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Office at BarberShop on Main street where able assistants will do your barbering neatly and quickly. All business given prompt Attention.

KEYLESS LETTER BOX.

Impossible for Thieves or Collectors to Get at Its Contents.

Ten keyless and thief-proof street letter-boxes will soon be placed in Washington for practical test. The box is the invention of Count di Brazzi, Italy's commissioner to the World's Fair, who recently perfected the automatic letter registry box now in use at the general postoffice in New York City. The new letter-box is somewhat larger than the largest now in use and resembles it in general appearance, except on the face and at the bottom, where there are flanges or hooks on which to adjust the letter collector's bag while the contents of the box are transferred automatically.

It will be impossible for any one, either collectors or thieves, to abstract letters. The collector does not see the letters he collects. They are not seen nor handled by any one from the time they are dropped into the box until they reach the clerk who stamps them in the postoffice.

The boxes are equipped with combination locks, operated by a small, flat knob, but this lock cannot be opened unless the letter carrier's bag, locked by the same kind of a lock, is adjusted



KEYLESS BOX.

to the hooks or flanges at the bottom of the box. The bag is locked when the collector receives it at the postoffice, and he makes his round of the boxes on his tour in regular order. He cannot skip one box, for if he does the combination between the bag and the next box is not complete, and he would have to return to the box he had missed.

When the bag is adjusted the collector turns the knob of the lock, both box and bag are opened simultaneously and the letters drop unseen into the bag. Then, before the bag can be removed the knob must again be turned, locking both bag and box, and the collector proceeds to the next box.

At the postoffice he turns the bag over to the proper clerks, who adjust the bag to a device similar to that on the box, a knob is turned, and the combination lock is opened, permitting the contents of the bag to fall into a hopper, whence the letters are carried to the stamping clerk. An ingenious arrangement makes it impossible to filch letters from the street box by a wire or any similar means.

EMPTYING BOX.

Paper Bags for Bread.

A novel improvement has been made by one of the most prominent bakers of Berlin, which is the natural consequence of the increasing tendency to employ hygienic methods in every trade dealing with food and food supplies. While rolls have long been delivered in paper bags to customers, it has always been the rule to handle loaves with the fingers, each loaf going through a number of hands before delivered at the consumer's door, there to be received by the bare, often not too clean, fingers of the servant. The recent improvement, which has been covered by patents, consists of using paper bags the exact shape of the various sizes of bread turned out by a baker. These bags are open at both ends, and, being slightly longer than the loaf, the ends are turned together with a twist as the loaf is shoved from the oven straight into the bag. This cover will protect the bread from any pollution after it leaves the oven, as the loaf is kept in the bag not only while being handled in the bakery and by the delivery man, but while the loaf is being used, being cut at one end as the loaf gets shorter. The new system has found a very quick spread, and the best bakeries, which at once introduced the new improvement, gained by its adoption.

THE FIRST LIFEBOAT.

Very Different from the Complicated Vessel of To-Day.

The story of the lifeboat remains to be written. To do so now would be premature, inasmuch as, notwithstanding the large amount of ingenuity which has been lavished on the designing of a vessel which shall prove satisfactory, the thing desired yet remains to be achieved. The first lifeboat was, curiously enough, devised by a landsman, one Lionel Lukin, a coach-builder of Dunmow, in Essex, England. This man had lost some relatives in the foundering of a vessel at sea, and he set about designing a vessel which should be unsinkable. Among



THE FIRST LIFEBOAT.

those who took up the problem where Lukin left it was one Henry Greathead, a boatbuilder of South Shields, who worked continuously at the subject, and an order for the construction of what is practically the first specially constructed lifeboat was given to Greathead in 1805.

The first lifeboat was 36 feet long, and possessed a beam of 10 feet. It was rowed by 10 oars, double-banked, and it was the first vessel built in which the main features of all lifeboats were found. Thus, the stem and stern were alike, it had a curved keel, and it bulged greatly amidships.

OLDEST LIVING CONDUCTOR.

Oscar Charlton Was in Actual Service for Fifty-one Years.

Apropos of the long service which some railroad men have seen, an interesting story is told of a man who is undoubtedly the oldest living conductor in the United States, if years establish a record. His name is Oscar Charlton, and he was connected with the Central railroad from 1837 to 1888, placing the number of years in active service at fifty-one. Mr. Charlton now lives at Guyton, Ill. He says at the time of which he speaks the Central railroad had been built from Savannah, Ill., to Pooler, a distance of ten miles. The roadbed was of light and insecure construction, unfit for fast or regular service. The company imported two locomotives from Charleston, and they were placed on the narrow-gauge track. Mr. Charlton says that in comparison to the giant mogul of our day they strongly reminded him of a dog and an elephant. They were small, cabless affairs, known as the Tennessee and Georgia. Charlton was the conductor of the first train that traversed the road, and when the terminus was reached in an hour, the owner, Colonel W. W. Gordon, was dumfounded. "Ten



OSCAR CHARLTON.

miles an hour!" he exclaimed. "Wonderful! wonderful! wonderful!" The Central system, of which this was the beginning, now embraces many hundreds of miles.

The Virginia Legislature proposes to tax bachelors. Cruelty to animals! Any man who remains unmarried in Virginia does so from necessity, not from choice. Why tax a man's misfortune?

We are Prepared to Quote Specially Low Prices.

Good 6x20 Shingles
Saps, $5.00 Hearts, $6.00
Fair Yellow Pine Flooring, $15.00
Gommon Yellow Pine Flooring, $12.50

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Lumber Dealers,
414 LIGHT STREET WHARF,
BALTIMORE, MD.

LLOW PINE BOARDS, EDGE,
$10.00 and $12.50.
The Above Goods are Excellent Value.
We have higher Grades at higher prices
Write Us For Prices.

Pickets. Doors, Sash, Blinds, Etc.

DEMAND DENIED.

President McKinley Refuses to Recall General Lee.

NOW GETTING SERIOUS.

The Spanish Government May Force General Lee Out of Cuba by Giving Him His Exequatur, and May Also Prosecute Him, if They Dare, and Imprison Him—The Move May be Only a Campaign Trick.

A despatch from Washington, D. C., says:—Spain has demanded the recall from Havana of Consul General Lee, and President McKinley has promptly refused the demand. Not only has the Spanish government been informed that General Lee will not be recalled at its request, but the President has endorsed every action of Mr. Lee, and has studiously dwelt upon "the entire confidence which is reposed by this government in the judgment, the fidelity and the courage of the Consul General." To Spain's further protest against the despatch of the two warships, the Nashville and the Montgomery, to carry supplies to the starving Cubans at Matanzas and Sagua la Grande, and its request that the orders to these ships be recalled and the supplies be sent in merchantmen, the government announces officially with a curtness that is deeply significant of determination that a warship, which is best adapted for the purpose and most available, will leave Key West for a Cuban port next week. In other words, President McKinley has taken a positive stand against interference by Spain with his program.

Secretary of the Navy Long and Assistant Secretary of State Day were at the White House with President McKinley. After a conference lasting nearly two hours, both gentlemen gave the above brief summary of the situation, and Mr. Day added that, although Mr. Woodford had been instructed to lay the reply of this administration before the Spanish government, there had been no further communication, and that neither the demand for the recall of Mr. Lee nor the protest against the use of the war vessels had been reiterated by the Spanish government.

SUNDAY MARRIAGES VALID.

Decision of the Supreme Court Has an Important Sequel.

One million dollars worth of real estate is affected by the decision of the Georgia Supreme Court holding a marriage contract made on Sunday valid. The young man coming into possession of this property is Reuben Hayden, hitherto known as a social leader.

It seems that in 1850, Mrs. Cone Hayden's grandmother married W. H. Underwood and reserved her estate for herself and at her death the property was to go to her children. Mr. Hayden, in the trial in the Superior Court wanted to produce as evidence the marriage contract of Mr. and Mrs. Underwood.

The defense objected as it was entered into on Sunday and therefore was not legal. The presiding judge upheld the objection. In the decision of the Supreme Court the marriage contract was declared legal, as the Legislature could only regulate ordinary employment, and the entering into of a marriage contract was not ordinary employment.

SIX KILLED AT A FIRE.

Terrible Explosion at Blaze in Kalamazoo Deals Death to Firemen.

Fire broke out in Hall Brothers' laboratory at Kalamzoo, Mich., and resulted in the death of six firemen. While the firemen were trying to put the fire out in the second story, a terrific explosion took place, blowing up the entire side of the building. The first explosion was followed by two others. Firemen on the ladder were blown in every direction by the fearful concussion.

MAN AND GIRL HANGED.

May Have Been Victims of White Cappers.

An old Indian doctor and a little girl, who kept house for him, have been found hanging from trees near their cabin at the head of Irish Creek, 20 miles from Morgantown, N. C.

The two came to Morgantown about a year ago, and spent most of their time in hunting herbs. Threats have been made against the old man.

Mr. Dingley's Mother-in-law Dead.

Mrs. Hannah McKinney, aged ninety years, mother of Mrs. Dingley, wife of the chairman of the ways and means committee of the National House of Representatives, died at Marietta, Ohio, at the home of her daughter, Mrs. Morton Woodruff. The body will be taken to Auburn, Me., for burial.

ABOUT NOTED PEOPLE.

Mrs. Draper, the wife of the American Ambassador at the Italian Court, uses at her formal dinners a gold table service which was used by her father, William M. Preston, of Kentucky, when he was Minister to Spain many years ago.

Mascagni, as director of the Conservatory at Pesaro, the heir of Rossini, wants the Italian Parliament to pass a law exempting the "Barber of Seville," the copyright of which has just expired, from the operation of the copyright law.

Barrias, the sculptor, has already begun the statue of Victor Hugo for the Paris Exposition in 1900. It will represent Hugo as a young and vigorous man. The figure will be seated on a rock, one hand supporting the chin, the face framed in long hair. On the four sides of the plinth will be figures representing epic and lyrical poetry, satire and the drama.

Marie Geistinger, who is now singing in opera comique at Berlin has found it necessary to publish her certificate of baptism, as the Berlin papers were making her out much older than she really is. She was born at Graz, in Austria, July 26, 1836, was christened, as a Catholic, to the names of Marie Charlotte Cecilia. Her father was Nicholas Geistinger, actor, drawing a pension from Russia.

Prince Mestchersky, the editor and proprietor of the Grashdanin, who recently incurred the wrath of the censor by fulminating against the French alliance, is again in hot water—officially. He has dared to attack the municipality of St. Petersburg for shameful neglect of duty in the matter of cleansing the streets, and to suggest that the town council shall be suppressed.

The trustees of Cornell University have elected Charles De Garmo, president of Swarthmore College, to the professorship of the science and art of education.

Hamlin Garland has declared that all the poets of his acquaintance are short. But the majority of them try to overcome the deficiency by wearing long hair.

Sir Henry Irving has just reached his 60th year. It is 30 years since he played Bob Gassitt in the late H. J. Byron's "Dearer Than Life," at the now extinct Queen's Theatre, Long Acre; November, 1871, and October, 1874, were marked by his memorial first appearances as Mathias and as Hamlet; his Louis XI. dates from March, 1878, and it will be 20 years at the end of next December since he became ruler of the Lyceum Theatre.

A feature of interest at the next commencement of Roanoke College, at Salem, Va., June 15, will be the graduation of a student from Corea now at

THE NEWS.

The United Brethren Conference of the United Brethren Church, which has been in session at Dallastown, Pa., adjourned.

Sergeant Fisher, of the military police at the Military Academy at West Point, committed suicide because he was reduced to the ranks.

James H. Carpenter, inventor of the Carpenter projectile, died of pneumonia at Reading, Pa., at the age of 51 years.

Isaac A. Sheppard, a prominent manufacturer, died in Philadelphia at the age of 71 years.

John Berniak and Mary Westerham, an eloping couple from Baltimore, were arrested in Chicago.

Rev. Mr. Seymour, an Indian, occupied the pulpit in the Episcopal Church, in Carlisle, Pa.

United States Senator Mills, of Texas, has withdrawn from the race for re-election.

A woman was suffocated and five other persons badly burned in a fire in Pittsburg.

Ex-Mayor Gustav Brown was buried in Charlestown, W. Va.

It is said in Chicago that a financial institution, to be known as the International-American Bank, is to be organized with a capital stock of $25,000,000 and have branches in nearly every foreign country.

The citizens of Young America, Ind., have organized and will resist arrest for demolishing a saloon in January, claiming that they were justified in doing so for the harm it did to society.

Reports from Skaguay confirm the rumor that the British flag has been raised at Summit Lake. Martial law has been declared at Skaguay and troops are there enforcing order.

The Monetary Commission has completed the organizations in many of the leading States of the Union, and in all the other States organizations are under way.

The steamship Maria Richmond was towed into Halifax with her shaft broken and otherwise disabled. She was brought in by the Alpha.

Herbert A. Davis, postmaster at Meetze, Va., was arrested for illegal cancellation of stamps.

E. S. Reinhart, administrator of Henry Shepherd, sued the B. & O. receivers at Martinsburg on account of Shepherd's death. The amount of damages claimed is $10,000.

Five men in Bayard, Neb., had a running fight with bandits, who robbed the Bank of Bayard several days ago. Two of the posse were shot, after which the burglars made their escape.

The American clipper ship Tacoma arrived at Tacoma, Wash., winning a race of 10,000 miles from Philadelphia to Tacoma in 138 days. She defeated the Indiana in the contest.

Mayor Oscar F. Price, of Jamestown, N. Y., has made a general assignment for the benefit of his creditors. An overload of real estate was the cause.

The Baltimore and Ohio Southwestern Railway Company has changed its dining car system from table de hote to A la carte with the result of increased profits, better service and greater satisfaction on the part of the patrons. The cars are open for business during the entire time they are on the train, and the innovation seems to have met with the approval of the passengers.

Bartholomew B. Bradner was murdered in Chicago, a woman's hatpin being the weapon.

Fire has destroyed nearly the whole business portion of Watersmeet, Mich., including the Commercial House, John Kelly's drygoods store and a number of buildings adjoining.

An Olathe (Kans.) druggist has been refused a permit to sell liquor. This is the first permit applied for in this place under the present law, and it was for signing this druggist's petition that ex-Gov. St. John, the former prohibition leader, was denounced by the Woman's Christian Temperance Union.

Meetings of the sub-committees on organization, legislation and finance of the American Maize Propaganda, a national organization to promote the larger use of Indian corn in the United States and foreign countries, were held in Philadelphia to perfect the organization and mature plans for further action.

William A. Dodson, an employe of a notion store on West Madison street, Chicago, committed suicide. He climbed out upon the ledge of a third-story window, and as the street was filled with people, he shouted to them to look out. Before anything could be done to save him, Dodson had hurled himself to the street below, breaking his neck.

Admiral Bunce, commandant at the Brooklyn navy yard, received permission from Washington to open a subscription list at the navy yard for the benefit of the families of the men killed by the explosion on the Maine. The list was posted at once.

The government continues active preparations at the Norfolk navy yard, which is still working night and day. The steam engineering force being now divided into three shifts of eight hours each, to finish the monitor Puritan. The minor armament is being placed aboard her, and her funnel has been lengthened twelve feet, to increase her draught and speed.

Private Henry Huffman, of Company B, United States Fifth Regiment, at Fort McPherson, Ga., was found dead in a thicket. He had cut his throat with a razor. Huffman was quiet and morose, and had been brooding over the Maine disaster and the possible consequences. He expressed a loathing and fear of the Spanish, saying that the thought of fighting such a treacherous people was maddening.

Miss Annie L. Edwards, of Jamison, Pa., was found dead in bed. She was murdered. Robbery was the motive.

The Invalid Pensions Committee has agreed on and favorably reported the Gibson bill extending the benefits of the June 27, 1890, act to men who served less than six months in the Confederate army and who joined the Union army before September 1, 1864, and did not enlist out of a prison in a Northern State.

Mrs. George Davidson, aged twenty-eight, left her home at St. Joseph, Mich., clad in a nightdress, with her two-weeks-old babe in her arms. The woman with the child jumped into the river. The woman's body was recovered at daybreak. The body of the babe was carried out into the lake. Insanity caused the deed.

Cyrus E. Breder, former cashier of the First National Bank of Bethlehem, Pa., who plead guilty on February 21 to the embezzlement of over $20,000 from the bank, was sentenced to seven years in prison by Judge Butler, in the United States District Court.

The plants of the Cook Hauger and the Carrier Cutlery Campany, at Montour Falls, N. Y., were destroyed by fire. The loss is estimated at $40,000.

General W. T. Taliaferro, commander of the Virginia troops during the John Brown raid, died at his home in Gloucester county, Virginia.

Cyrus E. Breder, defaulting cashier of the First National Bank of Bethlehem, Pa., was sentenced to seven years in prison.

There are large tracts of coal lands near Meyersdale, Pa., on the Baltimore and Ohio Railroad which capitalists are beginning to develop. A new road, about five miles long, has been pushed into this region and will soon be ready for operation. It is one of a number of small lines that are being built by outside parties to develop hitherto inaccessible tracts of both coal and timber lands in Pennsylvania and West Virginia.

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

ted the introduction
City Council

BY A MINE.

Naval Opinion at Havana on Cause of Maine Wreck.

FACTS HARD TO GET.

Very Little Information Said to Have Been Gained from Members of the Court or the Witnesses—Hypothetical Questions Put by Correspondents are Easily Evaded.

A cable despatch from Havana, says:—Without adding unnecessarily to the flood of surmises, conjecture, and prophecy, concerning the finding of the court of inquiry, it is fair to say that, as matter of fact, most of the naval officers here and at Key West incline to the opinion that the court will find that the disaster to the Maine was caused by the explosion of a floating submarine mine under the port side of the ship, forward of amidships. Opinions differ as to whether this mine was made of high explosives, such as wet and dry gun cotton or ordinary gun powder.

Opinions agree, not only as to the existence of mines in the harbor, but also that this one was laid purposely near the buoy where foreign war vessels were directed to moor, and was fired by a flash from an electric battery on shore.

It is believed barely possible that the explosion of the mine was the result of the carelessness or ignorance of Spanish officers in charge of the mine station keys when testing the circuit, but the latter supposition is not felt to be probable. It is further regarded as settled by the evidence before the court that the port side of the hull forward was completely blown to pieces, and that the only explosion on the Maine, except the isolated cases of fixed ammunition, was that of 2,000 pounds of saluting powder, stored forward, and of which no trace can be found.

These views are gathered from officers who talk with great reserve and only upon the assurance that their identity will never be revealed. The fact remains that only the members of the court of inquiry know all the testimony elicited, and no one is authorized to make public anything in advance of the final judgment.

STRUCK BY A TRAIN.

Five Persons Killed and Two Others Seriously Injured.

A bus filled with pleasure-seekers was struck by a Grand Trunk Passenger train at the Western avenue crossing south of Blue Island, in the southwestern part of Chicago, at 9 o'clock at night. Five of the number were killed and two others injured, one fatally.

The train which collided with the omnibus was bound toward Chicago. It was behind time as it approached Blue Island from the southeast, and was going at a high rate of speed. As the bus rounded a curve in the road the train was seen approaching. A slight down-grade prevented the driver from stopping the vehicle as it slipped on the ice and snow, and just as the frightened horses leaped across the railway tracks the heavy locomotive struck the vehicle fairly in the middle, hurling human bodies and fragments of debris far from the tracks and continuing on its northward journey several hundred feet before it could be stopped.

There were but four couples in the pleasure party, fourteen others who were to have gone having remained to take another bus. The locomotive struck the omnibus with such great force that two girls seated at the point of contact were carried on the engine pilot. Their presence was not discovered until the train had drawn back to the crossing. They were then removed and placed by the roadside. They were among the first to be identified, although their features were frightfully mangled and their bodies torn by the shock.

FLAMES DEVOUR FIVE.

Children Had Been Locked in Their Home.

Jules and Joanna Bonner, who resided near Livingston, Ala., went to prayer meeting, leaving five children ranging in age from two to nine years at home alone. They locked the children in and left a blazing log fire to keep them warm.

Returning home, they saw in the distance their house in flames. They ran to it breathlessly, and reached the house just a moment before the roof fell in and could hear the piteous cries of their children as they beat against the door and cried for help. In another moment the roof fell in, and before the flames could be subdued the five children were charred corpses.

FIELD OF LABOR.

Texas boasts a gold mine.
France has 200,000 lace workers.
France had 476 strikes in 1897.
Dublin has seven carpenters' unions.
Uncle Sam has eleven beet sugar factories.
No New York town owns its gas plant.
Virginia is to have a Bureau of Labor.
City of Mexico is to have bicycle works.
Troy union coal handlers wear a badge.
Minnesota grocers held a State conven

New York has a Swedish machinists' union.
Canal Dover, Ohio, iron workers are on a strike.
German railway engineers get $1.25 a day.
Detroit hasn't an idle union garment worker.
Iron molders pay 25 cents a week to the union.
Virginia has abolished the trading stamp by law.
Garment workers have 146 unions, with 18,000 members.
Broommakers issued 1,000,000 union labels last year.
Scottish miners demand an advance of 12 cents per day.
Knights of Labor defeated Federationists at New York Central Union meeting last Sunday.
The Pacific Northwest Labor Congress is thriving.
Non-unionists are called "black legs" in Great Britain.
A co-operation store at Oshkosh has given up the ghost.
Prison-made chairs are killing Indianapolis chair factories.
Dundee butchers boycott members of the co-operative societies.
Nashville unionists demand the nine-hour day for city laborers.
Money to build Detroit's labor temple will be secured by selling bonds.
Every member of the Indianapolis garment workers' union is employed.
In Indianapolis the typesetting scale ranges from $19.50 to $22 a week.
Krupp factories contain bathhouses.
The union label is to be the weapon used to exterminate poison-made goods.
Knights of Labor pantsmakers at Cleveland threaten to establish a co-operative shop.
California miners threaten to establish co-operative works to fight the powder trust.
Wheeling unionists indorsed a candidate for Mayor of Martin's Ferry.
Newark unionists are preparing a new union label law. One has been declared unconstitutional.
Detroit street railway workers get from 19 to 21 cents an hour, thanks to President

FOREIGN AFFAIRS.

Thanksgiving services were held in Athens and other parts of Greece over the escape of King George from assassination, when two men fired at him while he was out riding in company with his daughter, the Princess Maria.

Food is scarce in many of the provinces of Spain, and bread riots are of almost daily occurrences.

Frederick Tennyson, poet, eldest brother of the late poet laureate of England, is dead.

A requiem mass for the repose of the souls of those lost on the Maine was celebrated in Paris.

Two English government cutters were capsized in a gale, and sixteen persons drowned.

The Chinese government has agreed to open Yuen-Chau, on Lake Tung-Ting-Tu, as a treaty port, but declines to entertain any proposal tending to the abolition of the Likin dues.

M. Zola was found guilty and sentenced to one year in prison and to pay a fine of 3,000 francs. M. Perreux, manager of the Aurore, in which paper Zola published his charges was also convicted, and sentenced to imprisonment and a fine. Wild scenes followed the trial, and a large force of police was required to protect Zola from mob fury.

The board of officers of the cruiser Montgomery instructed to investigate the conditions in Matanzas, reported that 59,000 people had died of starvation and 98,000 were destitute.

A decree has been issued at Madrid dissolving the Cortes.

Prince Tai Wan Koon, father of the Emperor of Korea, is dead.

The Chinese loan of $80,000,000 has finally been made through a Berlin and a London bank. The customs of new ports will be pledged as security.

It is officially denied by the French Foreign Office that any French troops have invaded the British territory of Sokoto.

SPAIN BUYS CRUISERS.

Two Secured From the Armstrongs For Cash—Negotiating For Two More.

A cable from London says:—Spain has purchased two cruisers which the Armstrongs have been building for Brazil—the Amazonius and a sister ship, unnamed, of 4,000 tons each, 23 knots and 10 guns.

Spain is also negotiating for, and will probably secure two cruisers of a similar type which have been building in France for Brazil.

The Amazonius is ready for launching and her sister ship will soon be ready.

The Spanish government is also endeavoring to secure guns and large supplies of ammunition in England and on the continent for immediate use.

The government of Spain seems to have funds, for it is understood to be paying a large part of the purchase money in cash, giving good security for the balance, these being the only terms upon which the Armstrongs would deal.

Some weeks ago Spain attempted to purchase ships and supplies in England on credit from prominent firms having close relations with the government, but after inquiries the firms refused to give credit. Since then Spain has raised funds from unknown sources.

Diplomats in London express the belief that French financiers are helping the Spanish government.

It is known that Spain is trying to purchase three other ships which are being built by the Armstrongs, but she has not yet succeeded in making a bargain, consequently there is still time if the United States wishes to forestall her.

The United States could also forestall Spain in the purchase of other ships building in England and continental dock yards.

While Chili denies that any of the ships ordered for that country are for sale, it is believed by naval constructors that Chili's best cruiser, the O'Higgins, which is just finished, could be purchased.

WORSE THAN ARMENIA.

No Such Suffering in That Country as is Now Seen in Cuba.

W. W. Howard, of New York, just returned from Cuba on the steamer Vigilanca.

"I was in Armenia with Clara Barton," said Mr. Howard, "but nowhere in Armenia did I see such suffering and famine as I have witnessed in Cuba among the pacificos and reconcentrados. Men, women, and children are so emaciated from privation that their ribs and bones are almost through their shriveled skins. If ever people needed relief, it is those wretched reconcentrados.

"The insurgents are well-dressed, well-armed, well-horsed, and well-groomed—indeed they are sleek and live easy lives. Cuba has been laid waste. Outside of towns one rarely sees a building, for the reason that all buildings in the country have been razed or burned. Grass and weeds grow where once the highest cultivation existed."

Mr. Howard said that he was on the wharf at Havana when the Maine blew up. He heard two explosions, a dull one followed by a louder one, which shook the ground and nearly stunned him. J. J. Murphy, another passenger on the Vigilancia, said:

"I am positive that there were two explosions. The first one was somewhat muffled, but the second was stunning in its loudness."

SHIP BLOWN ASHORE.

Several on Board Killed by Being Hurled Against Vessel's Side.

The steamer Topeka just arrived at Seattle, Wash., from Juneau. The officers of the Topeka report that during a terrific windstorm at Juneau last Sunday the steamer Oregon was blown ashore on the Juneau flats.

She was lying in Juneau harbor at anchor when the gale struck her, and after straining her anchors for some time, she began to drag and, then with a tremendous speed, she was hurled on the flats. Several soldiers were hurled bodily against the side of the vessel and some were killed.

All day she lay in that position, the passengers suffering terribly as during the gale a dense fog and snowstorm prevailed. The thermometer registered 8 below zero, and the fierce wind was piercing cold. When the gale abated, the vessel floated. Fortunately the flats were soft and the Oregon suffered no injury.

BOUGHT BY SOUTHERN RAILWAY.

Acquires the Memphis and Charleston at the Upset Price.

The Memphis and Charleston Railroad, extending southeast from Memphis to Stevenson, Ala., a distance of 290 miles, was sold at public outcry. The Southern Railroad Company bought the property at the upset price of $2,500,000, there being no other bidders. The sale was made necessary because of default in payment of interest on the road's bonded debt. The Memphis and Charleston Railroad has been in the hands of receivers for many years.

WEST VIRGINIA TRAGEDY.

Boy Stabs His Mother Who Was About to Chastise Him.

George Collins, 12 years old, of Cairo, W. Va., stabbed his mother twelve times, while he was attempting to whip him. She cannot recover.

At Mineral Wells, near Parkersburg, two old women, Edith and Linda Caplinger, lived together on a small farm. The dress of Edith, who is 90 years old, caught fire and her sister Linda attempted to put it out. Both women ran to the yard all ablaze and fell to the ground, where they died, burned until two hours after-

COURT OF INQUIRY.

Full Text of Admiral Sicard's Order Convening It.

ITS SCOPE AND DUTY

The Court Directed to Record Any Information as to Persons Not Connected With the Navy Who in Its Opinion are Responsible for the Loss of the Maine, With the Names.

A special from Washington, D. C., says:—Admiral Sicard's precept convening the Court of Inquiry now investigating the disaster to the battle-ship Maine has been received by the Navy Department and made public. It is important mainly in showing the exact scope of the inquiry and the extent to which the report will go.

Aside from the usual orders directing the Court to report both findings of fact and its opinions on these findings, Admiral Sicard directs the Court to record any information as to person or persons, "not connected with the Navy of the United States, who are, in its opinion, responsible in part or wholly, directly or indirectly, for the explosion and loss of the Maine," with names and the degree of responsibility in each case.

Text of the Orders.

The orders are dated at Key West, February 19, 1898, and are directed to Captain Sampson, president of the Court. The text is as follows: "A Court of Inquiry, consisting of yourself (Captain Sampson) as president, and of Capt. F. E Chadwick and Lieutenant-Commander William P. Potter as additional members and of Lieutenant-Commander Adolph Marix as judge advocate, is hereby ordered to convene at noon on Monday, February 21, 1898, or as soon thereafter as practicable, for the purpose of inquiring into the circumstances connected with the loss by explosion of the United States battle-ship Maine in the harbor or city of Havana, Cuba, on the night of Tuesday, February 15, 1898.

"The Court is authorized to hold ... on board any ship of the North ... Squadron, or in the city of ... or in the harbor of the ...

The atten... of ...
instructio...
investigated ...
grounding of ...
in the United Sta...

Papers Refer...

The following d... the loss of the U. ... Maine, on the occasion ... tached to and made part ...

"(—The copy of a tele... C. D. Sigsbee, at Havana ... mander Jas. M. Forsyth, ... West, Fla., without date, b... on the night of February ... ceived at Key West, Fla., b... mander Wm. S. Cowles, U. S. ... A. M. of February 16, 1898, a... mander-in-chief at 5.30 A. M. ... at ... Torte...

Diligent and Thorou... Inquiry.

"The Court will diligently and thoroughly inquire into all the circumstances attending the loss of said vessel on the date named and upon the conclusion of the investigation will report to the commander-in-chief its proceedings, all the testimony taken, and the facts which it may deem established by the evidence adduced, together with its opinion as to what further proceedings, if any, should be had in the matter.

The Question of Negligence.

"The Court will report whether or not the loss of said vessel was, on the occasion named, in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel, and if so the names of such officers or members of the crew and in what respect and to what extent any or either of them were so at fault or negligent.

"If the Court shall be of opinion that further proceedings should be had in the matter, it will include in its report a succinct statement as to the person or persons against whom and the specific matter upon which such proceedings should be had. The Court will also report its opinion as to the cause or causes of the explosion, or other incidents that bore directly or indirectly upon the loss of the Maine.

Fixing the Responsibility.

"It will also record any information that it may be able to obtain by testimony and evidence as to any person or persons not connected with the Navy of the United States who are, in its opinion, responsible in part or wholly, directly or indirectly, for the explosion and loss of the Maine, and will include their names, in its opinion, together with the degree of such responsibility in each case.

M. SICARD,
"Rear Admiral, Commander-in-Chief, United States Naval Force on North Atlantic Station."

TRAIN WRECKERS AT WORK.

Partially Successful Attempt on the Atlanta, Knoxville and Northern.

An attempt was made to wreck the southbound passenger train of the Atlanta, Knoxville and Northern Railroad near Canton, Ga. A spike was fastened between the rails. The locomotive was thrown from the ... turning over, breaking Engineer Garwood's collarbone and otherwise injuring him. The baggage and passenger cars did not leave the rails.

LATE INVENTIONS.

To assist in circulating pure air in a shop or factory the pulleys are cast with fan blades inside in places of the straight spokes.

Draughting compasses are being made with a flexible rubber suction cup on one end to fasten to the paper and hold the instrument while the circle is being drawn.

A recently patented folding umbrella has the tip and handle fitted with screw sockets, so they can be removed for packing the umbrella in a trunk.

To hold an ear of corn for eating a neat device is made of a wire bow, with a handle twisted in the centre and spring cones at each end to grasp the ear and hold it rigid.

In a newly patented pair of pliers the jaws are semi-circular and have notches cut at intervals to fit different sized nuts, so the pliers can be used as a wrench.

For use in place of toe clips on a bicycle a plate is attached to the shoe having a recess in which a projection on the pedal fits to hold the rider's foot in place.

To hold crayons for blackboard or drawing work a tube is fitted with clamping jaw at one end and a sliding rod at the other end to force the chalk into position.

Pneumatic pressure is used to ring a new door bell, the push button pumping air into a tube, which has a piston at the other end to slide out and push the bell clapper.

A handy garment hanger which can be attached to any collar has a chain in the centre, with a spiral spring on either side and pins at each end by which it is fastened to the garment.

In a recently patented method of mounting trolley poles on the cars a base plate carries four vertical springs, which carry a plate on which the pole is mounted on a pivoted joint with springs to press ... the wire, the cushion base lessening the shock to the wire of the rocking ... the car.

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