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A Horseless Sleigh.

An adaptation of the Bollee horseless carriage, driven by a gasoline engine, to winter use, is described in the Scientific American. Dr. Cas. rain of Quebec is the contriver of the new form of vehicle. In place of the pneumatic tired wheels of the ordinary Bollee carriage he substitutes steel runners for the forepart of the carriage, and a driving wheel, whose rim is studded with steel points, for the rear part. The steering apparatus acts upon the forward runners. The gasoline reservoir, containing seven quarts suffices for a run of fifty miles.

GO WEST, OLD MAID.

That's the Best Way to Increase Your Chances of Marriage.

The woman who can not catch a man must now lay it to other than economic reasons. The old reliable excuse that the supply is not equal to the demand is no longer valid. There are 2,200,000 more bachelors than old maids in the United States. The government says so, and the government generally knows. Perhaps it is because old Uncle Sam himself is a bachelor—for whoever heard of Mrs. Sam?—that he has taken such an interest in the matter as to secure the exact figures. Perhaps it was out of solicitude for the old maid and in the desire of bringing her more of the sunshine of hope that he instituted the investigation. At any rate he has the figures, and they are enough to make glad the heart of every spinster in the land. There is not a state in the union where there are as many old maids as bachelors. Even Massachusetts, the traditional home of the spinster of the poll-parrot species, has more men than women of marriageable age. The bachelors outnumber the old maids by only twotenths of 1 per cent in Massachusetts, which is a lesser per cent of excess than in any of the other states. But, even at that, there are nearly 7,000 "superfluous men" there, who would be left chanceless if the 219,000 old maids would pair off with the other 219,000 old bachelors. How is that for Massachusetts, the greatest state in the union for old maids? It would seem that a spinster of ordinary attractions and ability would be able in the light of the facts and figures which the governmental investigation has disclosed to arrange matters wherever she might live. But if she wants a territory where negotiations may be completed with even greater ease—where the lottery of marriage must become a dead sure thing—let her hie herself from the crowded cities of the east to the rolling prairies or mountain wilds of the west, where there are ten bachelors to every available maiden. What spinster can resist such an advantage as this, which is offered by the states of Idaho and Wyoming? It would surely be a hopeless case which would not find its cure with the chances ten to one for recovery. Let the old maids try the free, fresh air of these mountain lands for awhile.—Sioux City Journal.

A WISE OLD SQUIRE.

A rare old book which would delight the heart of every boy who has in him the making of a manly man is the "Life of Thomas Assheton Smith," who for a half century was the first hunter in England, and of whom Napoleon is reported to have said, "That grand chasseur can control horses as I do men.

This modern Nimrod was the owner of great estates. The best horses and dogs in England were in his vast stables and kennels, and he boasted that every one of them was his friend.

It is said that when a new purchase of hounds arrived he would go among them, giving to each a mouthful of food, while he stroked its head and looked steadily and kindly into its eyes.

"Now I know them and they know me," he would say, and ever after the dogs would come bounding to meet him. In the morning the packs would rush from the kennels to the park gates and wait, panting with eagerness for him to come out.

"No horse," he used to say, "ever told me a lie. A horse is a born gentleman." Another of his maxims was, "The man who is a friend of horses should be clean, honorable and fit to be a companion of ladies." He sternly discountenanced drink, gambling, and all vices common among men of his class and time. No horse which he owned was ever allowed to work on Sunday. God had put this dumb brother in his care, with a command, and he obeyed it. "A dog," he often said, "never trusts a man who has tricked him once. I could not meet his eyes if I had lied to him." The good old squire has long been dead, but we can learn from him even now how to win respect from companions who can speak and from those who are dumb.

JUST LIKE A WOMAN.

ROMANTIC LOVE AFFAIR OF GEORGE LAW'S WIDOW.

A Beautiful American May Enter an East Indian Harem—Has Won the Admiration of a Rich, but Muchly Married Prince of India.



THE most extraordinary courtship that has ever taken place in the fashionable society of New York is that of the beautiful, rich and fascinating Mrs. Alga S. Law, widow of the eccentric multi-millionaire, George Law, and the Maharajah of Kapurthala, a prince of India, who has offered to make her his fifty-first wife. His wooing of the girlish widow of George Law is the wonder of society. Mrs. Law, who formerly lived in San Francisco, is considered by many people the most beautiful woman in New York. Her romantic marriage of less than four years ago, her brief wedded life, her contest for her husband's millions, her precarious illness after his death, form a sentimental history to which her extraordinary beauty and youth lend a tender interest. The Maharajah of Kapurthala is perhaps the richest prince in all India. He is the favorite of Queen Victoria's regal Oriental subjects. Another notable distinc-



MRS. ALGA S. LAW.

tion he possesses is that of having been favorite of a Newport season four years ago. Jewels and silks beyond price he showered upon Mrs. Oliver H. P. Belmont and his other hostesses of the elect in the Summer City by the Sea. The debutantes, the belles of several seasons, and even the grave chaperons forgot, though they had heard of, the existence of his half a hundred wives in the Punjab. The Maharajah was the fashion. He would remain in fashion if it pleased his eastern highness to return to Newport. But the Maharajah has forgotten Newport. He prefers to linger in Paris and woo the woman whom in rich Oriental phrase he styles "the beautiful black pearl of the Americas." The beautiful young widow and the prince of Kapurthala met in a studio in Paris. She had called to see what progress the fashionable painter of the hour had made with her portrait. The Maharajah had dropped in in the hope of finding something to interest him. He succeeded. When Mrs. Law glided out of the studio he had lost his heart, but he had gained an invitation to dinner. When the door closed upon her he talked at random of the eclipse of a star. Mrs. Law has been indifferent to her Oriental suitor. Parisian Americans do not hesitate to say that she has encouraged his suit; that she has been dazzled by the magnificence of his Indian jewels and the splendor of his Oriental imagery as shown in his ardent wooing. They boldly predict that she will become the pearl of his seraglio.

How the News Affected Them.

The officers and men of Dewey's fleet were serenely unconscious of the stir in the world caused by their achievement on May 1st, until the Charleston arrived and informed them they were famous. Then every man Jack of them became the fiercest kind of a fire-eater.

This is the way the Charleston officer put it:

"These people out here never imagined they were heroes until we brought the news to them. Now they want to swat everything in or out of sight."—San Francisco News-Letter.

SHOT TO DEATH.

Fighting and Bloodshed in Wilmington, N. C.

CITY OFFICIALS RESIGN.

The Office of the Record, the Negro Newspaper, Ransacked by the Whites and the Building Burned—Three White Men Wounded, One of Them Seriously—Panic Among the Negroes.

Wilmington, N. C. (Special.)—Thursday was a turbulent day indeed in Wilmington. Race war and revolution held high carnival. Early in the morning a body of fully 1,000 representative white men destroyed the office, building, and plant of the negro daily, the Record, and would have lynched the editor, had it not been that the latter had previously left the city. A few hours later a fight arose between white guards, by whom every block was patrolled by white people, was being patrolled, and a mob of several hundred negroes. Six negroes were killed and several white men wounded.

Mayor S. P. Wright, Chief of Police J. C. Melton, and the Board of Aldermen, became terrorized and resigned. Under the direction of a citizens' committee successors were elected, so that now ex-Congressman A. M. Waddell is Mayor, Edgar G. Parmalee Chief of Police, and a new Board of Aldermen has assumed the reins of government.

Peace and order have been restored, and 500 special policemen many mounted, and on bicycles, are patrolling the streets. About 500 armed citizens and military from Fayetteville, Kinston, Goldsboro, and elsewhere, are here to help maintain order.

The committee of twenty-five men representing the mass-meeting of white citizens in the execution of the provisions of the resolutions adopted Wednesday, demanding the departure of Editor Manly from the city and the removal of the Record plant, was to have received a definite answer to their demands by representative negroes at 7.30 a. m. Thursday. Chairman A. M. Waddell was to report the answer to the white citizens in front of the Wilmington Light Infantry Armory at 8 o'clock.

Wrecked a Newspaper Plant.

At the appointed hour more than 500 determined white citizens, comprising merchants, lawyers, preachers, doctors, &c., well armed with guns and revolvers, gathered at the corner and Col. Waddell reported that he had received no answer from the negroes. They waited at the armory until almost 9 o'clock hoping that an answer complying with their demand would be received, but none came.

The men formed in line, four abreast, and started on the march to the Record office in a thickly-populated negro settlement. As the long column of armed men approached the vicinity, great crowds of negroes, men, women, and children, fled this way and that in a perfect frenzy, and very soon scarcely one was in sight anywhere.

When the column reached the building, a two-story frame structure, the men were halted, and several advanced to the door. It was locked. A few blows by stalwart men forced it open, and about twenty people ent red. Within a very few minutes the whole plant was wrecked, and the broken pieces pitched into the street. The windows of the house were broken out. As the numerous fragments were tossed into the street, the people recognized what they were, exultant shouts went up. Yet with it all there was a remarkable demonstration of coolness and determination. It was when a long sign, the Record Publishing Company, was cast into the street, that the greatest outburst of cheers went up. A beaver hat was thrown out and quickly torn in pieces, as was a crayon likeness of Editor Manly.

Building Set Afire and Burned.

When the wrecking was about complete it became evident that the building was on fire. Smoke was rising out of the upper windows. There were shouts of indignation and commands to extinguish the flames. But the fire spread quickly, so that the fire department had to be called out. As the engines and hose reels dashed upon the scene, several rounds were fired by the men who were lined up for more than two squares either way. The department quickly had the fire under control, but not before the building was a total wreck, and prevented the spread of the flames to adjacent buildings.

Conservative men very much regret the fire, not only because it was entirely unnecessary, but because it endangered a great deal of other property as well.

As soon as it was apparent that the fire was under control the people left the scene and dispersed through the city, many of them going on guard duty on their various blocks. All was quiet until wild rumors, with no foundation in fact, were carried to the negroes, more than 500 of whom were at work in the cotton compress. They were told that their homes were being burned out. They rushed pell mell from their work. However, by the heroic efforts of Messrs. James and W. H. Sprunt, the proprietors of Alexander Sprunt & Son Company, the great majority of them were stopped and finally induced to leave for their homes in small squads.

Fatal Rioting in the First Ward.

About the time the trouble at the compress was gotten under control, news came from the First Ward, over the railroad, that a riot was in progress there. Large numbers of armed men boarded the street car or ran on foot to the scene, corner of Fourth and Harnett streets.

It was about 11.30 o'clock when they reached the scene. Four negroes had already been killed and fully twenty wounded. One highly esteemed young white man, William Mayo, was seriously wounded, and two others, George Piner and a Mr. Chadwick, were slightly wounded. What gave rise to the trouble was that white guards, who were on duty on the corner of Fourth and Harnett streets, halted a number of negroes who manifested a threatening air. All of them save one heeded the advice of the guards to disperse. He finally turned as though to move away, and suddenly wheeled about and fired at the squad of guards. Very quickly several rifle balls crashed through his body, killing him instantly. The ball fired by the negro took effect in William Piner's arm.

The negroes in sight quickly darted around corners, and in a few moments one of them fired a Winchester rifle from behind a fence, seriously wounding William Mayo, now of Yonkers, N. Y., who was standing on the piazza of his father's residence. Mr. Mayo was here to vote and would have returned home in a few days. The negro was captured. He was in his own yard and two Winchesters were found in his house.

Within ten minutes his body was riddled with bullets.

Mob Fired on and Four Killed.

A large mob of negroes assembled about a square away, and re-enforcements for the white men having arrived, a volley was fired upon them, killing four and wounding others. The negroes then quickly retreated. The Wilmington Light Infantry and the Naval Reserves were called out and the rapid-fire gun and Hotchkiss one-pounder were also hurriedly carried to the scene. A mob of several hundred negroes gathered on Ninth street, corner of Nixon, but as the military advanced the negroes fell back and rapidly scattered. When near Sixth and Nixon streets a shot was fired into the Naval Reserves from a negro's house. A volley of bullets was fired by the military through doors and windows, killing one negro. Six more inmates were captured and escorted to jail and the house demolished.

With the exception of two or three casualities in remote portions of the city this ended the really riotous scenes of the day. The news of the conflict spread quickly to neighboring cities and large bodies of men arrived during the afternoon from Fayetteville and other nearby towns. All sections of the city inhabited by white people are closely guarded.

Proclamation by the Mayor.

At midnight the newly selected mayor issued the following proclamation:

"The undersigned, upon whom has been placed the great responsibility by the action of his fellow-citizens, takes this method of assuring the good people of this city that all the power with which he is vested will be exerted to preserve order and peace in this community, and that power is amply sufficient for the purpose. All well-disposed persons are earnestly requested to co-operate with the municipal authorities in every way possible to secure the permanent establishment of good government. The law will be rigidly enforced and impartially administered to white and black people alike."

A crowd was formed at night to take from the jail and lynch two negroes, Thomas Miller and Ira Bryant, who were arrested, charged with making threats, and were regarded as dangerous cases. The mayor, Col. Waddell, promptly prohibited the assembling of the crowd at the jail, and he himself headed a guard of twenty-five men with Winchesters to guard the prisoners.

It is alleged that the negroes are responsible for the precipitating of the race war. The following affidavit has been made by a reputable citizen:

Wilmington, N. C., Nov. 9, 1898.

I, William McAllister, being duly sworn, make the following affidavit:

1. That I am a yardmaster for the Atlantic Coast Line. My duty is to make up trains in the yard of the said company in the city of Wilmington.

2. That at about 11 o'clock this morning I started to go to bed and my wife called me to the window. I live on North Fourth street, next to St. Mark's Lutheran Church. My wife said: "Billy, there is going to be trouble." I jumped up and went to the window and saw a white man remonstrating with a negro with gestures. I heard the white man say: "Go on, go on." The negro went about ten paces, and then I saw the negro shoot. He pointed a pistol toward the white man and then fired. I saw blood flow from the said white man's right arm. Then there was another shot fired from the negro assemblage, and then there was firing from the white assemblage, with the result that three negroes fell. The negroes then dispersed. The white men then proceeded toward Moore's drug store to telephone for assistance.

WILLIAM MCALLISTER.

FIELD OF LABOR.

There is a stoneware trust.

Denver has a laundry trust.

England has eleven distilleries.

America has 50,000 acres of hops.

New York policemen wear non-union hats.

London, Canada, street car workers struck.

Tinplate workers at Atlanta, Ind., struck against a cut in wages.

Girls employed in an oatmeal mill at Cedar Rapids, Iowa, won a strike.

Brockton Lasters Union admitted to membership 78 men at a recent meeting.

Seven dollars a thousand was the price paid by a Tacoma company for a raft of flooring logs the other day.

Under the laws of Arkansas a fine of $25 is assessed on the company permitting colored people to ride in the sleepers.

Indianapolis painters were locked out because they boycotted a firm which employed men who owed the union money. They get 25 cents an hour.

London has taken up the experiment of municipal railroads. The South London tramways have been bought by the County Council for $4,250,000.

The famous Federal Labor Union, of Kane, Pa., has gone into politics to the extent of getting all the labor organizations in McKean County united on a labor ticket in the State campaign.

The eighteenth annual convention of the American Federation of Labor will be held at Kansas City, Mo., December 12. The Knights of Labor will meet at Chicago on November 15.

The third of the series of conferences arranged by the Journeymen Bakers and Confectioners' International Union for the shorter workday movement in 1899 was held last week.

A movement has been inaugurated in Pittsburg by trainmen in the interest of better wages. The demand has been placed in the hands of a grievance committee and will be presented to railroad officials. P. M. Arthur, chief of the Brotherhood of Locomotive Engineers, says that his organization is not involved in the movement.

Probably the cheapest railroad fares in the world are to be found in Switzerland, where the government owns the railroads.

The movement for the establishment of the ten-hour day for bakers and the abolition of the present system of boarding journeymen is now fairly on foot.

"One of the most effective speakers on the stump in the State of Washington is Hon. Robert Bridges, Land Commissioner of the State," says one of the leading fusion organs. The Republicans are beginning to coincide with this view, for Mr. Bridges' arguments in favor of the single tax and insistence that he is an ardent single taxer are making votes for the Republican ticket.

A Cleveland ordinance provides that the cash fares on street railways shall be 4 cents and that the tickets be sold at the rate of seven for a quarter. The present rate of fare is 5 cents, with tickets at the rate of eleven for 50 cents.

The "Royal Limited," the B. & O.'s new crack train that is to be run between Washington and New York, is being exhibited this week by manager of passenger traffic Martin in Chicago, Akron, Cleveland, Youngstown, Pittsburg, Wheeling, Columbus, Cincinnati and Washington. The train is just out of the Pullman shops and is the finest strictly daylight train in the world. It consists of dining car, parlor car and buffet observation car. The diners are named Waldorf and Astoria.

A TROPHY OF THE WAR.

First Spanish Flag Hauled Down in Porto Rico Now in Washington.

Washington, D. C., (Special).—A torn and weather-stained Spanish flag was received at the Navy Department bearing the following inscription:

"The first Spanish flag hauled down in Porto Rico by United States forces. On July 25, 1898, the Gloucester, Lieutenant Commander Wainwright, U. S. N., commanding, steamed into Guanica harbor and landed a force of twenty seamen under the command of Lieutenant Harry P. Huse, United States Navy. The flag was hauled down and the United States ensign hoisted in its place.

A Powerful Fleet For Dewey.

Washington, D. C., (Special).—Admiral Bunce telegraphed the Navy Department that the cruiser Buffalo, Commander Hemphill, had sailed at noon for the Philippines via Suez. The gunboat Helena also sailed for the same designation. With these accessions coming immediately upon the heels of Captain Barker's squadron of battleships and colliers, Admiral Dewey will have a formidable fleet—probably second in offensive power to only one European power, namely, England, in European waters. It is not believed, however, that he will have need of all this force, and he doubtless will be able to spare some of the vessels which may be in need of repairs to return to Mare Island.

FIRE IN THE CAPITOL.

Part of the Great Marble Structure in Ruins.

EXPLOSION OF GAS.

Estimates of Damage to the Building Vary From $50,000 to $200,000—The Busts of Chief Justice Marshall and Other Distinguished Members of the Supreme Court Were Ruined.

WASHINGTON, D. C., (Special.)—An explosion and fire at 5.13 o'clock Sunday afternoon wrecked the Supreme Court room and the rooms immediately adjoining it on the main floor of the Capitol. The entire eastern part of the great marble pile, from the main floor to the subterranean basement is practically a mass of ruins. The force of the explosion was so heavy that the coping stones on the outer walls just east of the point where the explosion occurred were bulged out nearly two inches; windows in all that part of the building were blown out, and locked doors 150 feet distance were forced from their hinges.

Fire followed the explosion so quickly as to seem practically simultaneous with it. The explosion shook the immense structure to its foundations and was heard several squares from the Capitol. It occurred in a small room, tightly inclosed by heavy stone walls, in the subterranean basement immediately below the main entrance to the old Capitol building. In this room was 500-light gas meters, which were fed by a four-inch main. Very little gas is used in that part of the building, but at the time of the explosion the gas had not been turned off at the meter. The meter itself was wrecked, and the gas pouring from the main caught fire.

Flames In Elevator Shaft.

The flames originating from the explosion flared up the shaft of the elevator, which had been completely destroyed by the force of the explosion, and communicated with record room of the Supreme Court, the office of the marshall of the court, and the Supreme Court library. Before the flames could be subdued the priceless documents in the record room had been almost totally destroyed, and serious damage had been done in the marshall's office and some minor rooms in the immediate vicinity.

The library of the Supreme Court, located immediately beneath the Supreme Court, was badly damaged by fire, smoke and water, practically destroying the great collection of law reference books. The library contains about twenty thousand volumes and was used not only by the justices of the Supreme Court, but by members of Congress and lawyers practicing before the Supreme Court. Mr. Justice Harlan said that the library was very valuable. Many of the works it contained would, he thought, be difficult to replace. Librarian Clarke, after a superficial examination necessarily made by the light of lanterns, expressed the opinion that many of the books could be saved, although they had been drenched by water from the streams poured into the library for two hours or more after the explosion occurred.

Valuable Records Destroyed.

The most serious damage, in the opinion of the justices of the Supreme Court, is to the records stored in the subterranean basement. These included all of the records of the Supreme Court from 1792 to 1832. The room contains records of cases and opinions rendered by the fathers of the judiciary of the government. Justice Harlan said that while the loss of the records was irreparable, it was fortunate that the later records of the court, which are kept in the office of the clerk, on the main floor, were not injured. As documents for reference, at this time and later, Justice Harlan thought these were of far greater value than the records destroyed. Fortunately, the clerk's office was not damaged, either by fire or by the explosion.

While many theories are offered as to the cause of the explosion, it seems beyond doubt to have been due to escaping gas. At 5.07 P. M. Lieutenant Nelson, of the Capitol police, detected an odor of gas in the corridor adjoining the Supreme Court room. Not being able to locate it, he proceeded to Statuary Hall—the old hall of the House of Representatives—thinking the gas might be escaping from a burner in that vicinity. While he was there the explosion occurred.

Only a few persons, principally officers of the Capitol police, were in the building at the time, but several of them had narrow escapes. Before the fire department had arrived, C. P. Gilem, chief electrician of the Capitol, and H. W. Taylor, chief engineer of the House side, had a stream playing into the Supreme Court record room, which by that time was a roaring furnace.

Fire Soon Under Control.

Within a few minutes after the arrival of the fire department the flames were under control, although, as a precautionary measure streams were poured into the marshal's office, the library and the subterranean basement for two hours. The firemen were unable, however, for a considerable time to extinguish the flame of gas which shot out of the four-inch main in the meter room. From this main the fire swept through an orifice in the basement floor caused by the explosion and attacked the consultation room of the Supreme Court justices on the main floor. Some damage was done to the furniture and fittings of this room, but it was inconsiderable as compared with that done elsewhere.

It was evident that the fire could not be extinguished until the gas from the main was cut off. That this might be accomplished the firemen turned two streams upon the main, choking the flow of gas and at the same time cooling the pipe. Electrician Clem, braving the intense heat, entered the meter room and cut off the gas at the floor valve of the main.

ABOUT NOTED PEOPLE.

Ignacio, the aged chief of the Utes, has been paying his second visit to Denver.

Ralph Goddard, the sculptor, has nearly finished his statue of Gutenberg, which will ornament the front of the Hoe Building, in New York.

James R. Keene, whose fortune made in tobacco has so stirred the financial world, is said to be the most methodical man in New York.

The dictator of fashion among the gilded youth of Pekin is Jung Lu, the most popular general in the Chinese Army.

Sardou, now the richest writer in France, was starving when his first play was accepted by Mlle. Berenger, all on account of the author's clear handwriting.

Thomas F. Pendel, chief doorkeeper at the White House, who is the last survivor of Lincoln's bodyguard, so much resembled Lincoln that he was chosen to sit to William H. Hunt, the artist, for a portrait of the dead President.

Mark Twain frequently goes without eating for a whole day, but is never without a cigar between his lips.

Daniel Chester French, whose statue of Rufus Choate was lately unveiled in Boston, is one of the few surving intimate friends of Emerson.

William Dean Howells is said to be in very poor health.

It is suggested in England that Major Marchand be invited to lecture in London, and the originator of this idea thinks it might be a good thing to award him the gold medal of the Royal Geographical Society for his journey to Fashoda.

The will of W. H. Winning, a well-known philanthropist of Woburn, Mass., established a large orphan asylum in East Cambridge, that State.

HELEN GOULD'S PHILANTHROPY.

How She Saved Soldiers From a Great City's Temptations.

One of the grandest acts of Miss Gould's philanthropy has never been noted in the newspapers. When the men at Montauk Point were mustered out or given furloughs most of them started directly for New York and many almost immediately fell victims to the temptations of a great city. A few days later they usually found themselves in some new lodging house without a dollar. Often they were ill or weak from exposure and privations, and suffered relapses because of their dissipations. When this fact became known to Miss Gould she hired the Salvation Army headquarters, placed a sum of money in the hands of the person in charge, bought 250 spring cots and bedding, provided cooks, waiters and other necessaries for a hotel, and placed agents on all the trains running into the city from Montauk Point and the railway stations to notify every soldier who arrived in town that a good bed and wholesome food were waiting for them at 121 East Fifteenth street without expense. This hospitality was accepted by hundreds. Some of them remained there a week or more, seeing the sights of the city. Others were taken there by the police, for, at Miss Gould's request, the Superintendent of police issued an order to the patrolmen to take all the drunken soldiers and sailors they picked up in the streets to "Fort Gould," as they called it, instead of to the police station. The Salvation Army people were in the habit of taking care of men in their condition and knew how to treat them. Those unfortunates who had lost their money and were unable to reach their homes were always supplied with railway tickets paid for from Miss Gould's full purse.

He Caught the Ship.

One of the passengers on the steamship City of Peking went to a lot of useless trouble to secure passage on the steamer. On the morning of the date of sailing this passenger took a trip outside the city and returned to his hotel apparently too late to catch the steamer, on board of which his baggage was stowed away. Learning that the steamer was a little late in starting, he ordered a hack and prepared for a rush to the Mail dock. He paid his hotel bill, but in taking his hand out of his pocket pulled the contents with it and scattered coins of various dimensions all over the hotel office floor.

"I have no time to pick them up," he said, and rushed to his carriage, while the call boys indulged in a scramble for the money.

Arrived at the Mail dock he found the steamer had just pulled away. He telephoned to the tug office ordering a tugboat to be in readiness within a few minutes, and then drove down the water front to join the tug. He boarded the tug, followed the Peking and reached her just as she dropped anchor off Lime Point, disabled. During the two days the Peking remained in port he was the only cabin passenger that did not avail himself of the opportunity to spend a few hours ashore.—San Francisco Chronicle.

Her Fur Cape's First Outing.

An old lady got on a Walnut street car wearing an old-fashioned astrakhan fur cape with an immense bear-skin collar. Evidently, the morning being cool, she had hurriedly taken it from a chest filled with moth balls, for the odor of them was almost unbearable. The car being crowded, she was compelled to stand; consequently, every time she swayed from side to side the tiny glistening particles of insect destroyer that were still in the fur would sprinkle every one near. Directly the car gave a particularly bad lurch, and something fell from the cape into the lap of a lady near by. That something proved, upon close inspection, to be a tiny mouse, not yet able to look about. Following closely came several more sprawling on the floor in their blind helplessness. It didn't take over a half minute for every woman in that car to grab her skirts and get on the seats, the overflow taking refuge on the platforms. Meanwhile the innocent cause of all this trouble calmly unfastened her cape and shook out the remains of a nest, which had been snugly built by some motherly mouse in the long fur. The owner of the cape seated herself as calmly as you please and the other women subsided.—Philadelphia Record.

Diamonds in Seventeenth Century.

Our Celtic ancestors, skilled in basket work but not in the niceties of the jeweler's art, made their rings of twisted strands, a very pleasing design. It was not until the seventeenth century that the diamond became the most highly valued portion of a ring, and since the coming in of diamonds less and less sentiment has attached to rings. A diamond ring, like the old thumb ring, seems intended chiefly to display the wealth of its owner. Some modern Germans, to say a word more about the methods of wearing rings, like the old Romans, wear a ring on the second joint. But the clerical fashion of wearing a ring outside of the glove has found little favor, even with those most anxious for display. That the higher clergy were fond of rings is manifest by many of those in the Boardman collection. Indeed the ruby and the emerald have always been considered pontifical stones. The serpent ring, which some people always wear, is one of the earliest designs, found even in Egypt, and indeed the jeweler of to-day could hardly devise a style that has not been in vogue some time in the past.

It Was a Most Legal Affair.

At a recent wedding in Milwaukee, Wis., the entire ceremony appeared to be a "legal affair." The bride, Miss Caroline Hamilton Pier, and the bridegroom, John Henry Roemer, were both lawyers. But this was not all; the ceremony was performed by the bride's mother in her capacity as Court Commissioner, and the two bridesmaids, sisters of the bride, are also lawyers. The bride was graduated from the Wisconsin Law School in 1891, and since that time has been practising with her sisters. The mother, an elder member of the firm, has been engaged in practice since 1889, and the father, Colonel Calvert K. Pier, who died in 1896, was an active member of the bar.

TROOPS OFF FOR CUBA.

Eighth Cavalry to Garrison Puerto Principe.

CARPENTER IN CHARGE.

Some Spanish Troops Have Not Been Paid For a Year, And To All Several Months' Wages Are Due—In Washington It Is Said That This Should Cause No Anxiety.

SAVANNAH, Ga., (Special).—The transport Manitoba sailed for Nuevitas and Puerto Principe carrying General Carpenter and his staff, and six troops of the Eighth Regular Cavalry, about 700 men, together with horses and a large amount of stores and supplies.

The dispatch with which the Manitoba was handled excels anything in this line since the beginning of the war with Spain. The Manitoba arrived from New York at 1 o'clock Saturday morning, and in less than 18 hours after her arrival she was on her way to sea again with the troops and stores aboard, the work of loading having been accomplished within about 15 hours. Vice-President Egan, of the Central Railway of Georgia, and Captain Baker, chief quartermaster of the Seventh Army Corps, remained upon the wharf the greater part of the night.

The six troops of cavalry came here early Saturday morning, and were on their way to sea, with supplies to last for several months, within 24 hours after their arrival.

WASHINGTON, (Special).—The Eighth Cavalry Regiment will be the American garrison at Puerto Principe and Nuevitas.

Arrangements have been made by the Spanish authorities to send back to Spain the Spanish troops, numbering 9,500 men, upon the arrival of the American garrison.

It was expected that these Spanish soldiers would sail Tuesday or Wednesday, but an unexpected obstacle has arisen among the men themselves. They are on the verge of mutiny, openly declaring they will not return to Spain until they have received their pay, now far in arrears, for service in Cuba.

The mutiny extends not alone to the enlisted men, but to the officers, and is directed against the executive officials of the Madrid government on the island. Some of the men have not been paid for nearly a year, and to all of them several months' pay is due.

The situation has created no particular concern in the minds of the American authorities, as it is not likely to seriously affect the control of that portion of the island by the American forces, but it is realized that those 9,500 soldiers, if they should persist in their refusal to return to Spain, might become dependents whom it would be difficult to care for, and ultimately, perhaps, a menace to good government on the island.

The Spanish authorities express no fear of their ability to solve the problem presented, but how they will solve it if the men, backed by their officers, absolutely refuse to return home without their pay, is not clear.

IS DREYFUS DEAD?

A Mysterious Telegram From B Home Starts the Rumor in

Paris, (Special.)—It is reported Dreyfus is dead. The rumor is to be based upon a mysterious telegram received from Colmar, capital of Alsace—near which place Dreyfus was signed by an unknown correspondent.

So far as can be ascertained, there is no official confirmation of the report.

The father-in-law of Dreyfus discredits it. He says he has received excellent accounts from the colonial office quite recently as to the prisoner's health.

Careful inquiries made at Colmar show that nothing is known there as to the death of Dreyfus.

Despite these assurances, there are dark rumors afloat. In view of the curious manner in which the letter from Dreyfus declaring that he had abandoned all hope was conveyed to Mme. Dreyfus on Friday, many persons in Paris believe he is dead.

A dispatch from Paris on Friday said that Mme. Dreyfus had applied that day at the office of the minister of the colonies for permission to send her husband some warm clothing for his return home. The request was refused, on the ground that the government would do whatever was necessary.

At the same time, according to the dispatch, the authorities read her a letter from her husband to the effect that having for five months addressed appeals for revision to General de Boisdoffre, (recently chief of staff of the French army) without getting any reply, and being weary and exhausted by his useless appeals he would write no more to his family or to anybody. He described himself as ill and dying, and bequeathed to the "generosity of my country the care of rehabilitating my memory."

It appears that Mme. Dreyfus then asked permission to telegraph her husband the decision of the Court of Cassation. This request also was refused. Then, through a friend, she appealed to President Faure, but with no better result.

The dispatch said her counsel would bring the whole matter before the Court of Cassation.

FOUND THE TERESA.

The Abandoned Cruiser Has Been I by Bahama Natives.

WASHINGTON, (Special.)—The official report to the Navy Department of the finding of the Maria Teresa was contained in the following cablegram, received from Commander Craven, of the wrecking tug Potomac, which has been ordered to Cat Island from Santiago:

"NASSAU, Nov. 12.

"*Secretary of the Navy, Washington:*

"Potomac arrived, Marie Teresa near Bird Point, Cat Island, one mile off shore in two fathoms of water. Tide rising and falling inside. Temporary deck broken up. Movable articles removed by natives. Vulcan not seen. Natives at work since Saturday."

The Potomac was ordered at once back to Cat Island with instructions to Commander Craven to take posession of the Teresa and drive off the wreckers who are looting the ship. He replied by cable that he would arrive at the wreck Sunday morning.

The fact that the Teresa, a vessel drawing in trim 23 feet of water and water-logged as she was when abandoned, probably drawing nearly 30 feet, should have been driven in 12 feet of water, is regarded by naval officers as evidence of the great strength of the storm.

Track Improvements.

Though the courts and the financiers are discussing the Baltimore & Ohio reorganization, the work of rehabilitating the property goes merrily on. The maintenance of way department reported recently that since March 1st, 1896, to July 1st, 1898, there had been laid, east of the Ohio river, 51,332 tons of 85-pound steel rail or nearly 400 miles. There are still about 6,000 tons to be delivered by the manufacturers.

The tracks have been further improved by the purchase of 2,591,472 cross ties and 654,112 cubic yards of stone ballast. The Baltimore & Ohio Southwestern has begun its proposed series of improvements by beginning the laying of 5,000 tons of 85-pound steel rail between Chillicothe, Ohio, and Parkersburg, W. Va.

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