disaster calmly and show no manifestation of grief. One launch that was capsized had 130 Chinese on board. They were all drowned. The river steamer Fatsuan drifted into collision with the French mail steamer and left Capt. Thomas, who was injured, one officer and the engineers to navigate the Fatsuan to shelter in the bay, where she was blown ashore.

The bishop of Victoria, Dr. J. C. Hoare, was on his way to visit some neighboring islands, when the storm broke, and he is reported missing. His launch has been found floating bottom upwards. Many valuable steel lighters have been lost. Some of them were hurled ashore. Channels will have to be dug to permit some of the vessels ashore to be refloated. The force of the wind and waves was such that some vessels were stranded almost high and dry.

The Japanese steamer Sada Maru rescued 66 natives and one English pilot as he was approaching Hongkong. The English steamers Delphi and Poon escaped damage. The British cruiser Terrible entered port yesterday afternoon and reported fine weather up to the harbor.

Sir Matthew Nathan, governor of Hongkong, and the authorities, are doing everything possible to assist the distressed. Reports of fresh disasters are arriving every hour. Only a few Europeans are missing. No reports are on hand to show how the fishing fleets and the ships outside the harbor fared.

Public opinion is incensed at the observatory for not reporting the approaching typhoon. An inquiry has been demanded. For years past the observatory has been subjected to adverse comment, but on this occasion it is not believed to be blameable.

THOUSAND LIVES LOST.
Manila, Sept. 19, 3:00 p. m.—Latest advices from Hongkong state that 1,000 lives were lost during the typhoon and that the damage to property, public and private, will amount to millions of dollars.

Twelve ships were sunk, 24 were stranded, seven were damaged and one-half of the native craft in port were sunk. The shipping trade has been paralyzed through lack of lighters.

CZAR ABSENT FROM
GEN. TREPPOFF'S FUNERAL.

St. Petersburg, Sept. 19.—Gen. Dmitri Treppoff, who died last Saturday, was buried today at Peterhof. Contrary to expectation, the emperor was not present at the funeral. His majesty is still cruising in Finnish waters on board the imperial yacht.

A great throng of army officers and high functionaries followed the casket on foot, according to the Russian custom, through lines of soldiers representing all the units of the St. Petersburg garrison, from the villa where the general died, to the cathedral and thence to the place of interment.

Although an attempt by revolutionists to interrupt the service was feared, nothing happened. The fact that the emperor did not abandon his pleasure cruise to return and attend the funeral of a devoted subject, although his return was scheduled for yesterday, has aroused much unfavorable comment. It is recalled that his majesty absented himself from the funeral of Gen. Konratzenko, who lost his life at Port Arthur. The emperor and the empress were represented today only by magnificent wreaths. A high police officer explained to the Associated Press that the absence of the emperor was due to Premier Stolypin, who had been informed that an attempt might be made against his majesty and telegraphed him not to return.

With the exception of the controller of the empire, Schwanebach, no ministers were present. The only members of the imperial family who attended the funeral were Grand Duke Nicholas Nikolaevitch, his brother, Grand Duke Peter, and Grand Duchess Elizabeth, wife of the late Grand Duke Sergius and a sister of the empress.

Gen. Treppoff, when he was prefect of Moscow, was on terms of close friendship with Grand Duchess Elizabeth. The widow of Grand Duke Sergius came from Moscow especially to attend the funeral. She walked with the widow and daughters of Gen. Treppoff behind the casket.

FIFTY PERSONS POISONED
From Eating Meat Cooked in Copper Kettle Containing Verdigris.

Breslau, Sept. 19.—A dispatch from Tomprow, Russian Poland, says 50 persons there were poisoned at a confirmation festival by eating meat which had been cooked in a copper kettle containing verdigris. Nineteen persons have already died.

ANSWERS BALDEZ' DESCRIPTION.
Vallejo, Cal., Sept. 19.—A man giving the name of Frank Wells, who was arrested on the charge of vagrancy early this morning, answers the description of Frank Baldez, wanted in Sonoma county to answer to a charge of burglary. In his room gold and silver watch worth probably \$200, a pair of pearl opera glasses, gold chains and other jewelry, several suits of clothes that had been stolen from a store, and a book giving the location of Vallejo jewelry stores. On the person of the man who, evidently is of Italian descent, was found a full kit of burglar's tools and \$150 in cash. He is believed to have used a bicycle in visiting various towns in this section.

A GENUINE TREASURE SHIP.
The Cunarder Carmania Bringing Ten Millions in Gold.

New York, Sept. 19.—The Cunarder Carmania, which is due to arrive in this port today, may well be called a golden ship. In the strong boxes of the steamer are shipments of gold aggregating \$10,000,000. This gold is imported by banks and bankers in view of the recent money stringency here. The transactions were facilitated by the treasury department, which advanced most of the cash used so that the bankers would not lose so their money while the gold was en route. The bankers turned over to the treasury department government and other bonds to cover the advances pending the receipt of the gold.

TWO PERSONS STILL MISSING

They Were in the Smoker of the
Rock Island Train That Went
Into the Cimarron.

STILL SEARCHING FOR BODIES

The River Has Fallen Rapidly—
Work of Removing Submerged
Cars Begun.

Cimarron Bridge, via Kingfisher,
Okla., Sept. 19.—Contrary to yesterday's report it developed today that 20 persons who were known to have occupied the smoker on the northbound Rock Island train that went into the Cimarron river near Dover yesterday morning, are unaccounted for. Efforts are being made to locate the smoker, which is at a point 110 yards below the site of the bridge. A strong eddy is believed to mark the spot where the smoker sank. The water has fallen five feet from the high mark of yesterday, but neither the engine, baggage car nor the smoker can be seen.

When the train went off the bridge the baggage car, smoker and day coach broke loose and toppling off the wrecked bridge swung down stream. Immediately the baggage car sank. The smoker half floated with one end above water, the couplings between it and the day coach broke, and submerged. It was carried down the river for a distance of over 100 yards. None of the persons who escaped saw any one leave the smoker except two persons who stood on the roof of that car when it was struck by a portion of the wrecked bridge. They were knocked into the water and rescued finally several miles down the river, clinging to debris.

An additional death was added to the list of known victims today when the 2-year-old son of Mrs. Kate Sells of Payne, Ok., died of strangulation, caused by inhaling sand and water.

Files of wreckage in the Cimarron river at points one and two miles below the scene of the wreck were examined by men in boats today. An effort was made to find the 20 persons who are believed to have been in the smoker and are still missing. With long prods the debris consisting of splintered boards, furniture, iron coaches and baggage containing over the spot where the train was disturbed, but not a body was found.

When the train took the bridge which had been undermined, the planks and rails that held it in place, snapped, and the train, excepting two Pullmans in the rear, was precipitated into the 25 feet of water.

It was reported here today by telephone that bodies of five men were taken out of the river, 10 miles south of the scene of the wreck early today. Another telephone report from down the river said a passenger who escaped from the wreck on the debris was lodged in the middle of the river, and that it had been impossible to rescue him owing to the swift current.

Bodies of passengers who were buried in the sinking smoker will probably never be recovered. For a short time following the wreck a small portion of the smoker was visible. It sank slowly in quicksand. Although the water had fallen five feet at noon today, the smoker could not be touched with 10-foot poles. Waves heavy with sand lashed continually over the spot where the smoker believed to contain missing bodies is thought to lie.

Lunch baskets filled with water-soaked lunches, clothing, 20-cents and a purse containing \$150, were taken from the Kingfisher side of the river today, swimming parties, 10 boats searched the bank of the river for bodies to points several miles below the scene of the wreck.

R. P. Nicholson, who was riding in the smoker, was the only person known to have escaped from the coach. Mr. Nicholson said today that he knew at least 10 persons were riding in the smoker when the train went into the river. Persons with whom he was talking are missing. Mr. Nicholson escaped from the rear door of the smoker. It filled with water as he clambered to the upturned end and broke a vestibule door glass to make an exit. Escape of persons known to be riding in the front end of the smoker, separated from the rear door by a partition, is thought to have been an impossibility.

Postal Clerk Gamel, of Fort Worth, Texas, is known to be among the missing. He was in the front end of the mail car which was demolished. Conductor Thomas, in charge of the wrecked train, is positive that nine passengers at least occupied seats in the smoker. Conductor Thomas, who took part in the rescue work, is of the opinion that three persons made their escape from the smoker. It is doubtful whether the engine, tender, baggage car and smoker can be lifted even after the water recedes to normal. All are 100 feet or more from the bank and it will be difficult if not impossible to build a foundation for hoisting machinery.

The engine was of the heavy type. Rock Island officials cannot estimate at this time the value of the property and money in the baggage car. Mrs. Robinson, of Enid, Ok., one of the seriously injured, cannot recover. H. Littlefield, the circus advance agent, who was killed, is from Pittsburgh, Pa.

AT SCENE OF THE WRECK.
Dover, Okla., Sept. 19.—At daylight this morning at the scene of the Rock Island wreck at the Cimarron river, no more definite facts concerning the casualties than those given last night were available. Up to this morning the known dead numbered 21. While a number of persons are still missing, it is believed that many will be heard from during the day. Two of the 16 known injured may die.

Searchers with torches worked all night to recover any possible victims that might still be in the submerged cars. Early today the search was renewed here, while for a distance of 20 miles downstream parties were on the outlook for victims. It was known that several of those who escaped from the wrecking had drifted down with the swift current, some of them having been seen as far as 15 miles distant from Dover. From one point, bodies were reported as floating by but this was not verified.

During the night the river fell almost as rapidly as it had risen and early today the work of removing the submerged cars from the stream was begun.

The Cimarron river is a treacherous stream when high, as at this time, the current is swift and there is much quicksand. At irregular intervals along the river the water sinks beneath the sand. A common saying among frontiersmen in Oklahoma is "The Cimarron always has a bottom to dead." For these reasons it is not be-

AN AUTOMOBILE ACCIDENT.
Two Men Thrown Out at Hair Pin Turn on the Vanderbilt Course.

New York, Sept. 19.—George Robertson and his mechanic, Arthur Warren, were seriously injured in an automobile accident near the Vanderbilt course, where on a practice spin in preparation for the Vanderbilt cup race, Robertson was steering his 30-horsepower car over the Vanderbilt course, when at Hair Pin turn, the car struck a telegraph pole and hurled its occupants out with terrific force. The car, which was a broken-down model, was badly damaged. Robertson and his mechanic both broken ribs. Both were rendered unconscious. Just behind Robertson was Elliott E. Green, engineer of his machine. He summoned an ambulance from a hospital at Mineola and the injured men were removed to that institution. Robertson's car is believed to be too badly damaged to take part in the race.

MAIL TRAINS COLLIDE.
St. Louis, Sept. 19.—Two fast mail trains on the Baltimore & Ohio Southwestern road collided, 45 miles east of here last night at Beckwith, Md. The train from Washington, headed by an engine, was struck by a passenger train, and half a dozen other persons were hurt, some seriously. The passenger train was empty at the time.

THIRD LIBERAL PARTY.
St. Petersburg, Sept. 19.—A third Liberal party known as Kozavskaya Democratic reformers, is in the field to receive the sanction of the government.

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It was reported here today by telephone that bodies of five men were taken out of the river, 10 miles south of the scene of the wreck early today. Another telephone report from down the river said a passenger who escaped from the wreck on the debris was lodged in the middle of the river, and that it had been impossible to rescue him owing to the swift current.

Bodies of passengers who were buried in the sinking smoker will probably never be recovered. For a short time following the wreck a small portion of the smoker was visible. It sank slowly in quicksand. Although the water had fallen five feet at noon today, the smoker could not be touched with 10-foot poles. Waves heavy with sand lashed continually over the spot where the smoker believed to contain missing bodies is thought to lie.

Lunch baskets filled with water-soaked lunches, clothing, 20-cents and a purse containing \$150, were taken from the Kingfisher side of the river today, swimming parties, 10 boats searched the bank of the river for bodies to points several miles below the scene of the wreck.

R. P. Nicholson, who was riding in the smoker, was the only person known to have escaped from the coach. Mr. Nicholson said today that he knew at least 10 persons were riding in the smoker when the train went into the river. Persons with whom he was talking are missing. Mr. Nicholson escaped from the rear door of the smoker. It filled with water as he clambered to the upturned end and broke a vestibule door glass to make an exit. Escape of persons known to be riding in the front end of the smoker, separated from the rear door by a partition, is thought to have been an impossibility.

Postal Clerk Gamel, of Fort Worth, Texas, is known to be among the missing. He was in the front end of the mail car which was demolished. Conductor Thomas, in charge of the wrecked train, is positive that nine passengers at least occupied seats in the smoker. Conductor Thomas, who took part in the rescue work, is of the opinion that three persons made their escape from the smoker. It is doubtful whether the engine, tender, baggage car and smoker can be lifted even after the water recedes to normal. All are 100 feet or more from the bank and it will be difficult if not impossible to build a foundation for hoisting machinery.

The engine was of the heavy type. Rock Island officials cannot estimate at this time the value of the property and money in the baggage car. Mrs. Robinson, of Enid, Ok., one of the seriously injured, cannot recover. H. Littlefield, the circus advance agent, who was killed, is from Pittsburgh, Pa.

AT SCENE OF THE WRECK.
Dover, Okla., Sept. 19.—At daylight this morning at the scene of the Rock Island wreck at the Cimarron river, no more definite facts concerning the casualties than those given last night were available. Up to this morning the known dead numbered 21. While a number of persons are still missing, it is believed that many will be heard from during the day. Two of the 16 known injured may die.

Searchers with torches worked all night to recover any possible victims that might still be in the submerged cars. Early today the search was renewed here, while for a distance of 20 miles downstream parties were on the outlook for victims. It was known that several of those who escaped from the wrecking had drifted down with the swift current, some of them having been seen as far as 15 miles distant from Dover. From one point, bodies were reported as floating by but this was not verified.

During the night the river fell almost as rapidly as it had risen and early today the work of removing the submerged cars from the stream was begun.

The Cimarron river is a treacherous stream when high, as at this time, the current is swift and there is much quicksand. At irregular intervals along the river the water sinks beneath the sand. A common saying among frontiersmen in Oklahoma is "The Cimarron always has a bottom to dead." For these reasons it is not be-