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GREAT HISTORIAN.

Theodor Mommsen, Whose Birthday Was Recently Celebrated.

Theodor Mommsen, the eightieth anniversary of whose birth was recently celebrated with much ado in Germany, is one of the greatest of living historians. In the opinion of many competent critics Herr Mommsen deserves to be ranked with the noted Gibbon. Like the author of the "Decline and Fall," his one great work deals with the romantic, fascinating and inexhaustible theme that runs through the life of Rome. The German historian, not satisfied with one, or a number, of the aspects of Roman history, has endeavored to handle all. The title of his book is simple and sweeping—"Roman History." It was begun in 1854. In 1856 three volumes had appeared; in 1885 the fifth volume was published in advance of the fourth, which has not yet been issued. "Roman History" treats of the political and social growth of Rome from the earliest beginnings down to the battle of Actium. Its contents are as good history as it is possible for human research and the highest erudition to yield. Besides this, the work is written in a style which is all that comparative history, ethnography, or even anthropography could desire. This is the "new history," with which Lamprecht, a copatriot of Mommsen, has startled the staid old school. Mommsen's book has been done into various languages. His "Roman Jurisprudence," which should be considered a part of his history, is a mine of information for students of history, law, methods of research, historical criticism, Roman chronology, topography and numismatology. Herr Mommsen was gorn in Schleswig, studied at Kiel lived in Italy, and worked for years on the non-Latin inscription of pre-Roman Italy, which are called the Sabellian, the Oscan and the Umbrian.



THEODOR MOMMSEN.

Tiny Tandem Riders.

This amusing picture shows the smallest tandem and the tiniest tandem riders in the world. England is the proud owner of the twain. Their names are Doris and Bert Cooke, and they recently rode a mile in five minutes on their diminutive machine. They are never so happy as when bicycling, and can pedal away in the most business like fashion imaginable.



ALL ABOARD.

A Photographic Improvement.

Capt. Colson, an English army officer, has devised a promising means of diminishing the time of exposure of photographic plates in order to get a good image. He finds that some of the light gets through the gelatino-bromide plate, and reflects it back into the film by a smreen of white paper, or cardboard, close to the film. He proposes to get even better results by making the plates with a thin, white opaque layer on the glass and flowing the emulsion over them.

A Kentucky man has humiliated himself in the eyes of his fellow-citizens by drinking a pint of gasoline under the impression that it was whisky.

A Brave Little Girl.

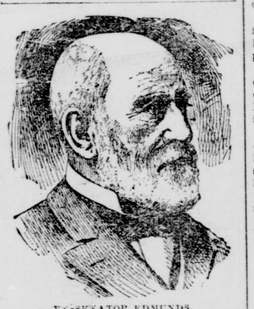
Just one more kiss for good-night, mamma,
Just one more kiss for good-night,
And then you may go to my dear papa,
And—yes—you may put out the light,
For I'll promise you truly I won't be afraid
As I was last night; you'll see,
'Cause I'm going to be papa's brave little maid,
As he told me I ought to be.
But the shadows won't seem so dark, mamma,
If you'll kiss me a little bit more;
And, you know, I can listen and hear where you are
If you only won't shut the door.
For if I can hear you talking, I think
It will make me so sleepy, maybe,
That I'll go to sleep just as quick as a wink,
And forget—to—to cry like a baby.
You needn't be laughing, my mamma dear,
While you're hugging me up so tight;
You think I am crying to keep you here,
You, and—I guess—the light.
Please kiss me good-night once more, mamma;
I could scarcely my promise keep.
If you'd only stay with me just as you are,
And kiss me till—I go to sleep.
—Harper's Round Table.

EX-SENATOR EDMUNDS.

Man Who Headed the Indianapolis Monetary Commission.

Former Senator George F. Edmunds, whose name heads the list of the members of the monetary commission, is a man of pre-eminent reputation among American statesmen. He is able, astute, quick in apprehension, strong in conviction and one of the most successful lawyers of the land.

Mr. Edmunds began the practice of law in 1849, when a young man of 21. Five years later he entered political life by becoming a Representative in the Vermont Legislature, where he remained until 1859. In 1861, while he was president of the State Senate, he was appointed by the Governor to fill a vacancy in the United States Senate. With this began an unbroken service of thirty years as a Senator. After his election to fill the unexpired term, he was four times re-elected, and when his official life came to an end in 1891 it was through his voluntary resignation. Mr. Edmunds never gave up entirely his legal practice, but for a long time he has confined it to the Supreme Court



EX-SENATOR EDMUNDS.

of the United States. Among the most prominent cases he has handled have been those of the interstate commerce commission and the Federal income tax.

Beaver in Europe.

It is possible that the beaver will survive longer in Europe than in America. It is said that a few individuals are still to be found on the Elbe, the Rhine and the Danube, and Professor Collett, of Christiania, estimates, according to Cosmos, that there are now 100 individuals living in Norway, whereas the number in 1880 was estimated at sixty. Professor Collett recommends that Government protection be afforded to prevent their extermination.—Fur Trade Review.

"So Big."

How big is my baby?
So big! So big is baby.
Lift your little arms to show,
O my baby, how you grow!
So big! So big is baby,
How big is my baby?

So big! So big is baby,
Stretching up his rosy hands,
Tall and straight my baby stands,
So big! So big is baby.
—Kindergarten Review.

THE NEWS.

Application made by a Republican for an injunction to prevent the holding of an election in New Castle county, Del., for a successor to Senator Hanby was denied.

Three men were arrested in Carlisle, Pa., charged with cracking the safe of the United States Express Company at that place.

Judge Blackstone, of Accomac, was elected to succeed the late Judge Gunter for the Tidewater Circuit, Virginia.

Otis H. Russell and Wray T. Knight are the Republican aspirants for postmaster of Richmond, Va.

Miss Francis E. Willard, president of the W. C. T. U., who has been ill in New York City, died at an early hour Thursday morning.

The body of Ensign Joseph C. Breckinridge, who was drowned from the torpedo boat Cushing, arrived in New York and will be taken to Kentucky for burial.

A new combination of Paris green manufacturers has been dubbed the "poison trust."

The prosecuting committee in the Lattimer shooting trial will ask funds to continue the case against Sheriff Martin and his deputies.

Bishop Dudley, of Kentucky, has declined the offered position of general secretary of the board of managers of the Domestic and Foreign Missionary Society of the Protesiant Episcopal Church.

The wreck of the Alaska steamer Clara Nevada has been found and it is believed that the forty persons who were on board of her are surely lost.

The American Institute of Mining Engineers, which has been meeting at Atlantic City, finally adjourned.

The Philadelphia and Reading freight station in Philadelphia, was destroyed by fire.

Clarence Doyle was sentenced in Trenton, N. J., to ten years' imprisonment for killing Amos Haviland.

Bishop Quintard, of Tennessee, died at Thomasville, Georgia, aged seventy-five.

The United States Circuit Court of Appeals in Cincinnati decided that the agreement of the last Iron Pipe Trust was against the anti-trust law.

J. C. Bailey, a lunatic, held up four well-known Virginians on a road near Richmond, and shot and seriously wounded R. L. Montague, a lawyer.

The oyster packers and tongers of the vicinity of Norfolk will fight the proposition to close the oyster beds during September.

Eleven employes of the New England Railroad were arrested for securing money on falsified pay rolls.

Dorsey Clark died in Warsaw, Va., from the effects of a beating given to him by Alvin Sidnor.

A filibustering expeditton is reported to have been sent out from Wilmington.

Three men were killed in elevator accidents in New York.

Peter Biazza, Emanuel Naimo, and Michael Sadia were killed in the Newport Mine, at Ironwood, Mich., by an explosion of giant powder.

Mrs. Ida Seipel was fatally shot by her divorced husband, Michael Seipel, at Council Bluffs. He afterward committed suicide. Mrs. Seipel was shot three times, and there is little chance for her recovery.

Two Hungarian women were found dead clasped in each other's arms, in a New York lodging-house for servants. They were lying side by side in the same bed, and apparently had committed suicide by inhaling gas.

A Patterson, N. J., horse ran away a few nights ago, and on his way home crossed 160 feet of trestle on the ties, with only the moon to light the way. An engine followed him closely for three miles.

Daniel Smith, a railway employe, shot his niece, Mary Van Norman, a girl of eighteen, at Hornellsville, N. Y., firing two shots at her, one of which took effect in the abdominal region and the other in the breast. Smith then shot himself in the neck, but is not seriously injured. The girl's condition is critical.

Henry Kline, chief of police, of McKeesport, Pa., committed suicide by shooting himself through the head. Mayor Carothers appointed him chief of police a few months ago, but the Council refused to confirm the appointment, and Friday rejected his claim of $500 for services. He left a note assigning this as the reason for the deed.

B. & O. CHANGES.

Several Important Promotions in the Traffic Department March 1.

J. A. Murray, the present Coal and Coke Agent will be given the title of General Coal and Coke Agent of the entire system with headquarters at Baltimore. William L. Andrews will be Assistant Coal and Coke Agent for the Pittsburg District with headquarters at Pittsburg. E. T. Affleck, now Coal and Coke Agent for the lines west of the Ohio River with headquarters at Columbus, will become Assistant Coal and Coke Agent for that territory. Mr. Andrews is well-known as private secretary of Receiver Oscar G. Murray, and came to the B. & O. when Mr. Murray was appointed Receiver. Mr. Affleck has held his present position for a number of years and Mr. J. A. Murray was formerly private secretary to ex-Traffic Manager Frank Harriott. These appointments are in the nature of promotions and it is believed will very materially strengthen that branch of the B. & O. traffic department.

FIELD OF LABOR.

Japan has a ship school.
Japan buys Canadian salmon.
France has one electric railway.
Frisco is to have a hemp factory.
Denver has a fruit peddlers' union.
In Mexico miners get 37½ cents a day.
Ice laborers at Rondout N. Y., demand $3 a day.
New York State Grange advocates a State income tax.
In Tokio, Japan, there is a union of 1,000 iron-workers.
New York engineers are opposed to a bill requiring licenses.
Cleveland unionists will act a play called "The Miners' Strike."
Chattanooga foundry employes won an advance of 4 per cent.
Six thousand people sleep in the open air in London every night.
A Chicago ordinance requires city horses to be shod in union shops.
Wisconsin hardware men at their State convention decided to fight department stores.
All officers of the Cleveland Central Labor Union must furnish bonds.
Chicago master carpenters say cut-throat competition has ruined their business. They have organized and will employ only unionists.
Frisco has a new tailors' union, and it will join the national body.
The astonishing statement is made that $90,000,000 of bonds were sold in New York during the month of January.
New York electrotypers struck against handling matter set by non-unionists.
Mexico has yielded $4,000,000,000 worth of precious metals.
The Boston Cigarmakers' Union contributed $200 to the striking operatives of New Bedford.
Lord Provost McGrady presided at a meeting of the Dundee (Scotland) Carpenters and Joiners' Union.
Cleveland tin, sheet-iron and [illegible] workers, on April's first Monday hours and 25 cents per [illegible]
Washington [illegible] chinese

MAINE BLOWN UP.

The United States Battleship Destroyed in The Harbor at Havana.

MANY MEN KILLED.

Others of the Officers and Crew Wounded.

Several of the Wounded Sailors Who Were Interviewed Said the Explosion Took Place While They Were Asleep and They Could Give No Particulars—The Awful Crash Came About Ten o'Clock.

At a quarter of 10 o'clock Tuesday evening a terrible explosion took place on board the United States battleship Maine, in Havana harbor.

Many persons were killed or wounded. All the boats of the Spanish cruiser Alfonso XII rendered assistance.

As yet the cause of the explosion is not apparent. The wounded sailors of the Maine are unable to explain it.

The explosion shook the whole city. The windows were broken in all the houses.

A despatch from Havana says: Of the 354 persons, officers and men, who were borne on the pay rolls of the wrecked battleship Maine, but ninety-six are now alive, the death list thus reaching the enormous total of 258. Seventy or more of the survivors are more or less badly wounded. Twenty-nine injured men are at the military hospital of San Ambrosio, thirty-six are being cared for on the City of Washington, and a score more are scattered about in the Alfonso XII Hospital, in sanitary headquarters, and aboard the Spanish cruiser Alfonso XII. All but five of the officers and a number of the men were sent to Key West on the Olivette.

Out in the bay lies the wreck of the once proud Maine. Her steel upper deck forward has been completely lifted and turned over on her starboard side. None of the big guns in the turrets are visible. The Maine is slightly listed to port, and all forward of the massive cranes for unloading ship's boats have completely disappeared. The big funnels lie flat upon the twisted and gnarled iron braces and pieces of steel deck. From the funnels aft the ship seems to be intact. She has settled until the water has covered the top of her superstructure, and the stern searchlight and rapid-fire gun look over the water just below them.

At the time of the explosion the Maine was at anchor about 500 yards from the arsenal and some 200 yards from the floating dock. The explosion put out the street lamps near the wharf and blew down telephone and telegraph wires in that vicinity.

Cause of the Explosion.

The definite cause of the disaster has not yet been arrived at. The first explosion is said to have been caused by over 600 pounds of gun cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

Capt. Sigsbee, interviewed with reference to the cause of the explosion, said:

"I cannot yet determine the cause, but competent investigation will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Lieut. Commander Wainwright advances the belief that the explosion was due to the short-circuiting of a dynamo. Another theory is that the original explosion was that of the boiler which furnished steam to run the dynamo. It appears also a third explosion occurred on the deserted ship about 2 o'clock in the morning.

Ordered to Flood Gun Cotton.

Lieutenant Commander Wainwright was half undressed at 9.45 P. M., and was smoking in his cabin, next to that of Captain Sigsbee, it is said, when the explosion occurred and put out the electric lights. Lieutenant Commander Wainwright then lit a match and went to Capt. Sigsbee's cabin. The captain, it appears, had been thrown from his bed, but was uninjured. They both went on deck and ordered some men to flood 2,500 pounds of gun cotton, which was on board. The order was carried out, but the men never returned. Havana, however, was saved from a still more terrible explosion.

Four boats were lowered, all manned by officers, and one of them was lost.

Admiral Manterola and Gen. Solano put off to the Maine soon after the explosion, and offered their services to Captain Sigsbee.

Capt. Sigsbee went in his own launch on board the Spanish cruiser Alfonso XII to thank her Captain and officers. He afterwards went on board the City of Washington, where Consul General Lee, Dr. W. T. Brunner, Acting Sanitary Inspector of Havana, and the correspondents of the American newspapers had already gathered.

Thorough Investigation Ordered.

The United States Coast Survey steamer Bache arrived here with wrecking implements and an examination of the Maine's hull will be made.

A thorough investigation into the causes of the disaster and the extent of the injuries to the Maine will be held.

A despatch from Washington, says:—Secretary Long took steps to secure an investigation into the Maine disaster. He telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers, and generally to make such an inquiry as the regulations of the navy demand shall be made in the case of the loss of a ship.

It is expected that this work will take some time, and while there are some officers who say that in their opinion it will not be possible, owing to the probably disrupted condition of the hull, to make out the cause of the explosion, the opinion of the majority is that the question will easily be settled by the simple observation of the ship's hull plates in the neighborhood of the hole which sunk her.

DETAILS OF THE DISASTER.

Capt. Sigsbee the Last Man to Leave the Wrecked Warship.

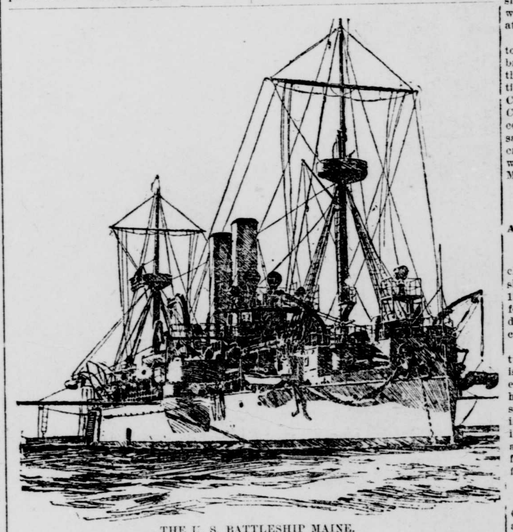
One of the officers of the Maine said that at 8 o'clock all the magazines on board the battle-ship Maine were closed, and that the keys had been turned over to Capt. Sigsbee, her commander. The explosion occurred at 9.45 p. m. The officers then rushed on deck and assisted in lowering a boat and in trying to rescue the men in the water.

The Spanish cruiser Alfonso XII, which was anchored close to the Maine, also lowered her boats and saved thirty-seven of the crew of the American warship.

Another officer said: "I was sitting with two more officers in the mess room, when a heavy explosion occurred. It was so heavy that we understood the ship would be lost, and we went on the upper deck, and found that she had been badly wrecked by an explosion, that she was on fire, and sinking. All efforts were then directed toward lowering the boats and saving lives. The Maine settled quickly on the bottom of the harbor, only her upper works remaining above the water. A number of boats from the Spanish warship Alfonso XII, and boats from the Ward Line steamer City of Washington came along side and rendered assistance. Twenty-four men who were slightly wounded were carried on board the City of Washington, and the rest of the wounded were carried on board the Alfonso XII, from which place they were taken to other quarters, and after receiving valuable assistance from the naval doctors, sent to the military hospitals.

This officer said the explosion occurred somewhere in the forward part of the midship section of the battle-ship. Many of the crew, who were below at the time of the explosion, were unable to escape, and those who succeeded in reaching the upper decks saved their lives with great difficulty with the assistance of the officers and men on watch.

At 2 o'clock in the morning there was another terrible explosion. At the same time boats from the Spanish steamers Colon and Mexico were taking eight wounded men ashore, after having saved them from the water.



THE U. S. BATTLESHIP MAINE.

Board of Inquiry.

A dispatch from Washington says:—Upon four naval officers constituting a court of inquiry, now rests the responsibility of determining the facts regarding the explosion by which the Maine was destroyed. These officers will proceed to Havana in a United States warship, probably the Montgomery, and were named as follows:

Capt. W. T. Sampson, recently Chief of the Bureau of Ordnance, now commanding the battleship Iowa, at the Tortugas.

Capt. F. E. Chadwick, recently Chief of the Bureau of Equipment, now commanding the New York at Key West.

Lieutenant Commander Seaton Schroeder, executive officer of the battle-ship Massachusetts, and an authority upon all matters relating to ordnance.

Lieutenant Commander Adolph Marix, until recently executive officer of the Maine and now executive officer of the Vermont. He will act as judge advocate of the court.

Having thus intrusted to capable and experienced officers the grave duty of determining the cause of the disaster and fixing its responsibility, the government has settled down to a waiting attitude in respect to the terrible marine tragedy in Havana harbor. The great shock caused by the appalling news has been succeeded by a calmer and more judical state of mind, the naval officials recognizing that until the result of the inquiry is made known there can be nothing but speculation and theories.

Buried At Havana.

The interment of the martyrs of the Maine took place Thursday afternoon about 5 o'clock at Havana. Shortly before the hour all Havana was in movement. The flags on the public buildings were at half mast and many of the houses were draped in morning. All classes were represented in the throngs that filled the streets along which the funeral procession passed to the cemetery.

Elaborate preparations were made for the interment of the dead. In the morning twenty-two bodies were brought to the city hall, where they rested in coffins covered with beautiful crowns of silk ribbons, with appropriate inscriptions. The crown from the City Council bears the inscription, "The people of Havana to the victims of the Maine." There was a handsome crown of silk ribbons in the Spanish national colors with the inscription, "The Navy Department at Havana to the victims of the Maine."

Among other tokens were one from Lawton Childs, with the inscription "To our brave dead soldiers;" a flower cross from the New York Morning Journal and Advertiser, an emblem from the Havana Yacht Club, and floral and other tributes from M. Carranza, Senora Emmia Maas, Lucia Lacoste, Mrs. T. Gonzalez, Miss Catalina Casa, Charles and George Barnett, and a crown from the firm of Dalmon Brothers, with the inscription "To the victims of the Maine."

ONE OF OUR BEST SHIPS.

A Full Description of the Maine and a Roster of Her Officers.

The Maine is a battleship of the second-class and is regarded as one of the best ships in the new navy. She was built in 1888 at the Brooklyn navy yard, and is 318 feet long, 57 feet breadth, 21.6 feet mean draught and 6,682 tons displacemet. She cost $2,500,000.

She has two ten-inch vertical turrets and two military masts, and her motive power is furnished by twin-screw, vertical triple-expansion engines, having a maximum horse power of 9,.8, capable of making a speed of 17.45 knots. She carries four ten-inch and six six-inch breech-loading guns in her main battery and seven six-pounders and eight one-pound rapid-fire guns and four Gatlings in her secondary battery, and four Whitehead torpedoes.

The Maine's Officers.

The officers of the Maine are: Captain, Charles D. Sigsbee, commanding; Lieutenant-Commander, Richard Wainwright; Lieutenants, Geo. F. W. Holman, John Hood and Carl W. Jungen; Lieutenants (Junior Grade,) George P. Bow, John J. Blandin and Friend W. Jenkins; Naval Cadets, Jonas H. Holden, Watt T. Cluverius, Amon Bronson and David E. Boyd, Jr.; Surgeon, Lucien G. Heneberger; Paymaster, Charles W. Littlefield; Chief Engineer, Charles P. Howell; Passed Assistant Engineer, Frederic C. Bowers; Assistant Engineers, John R. Morris and Darwin R. Merritt; Naval Cadets (Engineer Division,) Pope Washington and Arthur Crenshaw; Chaplain, John P. Chidwick; First Lieutenant of Marines, Albertus W. Catlin; Boatswain, Francis E. Larkin; Gunner, Joseph Hill; Carpenter, George Helms.

Captain Sigsbee.

The commander of the Maine, Captain Sigsbee, is a favorite in the Navy Department. For four years he was chief of the hydrographic office and by his energy brought



HAVANA HARBOR—SCENE OF THE MAINE DISASTER.

NAVAL ATTACHES ACTIVE.

Conference of Officers at European Embassies to Be Held at Paris.

The United States naval attache at London, Lieut. J. C. Colwell, has gone to Paris to attend the conference of the United States naval and military attaches of Europe.

The United States attaches have been unusually active recently. The naval attaches of Paris and Berlin recently spent a week in London, with Lieut. Colwell, preparing documents which will be forwarded to Washington.

AWFUL DISASTER.

Eighty-Seven Persons Lost In The Wreck of the Steamer Flachat.

The Compagnie Generale Tran-Atlantique line steamer Flachat, bound from Marsellies for Colon, was wrecked on Anga Point, Canary Island. Her captain, second officer, eleven of her crew and one passenger were saved. Thirty-eight of the crew and forty-nine passengers were lost.

The Flachat was built at Stockton, England, by Pearse & Co., in 1886. She was stern-screw iron [illegible]

FOREIGN AFFAIRS.

The Cuban insurgents continue to destroy the immense canefields.

Spanish merchants and planters in Cuba are greatly discouraged over the continuance of the war, and some of them advocate selling the island to the United States.

The Radical members of the Autonomist party held a meeting in Havana, and, it is said, determined to open negotiations on the part of the colonial government with the insurgents, and drafted a series of propositions to be presented to the insurgents.

Thirty-thousand workingmen at Iona took part in a demonstration the torture of the Anarchists at Fortress.

Several members of the Spa favor the transfer of the Du Spanish minister to Mexi ton.

England is now reported ing with China to open Y the province of Hu Nan, as

Rev. John Richardson Sel Selwyn College, Cambridge, at Pau, Fr[illegible]

Four Years for Congressmen.

The House Committee on the election of the President, Vice president and Rep[illegible]tatives in Congress has author[illegible] able report on a resolution various state legislatu[illegible] the Constitution, as fo[illegible]

"The House of [illegible] composed [illegible] year by the [illegible]

SPAIN'S DISCLAIMER.

Madrid Government Repudiates De Lome Letter.

ABSTRACT OF NOTE.

Expresses Concern That Any Doubt Should Exist of Spain's Sincerity in the Negotiations for a Treaty—The Resignation Was Accepted Before Gen' Woodford Presented Our Side of Case.

A cable dispatch from Madrid says:—A decree has been gazetted, accepting the resignation of Senor Dupuy de Lome as Minister of Spain at Washington.

Following is the text of the royal decree, which is dated February 10:

Acceding to the wishes of Senor Dupuy de Lome, in the name of my august son, King Alfonso XIII, and as Queen Regent, I accept the resignation he has presented of the post of Envoy Extraordinary and Minister Plenipotentiary at Washington, leaving him without employment, with the emoluments due him. MARIE CHRISTINA.

Senor Polor de Bornabe, Minister designate to the United States, visited United States Minister Woodford.

Senor Gullon, the Foreign Minister, has cabled to President McKinley, on behalf of the government, condolences upon the disaster to the Maine.

Abstract of Note to Woodford.

Spain has officially disclaimed in positive manner the reflections contained in the Dupuy de Lome letter, and, as officially announced by the State Department the incident is satisfactorily closed. The statement given out is an abstract of a note sent by the Spanish government to Minister Woodford, at Madrid, and is as follows.

"The Spanish government, on learning of the incident in which Minister Dupuy de Lome was concerned, and being advised of his objectionable communication, with entire sincerity laments the incident which was the cause of the interview with the Minister. States that Minister de Lome has presented his resignation, and it had been accepted before the presentation of the matter by Minister Woodford.

"That the Spanish ministry in accepting the resignation of a functionary whose service they have been [illegible] and valu[illegible] to that time, [illegible] lished that the[illegible] ra[illegible] the contrary, disa[illegible]er, tending to offend or c[illegible] the chief friendly state, although such criticism been written within the field of frien[illegible] and had reached publicity by artful criminal means.

"That this meaning had taken resolution by the Council of Mi[illegible] General Woodford presented, a time when the Spanish go[illegible] only vague telegraphic repo[illegible] the sentiments alluded to. The nation, with equal and greater firms its views and decision [illegible] the words contained in the lett[illegible] upon the [illegible]sident of the United [illegible]

"[illegible]ct, an importance of usi[illegible] a representative for th[illegible] purpose stated in Senor Dupuy de Lome's letter, the government expresses concern that in the light of its conduct long after the writing of the letter, and in view of the unanswerable testimony of simultaneous and subsequent facts, any doubt should exist that the Spanish government has given proof of its real desire and of its innermost convictions with respect to the new commercial system and the projected treaty of commerce.

"That the Spanish government does not now consider it necessary to lay stress upon or to demonstrate anew the truth and sincerity of its purpose and the unstained good faith of its intentions."

RETURNED TO CANALEJAS.

The State Department Delivers the Letter to His Attorney.

The Washington State Department has taken steps to place in the hands of Senor Canalejas, to whom the letter was addressed, the epistle written by Senor Dupuy de Lome, which led to the resignation of the minister. The transaction is explained in the following brief statement, given out by the State Department:

"Recognizing that the legal ownership of the De Lome letter is in Mr Canalejas, and his agent and attorney.

lisle, having presente[illegible] receive the same, [illegible] him."

As explained [illegible] lisle was fully [illegible] receive the letter, a[illegible] ization from Senor Can[illegible] of the State Department, [illegible] stolen document, and like any [illegible] piece of property, it should, upon application, be delivered to its rightful owner. There was no other course left open in the United States, as in all other countries having a code of laws, a letter becomes the sole property of the person to whom it is addressed as soon as it starts on its way from the sender.

This letter has, besides, completely served already all of the uses for which it might have been applied by our government, and there are in existence fac-simile copies of the paper that are so surely authenticated as to leave no legal doubt of their accuracy.

ABOUT NOTED PEOPLE.

Olive Schreiner, the noted woman writer, is one of the most consistent advocates of the "emancipation" of women.

John H. Stotsenberg, of New Albany, Ind., has one of the finest collections of Bibles in this country. They range in years from 1498 to 1790.

Sir Arthur Sullivan is at work on a musical setting for Rudyard Kipling's "Recessional."

Baron De Mohrenheim, the late [illegible] Ambassador to France, is going [illegible] rare and splendid collection of [illegible] tures, porcelain and old bo[illegible] formed during his lon[illegible] Some of the Dres[illegible] nets is unique.

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