AMERICAN U

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SCIENCE OF A COAL FIRE.

Here Are a Few Simple Rules Founded on General Principles.

WHEN people begin to burn hard coal, says Good Housekeeping, they usually go through a series of perplexities and mishaps which may be escaped by observing a few simple rules founded on general principles. Gas escapes from the fire into the rooms of the house; explosions and the bursting of flame and smoke into one's face upon opening the door of the stove or heater need not occur; the escape of gas up the chimney should not be allowed, as this is a serious loss of fuel. First. As soon as a suitable quantity of good kindlings are burning so as to produce a good flame apply coal enough to make a base for the fire after the kindlings shall have been consumed, but not enough to smother the flame. The heat beneath freshly applied coal generates gas; a flame supported by a small direct draft of air should come at once in contact with this gas, then a blue flame will creep over the surface of the coal and the gas will be burned, greatly economizing the fuel and saving the annoyances referred to above. The next application of coal should be made as soon as that first applied is well ignited, and with the same precaution as to quantity.

By covering the fire all out of sight a reservoir of gas is obtained, filling the open space above the coal; some of this gas may escape into the house, some of it may pass up the chimney and be lost, but when the fire has burned up through the freshly applied coal and comes in contact with this reservoir of gas the most natural thing in the world under the circumstances is an explosion, which is the cause of fire and smoke bursting into one's face on opening the door onto the fire at this critical time.

For heating purposes best results are obtained by keeping a liberal quantity of coal burning, regulating the heat by the draft. To run the heater with only one application of coal per day will usually result in a shivering for the first few hours, with the evils of an atmosphere polluted with gas while the dull fire is warming up the coal, and then in having more heat than is desirable, an economy of care and labor at the expense of fuel, comfort and health.

Saber Cut in a Skull.

Dr. William B. Fletcher has a grim souvenir of the work of a famous surgeon, the Baron Larrey, whom Napoleon remembered in his will with a gift of 100,000 francs, and the tribute "to Larrey, my surgeon, the most virtuous man I have ever known."

The relic is the upper part of the skull, the valvarium, and shows a saber cut extending from the junction of the occipital and parietal bones forward to the orbital ridge on the right side.

"I well knew the man whose skull this was," said the doctor, turning the calvarium in his hand. "He was a German—I have forgotten his name—and lived in this city many years, dying about 1875, at the age of 80 years. He took care of horses for Dr. Parvin and myself along about 1865, and also sawed wood to earn his living.

"He was taken care of by the Catholic sisters here in a hospital during the last years of his life, and as he had saved his earnings, small though they were, he left them a small farm in Kansas at his death.

"He was a German in the French army, and received this terrible cut from a Russian saber, as he told me, during the retreat from Moscow in 1812. He told me that Baron Larrey operated on him. He was about 17 years old at the time, and though his life was saved, he was partially paralyzed on one side ever after, and dragged one foot until the day of his death.

"Here is where Baron Larrey, 85 years ago, trephined the skull and lifted up the depressed bone to relieve the brain. The orifice and the saber cut through the skull both closed up with a membrane like a drum head."—Indianapolis News.

BICYCLES AND SAVINGS.

How Bank Deposits Have Been Affected by the Purchase of Wheels.

I met the president of a prosperous savings bank in one of the minor cities of the Middle West on a railroad train yesterday, and we fell to talking about the ever-increasing popularity of the bicycle.

"Every one understands, of course," he said, "that the use of the wheel has come to be well nigh universal, and that millions on the back of millions of dollars must be invested in the silent steeds, but you can hardly realize to what an extent they are used unless you are placed in a position somewhat like mine. In a small town, like the one in which I live, the savings bank men may easily become personally acquainted with practically every depositor, and I make it a point to take full advantage of that circumstance. Consequently I am often advised concerning the financial affairs of our depositors, which, though intrinsically small, are of vast importance to them. This makes it all right for me to question depositors now and then about their savings.

"Early last spring I noticed that a number of mechanics who had long been in the habit of making regular deposits and who I supposed had steady employment became decidedly irregular in their visits to the bank. Others stopped depositing altogether, and still others, who continued to deposit regularly, put in less each time than formerly. Naturally, I began to make inquiries, and more than three-quarters of those I spoke to confessed that their surplus money was being used to meet installment payments on bicycles, instead of finding its way to the savings banks. I suppose our bank's deposits must have fallen off some thousands of dollars from this cause, though I haven't taken the trouble to make a careful estimate. In the whole country installment payments for bicycles must have decreased the total savings banks' receipts by very large amounts, though, of course, there have probably been compensatory deposits from workmen in bicycle shops in towns where such establishments are located."—Detroit Correspondence of the Boston Commercial.

STEAMER STRUCK BY A WHALE.

Sea Monster Frightens the Charmer's Crew Off Vancouver.

The passengers on the little steamer Charmer, running between Vancouver and Victoria, had a fright and a novel experience which they will not soon forget. F. P. Stinson, a passenger who was on board, says: "We were bowling merrily along between the Sand heads and Plumper pass at a good rate, and every one was on deck enjoying the weather. Suddenly someone called out, 'See the whale!' And, sure enough, a good-sized one was discerned on the port bow a short distance off. He was enjoying himself immensely, rolling sportively in and out, spouting and diving to his heart's content. Suddenly he disappeared and was out of sight so long that we lost interest in him and gave up looking for him. A few minutes later we felt a sharp shock which shook the entire ship and threw several passengers to the deck. Someone cried out that we had struck. Others exclaimed that she had sprung a leak, and the greatest excitement followed. Women fainted, and men ran this way and that. The engineer stopped his engines, and this seemed to confirm the story that we had struck a hidden ledge. At the same time we felt an ominous grating under the keel. I was on a boat going to Alaska nine years ago which went on a rock, and the sound was identical with what I heard this time. I was sure that a rock had been grazed—a thought hardly consistent with the fact that the old veteran skipper, Captain Rudlin, was on board.

"Finally the passengers became calmer, and the ship's people began an investigation. There was no rock in the vicinity. They knew every foot of the water there. The signal to start was given and we moved off again. Those on deck watched attentively the wake of the ship, until astern of the vessel the 'rock' loomed up in the form of the big sea monster, who lay on the surface as if stunned by the blow. He struck, in rising from one of his dives, almost under the wheelhouse, and then had allowed the steamer to drag almost its whole length over him."—Chicago Chronicle.

THE NEWS.

The British steamer Flowergate arrived at Boston with the captain and survivors of the British steamer Legislature, burned at sea. Five of her crew were drowned, one burned to death, and four others seriously burned.

A lioness escaped from her cage and took possession of a baggage car on a Baltimore and Ohio Railroad train on the way from Chicago to Pittsburg, and terrified the baggage-master.

Judge Freedman, of the Supreme Court, in New York city, decided that the salary of Rev. Dr. Wm. J. Harsha could not be attached by a judgment creditor.

Charles A. Thieman, president of the Chicago German Workingmen's Mutual Aid Society, dropped dead on the platform while installing officers.

Father W. J. Burke, of St. Joseph's Catholic Church, in Shamokin, Pa., covered with a pistol a robber who tried to rob him.

The John S. Young Company's works, at Hanover, Pa., was burned. Four firemen were injured. Loss, $30,000; insurance, $20,000.

Ten firemen and others were killed by an explosion at a fire in a chemical laboratory at Kalamazoo, Mich.

Advices from Juneau report severe weather, a coal famine and scarity of fresh meat.

The Dana collection of ceramics, which was sold at auction in New York, brought $115,000.

Lena Blinderman committed suicide in New York because her brother got married.

Fire destroyed the Stamford Dye Works at Lynchburg, Va.

The funeral of Miss Frances Willard took place at her home in Evanstown, Ill. An immense crowd attended the ceremony.

A man returned to his home in Oakland, Md., after an absence of twenty years.

Luperico Martinez, a Cuban, residing in St. Louis, and who stands high with the leaders of the fight for independence, says that the Cubans are not in favor of a war between Spain and the United States.

An appeal was issued for financial aid for the strikers of New England who are entirely destitute and in many cases starving.

The Maryland House of Delegates passed the bill to change the name of the Sheppard Asylum and the institution thereby inherits $1,500,000 left it by Enoch Pratt on condition that the name be changed.

Mayor Carter Harrison, of Chicago, announced that to show his devotion to silver he will write a book on the subject of free coinage of that metal.

Adam Weaver killed Deputy Constable Mordeau at Bartonville, Pa., and fatally wounded Constable Atterholt.

Rev. John E. Fitzmaurice was consecrate bishop coadjutor of the diocese of Erie, in Philadelphia.

Papers were read at the second day's session of the students' volunteer convention in Cleveland.

Commandant Bunce, at the New York Navy Yard, received his commission as rear admiral.

Mrs. Daniel Manning was elected president of the Daughters of the American Revolution.

Four lives were lost and two houses destroyed by an avalanche of snow at South Quebec.

Three of the crew of the wrecked British ship Asia were rescued by a lightship off the Massachusetts coast. Eighteen lives were lost.

Major General Merritt, commander of the Department of the East, started on a tour among the Southern forts.

Benjamin Trapwell, Jr., was removed from his office as district attorney, at Charleston, W. Va.

Ignatius Donnelly was united in marriage to Miss Marion Olive Hansen, at the Norwegian Methodist Church, of Minneapolis.

The usual brilliant celebration of the Mardi Gras took place in New Orleans. The carnival was up to the usual standard.

The Illinois State Convention of United Mine Workers met at Springfield in annual session, but little business was transacted.

The superintendent of the County Infirmary, at Versailles, Ind., was arrested, charged with being one of the participants in the recent lynching at that place. Governor Mount is the complainant.

Railroad traffic in Canada is in a badly demoralized condition, owing to the recent heavy snow fall.

Three men were saved from the wreck of the British ship Asia. They told the story of the wreck off the New England coast, and of the death of the captain, his wife and daughter, and 15 of the crew.

Four persons lost their lives by an avalanche which overwhelmed several houses, near Quebec. The damage to property will also be large.

The wrecking of the despatch tubes in New York caused a loss of about 90 per cent. of the mail matter in it. Every bit of decipherable paper has been preserved to be sent if possible to the writer.

United States Commissioner Cridler sailed for Paris to complete his work preparatory to the exposition.

The President delivered an address at the Academy of Music in Philadelphia on "George Washington" at the commemorative exercises of the University of Pennsylvania. The house was crowded. The students paraded through the streets.

Austin Gallaher died at Hodgenville, Ky., aged ninety-three years. He was a companion in boyhood to Abraham Lincoln, and once saved his life.

The colored postmaster of Lake City, S. C., and his child were shot to death by a mob, and several other members of his family wounded.

Judge Robert W. Hughes, of the United States Circuit Court for the Eastern district of Virginia, will retire from the bench next month.

At Parkersburg, W. Va., Leo B. McFarlan was sentenced to the penitentiary for five years, having pleaded guilty of embezzlement.

The convention of the Traveling Men's Clubs of Pennsylvania, Ohio, Maryland, New York and New Jersey was held at Harrisburg.

The largest cargo of coffee that was ever brought to New York (85,755 sacks) was brought from Brazil by the steamer Canning.

Ex-President Harrison delivered an address before the Union League Club, of Chicago on the obligations of wealth.

News was received at Carlisle, Pa., of the death of Mrs. Dr. Jennie Gordon, in South Africa.

Norfolk business men are agitated over the proposed consolidation of the customs service of that city and Newport News, and the removal of the custom-house to the latter place.

The trustees of the Episcopal Theological Seminary, at Alexandria, Va., are having difficulty in securing a successor to Dr. Grammer in the chair of ecclesiastical history.

The Spanish warship Vizcaya arrived in New York.

The Circuit Court of Mercer county, W. Va., returned five indictments against parties charged with being implicated in the lynching of William Bailey, at Bramwell.

The sub-treasurer at New York was instructed to refuse to accept any more gold against telegraphic transfer of currency.

A blizzard swept the states of Wisconsin, Iowa and Michigan, the average snowfall being two feet. Nearly all the railroads are blockaded.

Nicola Moulier [illegible] suicide in New York at the [illegible] Northeart.

[illegible] South Carolina. [illegible] been burned to [illegible] of live stock has

FROM OUTSIDE.

Belief That External Agency Wrecked the Maine.

EVIDENCE IN WRECKAGE.

Armor Plates from Bottom of Ship Found in Debris of Upper Works—Magazines Did not Explode—Operations of the Divers Thus Far Indicate that the Ten-Inch Magazine Is Intact.

A cable despatch from Havana, says:—The situation, which may be changed at any moment by fresh discoveries, may be summed up substantially as follows:

The divers having discovered cases of brown hexagonal powder for the ten-inch guns unexploded, and believing also that others unexploded will be found in the ten-inch magazine on the starbord side forward, the conviction grows that this magazine did not blow up. If this be so, and many have insisted, from the first that it is, the further conviction is forced that the explosion, which wrecked the Maine, came from the outside on the port bow.

As previously stated, the main portion of the wreck, as seen from above and noted from below, was blown to starboard.

The highest American officials here are confident that Gen. Blanco and the other high Spanish officials had no knowledge, direct or indirect, of the conception or execution of a plot to blow up the Maine, if such a plot existed, but they believe the junior Spanish officers, who, from the nature of things, are more conversant with modern explosives than their elders and superiors, were at the bottom of the disaster, if there were any outside agency.

A Suspicious Circumstance.

It is pointed out that it would not be impossible to plant a mine of wet and dry gun cotton near where a foreign war vessel was directed to anchor, such a mine communicating with an electric battery on the shore. It is regarded as an interesting point that the Maine, for the first time during her stay in the harbor, lay at the particular spot where she was at the time of the catastrophe, and it is said, though not officially verified, that the Maine was the first foreign war vessel moored to this particular buoy since the troubles in Cuba grew acute.

All stories as to lax discipline on the Maine are without a shadow of truth. On the contrary, Capt. Sigsbee was complained of by some for the rigidity of his rules and the strictness with which he enforced them. Moreover, the Maine has been in commission for years, and never had a serious accident until anchored in this quiet harbor.

War Without a Single Shot.

In reply to a question put to a high American official as to what outcome would be if it were proved that the disaster was due to outside agency, the official in question said:

"Sir, the American people could not be restrained. I mean war. Still, I doubt whether it would be necessary to fire a shot. Admiral Sicard could anchor the Iowa, the Indiana, the Massachusetts, and the New York outside Havana harbor to prevent the ingress of the food supplies, without which the city could not exist a fortnight. Cuba is a waste of ashes and desolation. Even the hotels and cafes here in Havana live from hand to mouth, on supplies bought from the United States.

"If Admiral Sicard demanded the surrender of Havana, giving twenty-four hours for the removal of the women and children, surrender would follow. The forts are old structures, and could be demolished by a six-pounder. Such new guns as have been mounted are short of ammunition, and have never been tried.

Plates Driven Upward.

The officers of the court of inquiry, during their inspection of the wreck at Havana discovered, it is said, that the armor plates projecting from the water forward near the bow were from the bottom of the ship. There is a good deal of speculation as to what caused this, many contending that the position of the plates shows that the big magazine forward did not explode. The divers, it is believed by many, will find very little of the structure of the ship forward of the ten-inch turret.

The Captain says he has no idea of the length of time the court will remain in session. It all depends upon the testimony and new features requiring further investigation may develop at any time.

Capt. Sampson added that, sooner or later, every survivor of the Maine will be examined by the court, which seems to imply that sessions for that purpose will be held at Key West.

Although this information is meager, it is absolutely all Capt. Sampson will give.

Wrecking Tug in the Harbor.

The Right Arm, of the Merritt and Chapman Derrick and Wrecking Company, is moored about 200 yards from the poop of the Maine. The wrecking tug looks powerful enough to move a mountain.

Capt. McGee, the commander of the Right Arm, has reported to Capt. Sigsbee, as ordered by the Navy Department, and will act under Capt. Sigsbee's orders, which are not yet formulated, or at least not made known.

It is possible that the Right Arm, without attempting any salvage, will be replaced by tugs from New York and Boston better fitted for the work necessary, and with lifting power sufficient to raise the top from the turret and to hoist out the big guns.

Latest Maine News.

Public interest continues to be centered in the finding of the Naval Court of Inquiry, which is investigating the Maine disaster.

The members of the court have reached Key West, on the lighthouse tender Mangrove, and will devote two or three days to taking testimony there. After that they will return to Havana, where a decision will probably be reached.

Concerning the nature of the evidence the strictest secrecy is maintained, and even the despatches sent to the Navy Department at Washington were said to contain nothing important.

On the surface quiet prevails at Havana, but there is an undercurrent which causes great anxiety.

The work of getting United States warships ready for sea continues with feverish haste. All day Sunday the navy-yards at Philadelphia and Norfolk were scenes of great activity.

Spain appears equally desirous to be prepared for any emergency, and the principal newspapers have not moderated their bellicose tone.

FIELD OF LABOR.

Detroit has 8,000 unionists.

Labor Day preparations are on.

Hartford is to have a label league.

Chicago steamfitters get $3.75 a day.

Single taxism is booming in Detroit.

Duluth is to have a union label bazar.

New York laundry workers demand 10 hours.

England has 35,598 union boot and shoe workers.

Southern Confederacy of Labor is talked of.

All State printing in Montana must bear the union label.

Strawberries cost 25 cents a quart at Palm Beach, Fla.

A Colorado Judge declared the eight-hour law unconstitutional.

Four hundred cigarmakers won a strike against a cut.

Typographical union has more members than any body affiliated with the Federation of Labor.

FOREIGN AFFAIRS.

One hundred and ten bodies have been recovered from the colliery at Hamm, Westphalia, where an explosion of firedamp occurred.

Fifty miners perished by an explosion in a mine at Hamme, Prussia.

The British battle ship Victorious has been floated and steamed into the harbor of Port Said.

The appointment of Count Cassini as ambassador to the United States, instead of minister, is gazetted in St. Petersburg.

Zola was nearly mobbed on leaving the court in Paris. There were many sensational scenes during the trial.

A protest was made in the French Chamber of Deputies against the government stud farms importing American horses.

M. Munoz was the only surviving passenger of the wrecked French steamer Fiachat.

A decree has been gazetted in Madrid accepting the resignation of Senor Dupuy de Lome, as minister of Spain at Washington, and severely criticising him.

The tug Leverett brought to Sidney, N. S. W., the captain and three of the crew of the abandoned Chilian ship Alacama, twelve of the crew being missing.

Sir James Stensfeld, a British statesman, is dead at the age of seventy-six years.

Two hundred fishermen on the coast of Finland were carried to sea on an ice floe.

Ex-Premier Steen succeeded in forming a new ministry for Sweden.

The Campagnie Generale Transatlantique steamer Fiachat was wrecked off the Canary Islands, and thirty-eight of the crew and forty-nine passengers were lost.

Mr. Curzon answered questions in the House of Commons with reference to the right of navigation in the waters of Alaska.

A filibustering expedition was intercepted near Kingston, Jamaica.

The Spanish ministry announced the appointment of Senor Louis Polo Bernabe as successor to Senor Dupuy de Lome as minister at Washington.

HEAVY LOSS BY FIRE.

National Tobacco Works In Louisville Are Destroyed.

A despatch from Louisville, Ky., says:—The picking, drying and steam warehouses of the National Tobacco Company, were destroyed by fire Friday morning. The loss will amount to $350,000, fully covered by insurance. W. B. Duke, president of the American Tobacco Company, of which the National Tobacco Company, of Louisville, is a branch, saw the destruction of the property. He said it would be rebuilt soon.

The fire was discovered on the second floor of the building used for drying purposes. Although the firemen worked heroically, they could do little else than save the property adjoining, as the three big buildings, which occupy nearly the entire square bounded by Twenty-fourth, Twenty-fifth, Maine and Market streets, were seen to be doomed.

When the alarm was sounded in the picking department building the employees began to escape in an orderly manner, but George Tisheindorf, John Packham and William Semple remained too long and were forced to jump for their lives. Packham and Semple sustained injuries which will probably result in their deaths.

NINE PERSONS PERISHED.

Burned to Death in a Tenement House in Charleston, S. C.

Nine lives were lost in a fearful fire which raged for a short while in Church street, Charleston, S. C.

At 2.10 o'clock a policeman on duty noticed big sparks flying from the tenement house at 160 Church street. The officer found that a blaze was issuing from one of the windows on the first floor. The doors were broken open and the family on that floor were rushed out without any damage.

Somebody yelled that a family of women were sleeping on the third floor. The police rushed upstairs, and when they reached the top story the life-saving work was stopped by the flames, which seemed to be playing over the entire building.

Screams from dying women were heard, and Officer Bagby rushed in and pulled out three charred bodies. The quick work of the fire department checked the fire and it was soon under control, but not until nine lives in the third story had been lost.

GREAT IMPROVEMENT.

B. & O. Now Has One of the Finest Piers In Philadelphia.

The Baltimore and Ohio Railroad Company has improved its freight facilities in Philadelphia very materially during the past year. A new pier No. 22 South, which was completed in December, is 557 feet long, and 140 feet wide, and is said to be one of the finest in the city. Vessels of the deepest draught can tie up on both sides of the pier, thereby affording every facility for the prompt handling of freight. The pier and sheds are lighted with improved incandescent lights, and well-paved drive-ways have been provided.

This improvement enables the B. & O. to handle about three times as much business as formerly. The different freight yards throughout the city have been improved by the laying of additional tracks, and arrangements have been made with the Pennsylvania Warehousing and Safe Deposit Company by which the B. & O. handles grain, flour, hay, straw, canned goods, and other merchandise, through their warehouses and elevators.

COST OF CANNON'S SHOT.

Expenses of Firing the Smallest Artillery is About $262.

A despatch from New York, says:—What an expensive thing it is to fire big guns is known by only a few people. There are many things to be considered in estimating the expense of discharging monster cannon. The cost of the powder, of the projectile itself and wear and tear of the gun must all be counted in before it is possible to obtain an accurate result in figures.

In round numbers it costs to fire one of the modern eight-inch rifles $262; those of ten-inch calibre $487; those of twelve-inch, $885, and those of sixteen-inch, $1852. These figures include the cost of the projectile and the powder at 35 cents per pound and the wear and tear of the guns. To fire one of the twelve-inch mortars it costs $539.

ATTEMPTS TO TRAP SIR JULIAN.

Alleged Newspaper Efforts to Get Hold of Certain Letters.

The London Daily Mail alleges that attemps have been made by newspapers in London and New York to obtain some letters that the British Ambassador to the United States, Sir Julian Pauncefote, is supposed to have written containing strong expressions regarding the American Senate's rejection of the arbitration treaty. The idea, according to the Daily Mail, was to compel Sir Julian to follow Senor Dupuy de Lome. The paper adds:

"The campaign failed, but it is evident that Sir Julian Pauncefote will have to tread warily."

TO ENLARGE ARTILLERY.

House Sub-Committee Acts Favorably on the Senate Resolution.

The increase of the artillery force of the country by two regiments as provided for in the Senate bill was agreed on by a Sub-Committee of the House Military Affairs Committee.

House Burned, Men Suffocated.

The residence of Peter Liberty, at Elizabethtown, N. Y., was destroyed by fire at one o'clock the other morning. Of the twenty persons in the house all escaped but John Bradford, of Essex, N. Y., a teamster, who was suffocated and burned to a crisp.

ON THE ALERT.

President Solicitous as to Outcome of Maine Affair.

WAITING FOR ALL FACTS.

There Was No Gun Cotton in That Portion of the Ship Where the Explosion Occurred, and the Forward Boilers Were Cold—Coal Bunkers Were Absolutely Empty.

A despatch from Washington says:—While the President is publicly and properly counseling the American people to display a sober and dispassionate judgment in the present situation, this does not mean that there is any indifference on his part to the full meaning of the events which have recently occurred. It can be stated that he is extremely solicitous. He has given the closest attention to every detail of information which has been officially communicated from Havana. Himself a soldier who has faced death in battle, he has felt the horror of the Maine disaster with a keen spirit and his grief for the unfortunate victims, as well as his sympathy for the survivors, has been deep and sincere.

It is true that the President is holding temporarily from Congress certain information regarding the condition of affairs in Cuba which is in his possession. This is done with no idea of preventing Congress from sharing with him all the knowledge that has been gathered from official sources. The present moment, however, is considered inopportune for its transmittal to Congress. The inquiry into the causes that led to the destruction of the Maine is of more importance than a recital of the conditions in Cuba. The loss of nearly 300 men is a fact that come directly home to the American people, and the origin of that tragedy is the first thing to be definitely settled. When that has been discovered the President will act. The prime question at issue is not to be involved with minor considerations.

Significant Private Letters.

The necessity of conservative action is all the more emphasized by the nature of the information which come in private letters to officers in the Navy Department from their friends who were on the fated ship. This information indicates that the blowing up of the Maine was not accidental. It is said that the theory of spontaneous combustion in the coal bunkers adjoining the magazine cannot be sustained, because those bunkers were absolutely empty. Neither can the suggestion that the cause lies in the explosion of gun cotton through the accumulation of gas due to decomposition be tenable, because there was no gun cotton in the forward part of the ship, where the explosion occurred. Passed Engineer Bowers, who was the only officer on shore at the time of the disaster, and who was on the wharf, about to step into a boat to return to the Maine, when the ship was blown up, says that there was no fire in the forward boilers, and this would indicate that the boiler explosion theory has no foundation.

While this is the unofficial information, the official advices received by mail at the State and Navy Departments throw no light on the cause of the explosion.

Secretary Long, it may be added, does not share in the opinion that the situation is alarming. On the contrary, he says that it is impossible yet to form any conclusions, and as he will hear nothing from the court of inquiry until it receives its final report, he says it is best to cease speculation and await with patience and coolness the actual investigation of the affair.

TRADE NEWS.

Foreign Possibilities Has Caused Hesitation in Big Business Ventures.

R. G. Dun & Company's weekly review of trade says: Foreign possibilities have much affected speculation and caused hesitation in some large business operations, possibly accounting in part for a check in the rapid advance of wheat, but industrial production continues larger than ever, a few more works being added to the active list with a decrease in the number of men on strike, and renewed evidence that the volume of business is larger than in February of any previous year. Nor is there any symptom of a senseless craze based on rising prices. The legitimate export and domestic demand press closer to the capacity of works, and though there is no flighty advance in any line and in all narrowness of profit is a matter of complaint, new business for this dull season is unprecedented.

Wheat continued its progress upward until $1.08¾ was reached but declined 3¼ cents later, as if there was fear that Spain would somehow stop British vessels from taking wheat across the water. Any yielding, based on foreign possibilities, deserved little notice, but the price has advanced about 10 cents since Chicago speculators last took occasion to shake off wheat followers and the opportunity for a reaction was inviting.

Corn exports for the week were 14.5 per cent. less than last year, but the cash price declined but slightly. The spot price of cotton was not affected.

It is not the season for much improvement in textile manufacture, but the cotton branch has gained by the closing of the strike in one Fall River Mill and by addition of some works at the South. The woolen manufacture meets many cancellations, especially in goods sold early without definite price, but is doing more than ever at this season, though new business in the higher grades of worsteds and woolens is not particularly encouraging.

The iron manufacture has more demand for products and slightly better prices for Bessemer pig, which had advanced to $10.40 at Pittsburg, with gray forge unchanged there, local coke strong at Chicago in spite of some Southern weakness, and Eastern anthracite really unchanged.

Some large contracts are reported, especially in car and bridge building, ship and structural work. Failures for the week have been 233 in the United States against 296 last year, and 30 in Canada against 50 last year.

ABOUT NOTED PEOPLE.

Winslow S. Pierce, chairman of board of directors of the Union Pacific Railroad, is a lawyer, 42 years old, and a nephew of the late Vice-President Thomas A. Hendricks. Mr. Pierce is a member of the law firm of Dillon and Swayne, of New York.

The saying that it is better to be born lucky than rich is strikingly confirmed by the experience of C. H. Shattuck, of West Virginia, who some time ago bought a farm for $800. It was found to be rich in oil, and he sold out for $800,000.

Mrs. John A. Logan and Mrs. George M. Pullman are making an extended tour through Mexico.

Rev. Dr. James E. Moffat has completed the 26th year of his pastorate at the First Presbyterian Church, in Cumberland, Md. On the occasion of his anniversary the congregation tendered him a reception.

Columbus Alexander, who has just died at the age of 61 years, in Alexandria, Va., was one of the four jurors who stood out for the acquittal of John H. Surratt, charged with participation in the assassination of President Lincoln.

Senator Claggett, the author of the bill now before the Maryland General Assembly to reform tobacco inspection is a farmer of long experience, and as a grower of the weed he is thoroughly familiar with the business.

DOINGS OF

A favorable report [illegible] Committee on Merchan[illegible] ies on a bill enlarging [illegible] United States Fish C[illegible] game birds and other [illegible] man.

Representative Le[illegible] troduced a joint re[illegible] liam A. Newell, ex-R[illegible] Jersey, ex-[illegible] citizen of th[illegible] author and [illegible] inator of the [illegible] vice.

Represent[illegible] has introdu[illegible] Naval Af[illegible] the naval appropri[illegible] an appropriation [illegible] for new dry docks, or ex[illegible] ing ones at Boston, New Yo[illegible] Royal, New Orleans, and [illegible]

Gen. Henderson, of Iow[illegible] bill to revive the grade of [illegible] eral of the army.

Representative Overstreet, [illegible] troduced a bill establishing [illegible] at or near Indianapolis.

Senator Shoup introduced a [illegible] silver mines and prospects from [illegible] assessment work required by la[illegible] where $1,000 worth of work has [illegible] been performed upon them.

Attorney General Griggs submitt[illegible] Congress a schedule of deficiency in a[illegible] priations needed for various purpose[illegible] that department, aggregating $157,30[illegible] includes an item of $40,000 [illegible] establish[illegible] and erect a United States [illegible] ourt-ho[illegible] jail at Juneau.

Representative Bennett, of New Yor[illegible] introduced a joint resolution directin[illegible] Secretary of War to report to Congress [illegible] obstructions, if any, to navigation on Ni[illegible] ara River, in New York, and whether the [illegible] ternational bridge over that river is a l[illegible] ful structure and legally maintained, [illegible] whether it is an obstruction to navigatio[illegible]

Senator Thurston, from the Committee o[illegible] International Exposition, reported the joint resolution introduced by himself providing for the appointment of a commission t[illegible] superintend the collection of funds for the erection of a monument to Gen. Lafayette, to be erected in Paris and dedicated on United States day of the Paris exposition, July 4, 1900.

Representative Shafroth, of Colorado, introduced a bill granting to the respecti[illegible] States in which they are situated all [illegible] lands of the United [illegible] itary or Indian purposes. They [illegible] mineral which will [illegible] crops only by artificial irrigation.

Senators Baker and Harris [illegible] Representative Simpson, of Ka[illegible] egate Callahan, of Oklahoma [illegible] view with President McKinle[illegible] tendance at the trans[illegible] in Wichita, next autum[illegible]

SPAIN IS B[illegible]

Will Only Take the Co[illegible] with Bank Indor[illegible]

The London "Evening Ne[illegible] the holders of Spanish bonds [illegible] alarmed at the serious news re[illegible]

Apparently the meaning is that all [illegible] tors of Government coupons for cred[illegible] the Bank of Spain must indorse the [illegible] the event of the bank's failure to [illegible] them from the public treasury it wil[illegible] have reserved the right to have recou[illegible] the indorsers for a refunding of th[illegible] passed to their credit upon the de[illegible] the paper. This act by the Bank o[illegible] in its character as financial repres[illegible] of the Government is one of national [illegible] ruptcy.

MR. SINGERLY DEAD.

The Noted Publisher Stricken by P[illegible] Disease.

A despatch from Philadelphia, sa[illegible] William M. Singerly died suddenly a[illegible] residence, 1701 Locust street, Sunday a[illegible] noon. Heart disease was the immed[illegible] cause of death. Mr. Singerly had been [illegible] ferin[illegible] about ten days from a cold [illegible] had remained at home since last We[illegible] day, although his indisposition was [illegible] way serious. While sitting in his be[illegible] smoking a cigar, he was seized wit[illegible] lent fit of coughing, and immediately [illegible] wards fell over dead. In his room [illegible] time were Mr. Singerly's grandd[illegible] Miss Mabel Singerly Meredith, and [illegible] vants. His son-in-law, James S. [illegible] ney, left a few moments before the suc[illegible] end came, leaving Mr. Singerly appare[illegible] in good health, apart from his slight [illegible] The physicians say they had frequent[illegible] tioned Mr. Singerly that his heart wa[illegible] as a result of excessive smoking, and [illegible] his custom was to take a "dry [illegible] Sunday, however, his cigar was lig[illegible] It is thought that the smoke brough[illegible] coughing spell, the severity of whi[illegible] tured a vessel of the heart. Mr. [illegible] leaves a daughter, Mrs. E. Singerl[illegible] who is at present touring Europe.

ON A BURNING TRESTL[illegible]

A "Florida Special" Train Come[illegible] Standstill.

The Plant System and Atlantic C[illegible] Florida special vestibuled train bet[illegible] Augustine and New York was brou[illegible] sudden standstill on a burning tre[illegible] Wayeross, Ga., 100 miles south of Sa[illegible] by a warped rail.

The sudden shock caused t[illegible] Mrs. Horton, of Yonkers, N. [illegible] years of age, and threw the [illegible] sengers into a panic.

When the train stopped [illegible] mutilated to the [illegible] spread rapidly. Con[illegible] train crew worked [illegible] passengers from [illegible]

A T[illegible] DESTROY[illegible]

Terrible Work of Flood and Ava[illegible] a Mountain Town.

Flo[illegible]ds and avalanches have [illegible] stroyed the town of Monte Crist[illegible] situated in the heart of the Casca[illegible] tains.

The railroad connecting the [illegible] Everett has been washed out, an[illegible] of railroad connection has caus[illegible] centrator and part of Monte [illegible] which John D. Rockefeller o[illegible] down.

OPERATION FOR GL[illegible]

Hoped to Relieve Necrosis [illegible] Nose.

The St. James Gazette says [illegible] that Mr. Gladstone will shor[illegible] operation to alleviate the p[illegible] necrosis of the bone of the n[illegible] it is alleged, some of the spe[illegible] suffering.

FOUR PERSON[illegible]

A Posse of Farmers Sea[illegible] Murderer.

Angelo Will shot Martha [illegible] Farando, Mrs. Peter Fara[illegible] Noute. Farando and [illegible] wounded.

All are Italians and liv[illegible] Blocks, a little place about [illegible] of Youngstown, Ohio. N[illegible] been learned. Farmers [illegible] chesters and shot guns [illegible] Will.

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Fair Yellow Pine Flooring, $15.00
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